

## **EXHIBIT LIST**

### **CKCB Madison Avenue Development PLN50958 SPR, SSDP, SVAR**

Staff Contact:  
Olivia Sontag

Public Hearing: February 14, 2019  
City Hall – Council Chambers

City of Bainbridge Island Hearing Examiner

<b>NO.</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DATE</b>
1	Staff Report	02/07/2018 Dated
2	REVISED Notice of Application with SEPA and Hearing Date	06/08/2018 Dated
3	Mailing List and Affidavit of Publication	various
4	Public Comments	various
5	Site Plans	01/15/2019 Received
6	Floor Plans and Elevations	01/15/2019 Received
7	Landscape Plan	01/18/2019 Dated
8	Geotechnical Report 3	10/17/2018 Dated
9	Traffic Impact Analysis	10/18/2018 Dated
10	Certificate of Concurrency	02/07/2019 Dated
11	Shoreline No Net Loss Documentation	02/05/2018 Dated
12	SEPA Checklist	02/28/2018 Received
13	Applicant's Response to Shoreline Variance Decision Criteria	various
14	Madison Height Analysis	03/16/2018 Received
15	Rendering SE	04/23/2018 Received
16	Rendering NE	04/23/2018 Received
17	Design Guideline Checklists	02/28/2018 Received
18	Design Review Board Minutes	04/23/2018 Dated
19	Multi-modal Transportation Advisory Committee Comments	07/11/2018 Dated
20	Planning Commission (DRAFT) Minutes	01/24/2019 Dated
21	Fire District Comments	03/19/2018 Dated
22	Building Official Comments	01/17/2019 Dated
23	Public Works Development Engineer Comments	02/07/2019 Dated
24	Third Party Review Recommendation, Correspondence, and Revised Report	various
25	Notice of Intent to Reduce the Minimum Buffer in a Landslide Hazard Area	01/11/2019 Dated

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26	Mailing List and Affidavit of Publication	various
27	Public Comments (received during Notice of Intent comment period)	various
28	Mitigated Determination of Non-Significance (MDNS)	01/29/2019 Dated





## DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

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# STAFF REPORT AND RECOMMENDATION

### CKCB MADISON AVENUE DEVELOPMENT

FILE #: PLN50958 SPR/SSDP/SVAR

Prepared by: Olivia Sontag, Planner

Date: February 7, 2019

**Request:** Site Plan and Design Review (SPR), PLN50958 SPR  
Shoreline Substantial Development Permit (SSDP), PLN50958 SSDP  
Shoreline Variance (SVAR), PLN50958 SVAR

**Owner:** CKCB Madison Avenue Development LLC

**Location:** Undeveloped – (subject property is between 220 and 270 Madison Avenue S)

**Tax Parcel:** 262502-3-078-2006

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#### Part I: Description of Proposal and Recommendation

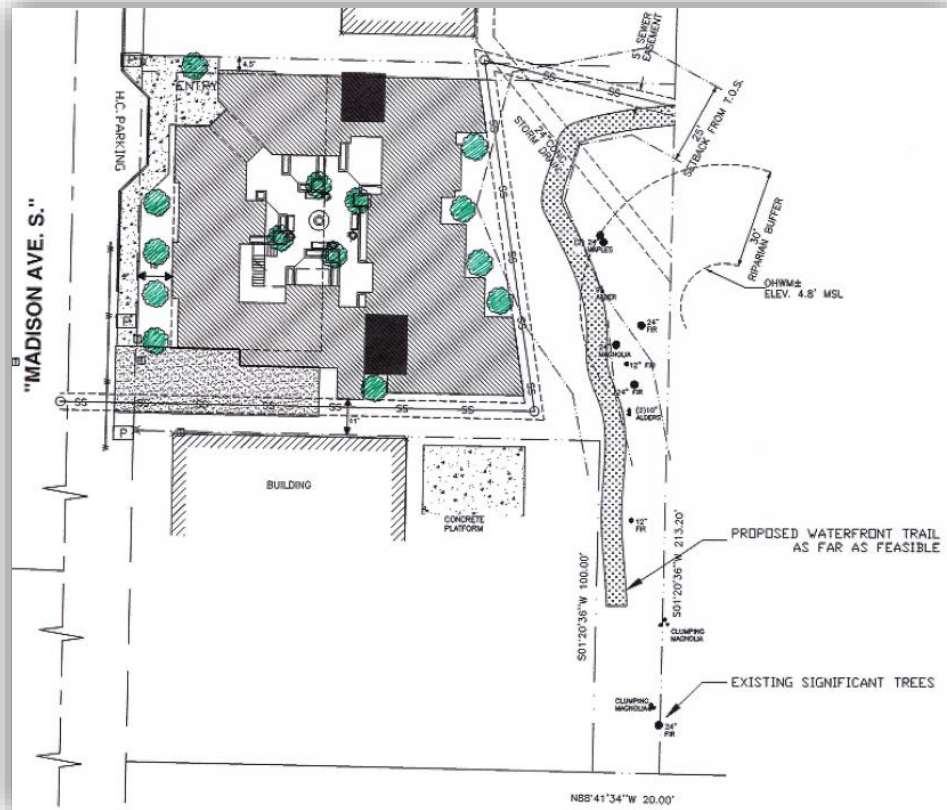
- 1. Description of Proposal:** The applicant proposes development of a courtyard-style ten-unit residential building made up of eight (8) one-bedroom apartments and two (2) townhomes. Vehicular and bicycle parking is proposed in an underground parking garage with a disabled access parking space located along Madison Avenue S. Other frontage improvements include a bike lane, a five (5) foot sidewalk, street trees and other landscaping. The applicant is also requesting a shoreline variance for an additional five (5) feet in height for two (2) elevator/stair towers providing disabled access to the rooftop for each townhome.

The undeveloped 0.39-acre property is located within the Mixed Use Town Center – Central Core Overlay District. The proposed development is within shoreline jurisdiction and is located adjacent to a marine bluff and a geologically hazardous area. The applicant proposed to reduce the minimum buffer to the geologically hazardous area from 50 feet to 10 feet. The buffer reduction was supported by an Independent Third-Party Geotechnical Review, requiring a 10-foot buffer and a 15-foot building setback from the top of the slope.

The proposal preserves all native vegetation within the shoreline buffer and proposes a public trail along the top of the marine bluff as a continuation of the Waterfront Trail.

- 2. Environmental Review:** The project is subject to State Environmental Policy Act (SEPA) review as provided in Washington Administrative Code (WAC 197-11-800).
- 3. Staff Recommendation:** Staff is recommending approval of the Site Plan and Design Review (SPR) and the Shoreline Substantial Development Permit (SSDP) with conditions. Staff is not making a recommendation on the Shoreline Variance (SVAR).

**Figure 1 – Site Plan**



## Part II: General Information and Site Characteristics

Basic Information	
Zoning District	Mixed Use Town Center – Central Core Overlay (CORE)
Gross Site Area	0.39 acres (18,112 square feet not counting 20-foot wide strip)
Soils and Terrain	Soils consist of Glacial Till, Kapowsin gravelly sandy loam. The majority of the site slopes gently toward the east to a steep slope approximately 15 feet in height that extends down to a tidal inlet.
Critical Areas	Geologically Hazardous Area and Buffer
Shoreline Designation	Urban
Existing Development	Undeveloped

Public Services and Utilities	
Police	City of Bainbridge Island Police Department
Fire	Bainbridge Island Fire District
Schools	Bainbridge Island School District
Water	COBI Water Service Area
Sewer	COBI Sewer Service Area
Storm Drainage	Proposing to tie into an existing outfall for a direct-discharge of stormwater to Eagle Harbor if connecting to the storm drain on Madison Avenue is infeasible.

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



### Part III: Application Background

Date	Action	Summary
September 26, 2017	First Preapplication Meeting	Staff requested more information in order to determine the permit process.
November 6, 2017	Design Review Board (DRB) Meeting	Preliminary review and discussion. DRB suggested that shoreline issues be resolved before the next DRB review and requested that the applicant provide the design in 3D.
November 7, 2017	Second Preapplication Meeting	Permit process was determined.
November 9, 2017	Preapplication Letter Sent	Included comments from the Fire District and COBI Public Works Development Engineer.
December 11, 2017	Public Participation Meeting	Meeting was well-attended with 50+ attendees. Comments and concerns centered around the request for a variance for height, activities and elements proposed on the rooftop, privacy for neighbors, pedestrian traffic along Madison, and requests that the Waterfront Trail be installed on the property.
January 9, 2018	Development Moratorium (Ordinance No. 2018-02)	The moratorium as originally adopted prohibited applications for many land use actions. The moratorium was subsequently modified to allow an exception for Major Site Plan and Design Review proposals that were not otherwise subject to this moratorium and that had a preapplication conference on the Planning Department's calendar before the effective date of the moratorium. (Ordinance No. 2018-05) The moratorium was then revised again to allow an exception for Major Site Plan and Design Review properties located in the Mixed Use Town Center/Central Core Overlay District. (Ordinance No. 2018-09)
February 28, 2018	Application Submitted	Submitted on the effective date of Ordinance No. 2018-05 as an allowed exception.
March 28, 2018	Determination of Completeness	Application was deemed complete.
April 23, 2018	Design Review Board (DRB) Meeting	Recommended approval with several conditions and additional review of the building materials and landscape site plan prior to permitting.
June 13, 2018	Multi-Modal Transportation Advisory Committee (MTAC) Meeting	Preliminary review and discussion. Committee members scheduled a site visit.
July 11, 2018	Multi-Modal Transportation Advisory Committee (MTAC) Meeting	The Committee voted 6-0 to recommend City Staff require the applicant to complete a segment of the Waterfront Trail on the subject property.
January 24, 2019	Planning Commission Meeting	Recommended approval with several edits to conditions and denial of the shoreline variance.

#### Part IV: Comprehensive Plan Goals and Policies

Elements	Goals and Policies
Introduction	Guiding Principle #1: Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.
	Guiding Principle #4: Consider the costs and benefits to Island residents and property owners in making land use decisions.
Land Use Element	Island-Wide Conservation and Development Strategy – Goal LU-4: As part of a long-term Island-wide Conservation and Development Strategy, focus residential and commercial development in designated centers, increase a network of conservation lands, maximize public access while protecting the shoreline, minimize impacts from the SR 305 corridor and conserve the Island's ecosystems and the green and open character of its landscape.
	Designated Centers – Goal LU-5: Focus Urban Development in Designated Centers.
	Policy LU 6.2: Promote dense residential and commercial development and encourage human activity within Winslow, the heart of Bainbridge Island. In order to create a vibrant city center direct growth where infrastructure exists, reduce reliance on the automobile, provide opportunities for affordable housing and absorb growth that would otherwise be scattered in outlying areas. Plan for adequate parking in Winslow to accommodate residents and visitors who drive downtown for shopping, participation in local government, attendance at cultural events and centers, and to use other resources in Winslow.
	Winslow Town Center – Goal LU-7: The Winslow mixed use and commercial districts are designed to strengthen the vitality of downtown Winslow as a place for people to live, shop and work. The Winslow Mixed Use Town Center (MUTC) is intended to have a strong residential component to encourage a lively community during the day and at night. The high residential density of Winslow requires the Central Core Overlay District to provide services and products that meet the needs of residents as well as visitors.
	Policy LU 7.3: Central Core Overlay District – The Central Core is the most densely developed district within the Mixed Use Town Center. Within this Overlay District, residential uses are encouraged, but exclusive office and/or retail uses are permitted. Mixed-use development within the Central Core Overlay District that includes a residential component may be exempt from requirements to provide off-street parking for the residential component of the project.
Economic Element	Development in Designated Centers – Goal EC-6: As the city's designated centers evolve, balance their functions as places of commerce and employment with their roles helping to meet housing needs and provide focal points for civic engagement and cultural enrichment.
	Policy EC 11.2: The predominant focus of downtown Winslow is to serve the commercial and social needs of Island residents. A lively, pedestrian-oriented town center that provides a mix of commercial and residential uses creates a potential tourist destination.
Environmental Element	Geologically Hazardous Areas – Goal EN-8: Protect landslide hazard areas and erosion hazard areas from the impacts of use and development for the protection of public safety, property and the environment.

	Policy EN 8.1 Avoid land uses on landslide hazard and erosion hazard areas. If the hazard caused by development can be mitigated, then design land use to prevent damage to persons or property and environmental degradation and to preserve and enhance existing vegetation to the maximum extent possible.
	Policy EN 10.2: Encourage the retention of existing trees and vegetation and the planting of new trees and vegetation that provides natural filtration of suspended particulate matter, removes carbon dioxide and improves air quality.
Water Resources Element	Policy WR 2.3: To promote efficient use of groundwater resources, encourage the expansion of existing water systems rather than encouraging shallow or individual residential wells.
	Policy WR 2.13: Require the retention of native landscapes to promote water quality and to reduce the need for irrigation.
	Surface Water Protection and Management – Goal WR-3: Achieve no net loss of ecological functions and processes necessary to sustain aquatic resources including loss that may result from cumulative impacts over time.
	Policy WR 3.2: Require that vegetated buffers be maintained between proposed development and the aquatic resource in order to protect the functions and values of such systems. Restore degraded buffers to enhance their function. Allow reductions in vegetated buffers only in areas where such reductions, if consistently applied, would not result in significant cumulative impacts to aquatic resources and fish and wildlife habitat.
	Policy WR 3.3 Require that buffers be retained in their natural condition wherever possible while allowing for appropriate maintenance. Where buffer disturbance has occurred, require re-vegetation with appropriate species, with a preference for native species, to restore the buffers' protective values.
Housing Element	Policy HO 3.1 Encourage innovative zoning regulations that increase the variety of housing types and choices suitable to a range of household sizes and incomes in a way that is compatible with the character of existing neighborhoods.
	Policy HO 4.1 Encourage new multifamily housing in a variety of sizes and forms in designated centers.
Transportation Element	Multimodal – Goal TR-1: Encourage the development of an integrated multimodal transportation system that provides a range of safe transportation alternatives and increases the through movement of people, maximizing use of non-motorized and public transit.
	Policy TR 1.1: In accordance with complete streets practices and guidelines, new or rebuilt streets shall, as much as is practical, address the use of the right-of-way by all users.
	Non-Motorized System – Goal TR-2: Provide a non-motorized transportation system that is a planned and coordinated network of shoulders, sidewalks, trails, footpaths, bikeways and multi- purpose trails that connect neighborhoods with parks, schools, the shoreline, the ferry terminal and commercial areas.
	Policy TR 2.2: Trails should provide for both passive and active pursuits including recreation and nature study, exercise, shopping, and commuting to work and schools. Coordinate with the Park District as the primary provider of the community's recreational trails.



	Policy TR 2.4: Provide a network of sidewalk facilities adjacent to roadways in designated centers with the Winslow area given priority. Sidewalks shall be of sufficient width to accommodate expected pedestrian use, including safe crossings with adequate overhead or embedded lighting. Where possible, separate sidewalks from the roadway with a street tree planting strip and buffer. Designs should accommodate users of all abilities, meeting ADA requirements.
	Policy TR 2.6: Develop a trail system to serve non-motorized users across the Island. As envisioned, the network will include the Waterfront Trail in Winslow, the Sound to Olympics Trail (STO, a regional trail connecting the Ferry Terminal to the Agate Pass Bridge), intra-island multi-use trails, unopened City rights-of-way, shoreline trails, and connecting pathways within neighborhoods. The goal is to provide walkability within neighborhoods and Island-wide connectivity for both pedestrians and cyclists.
	Policy TR 2.11: Secure easements and other land dedication for non-motorized facilities through development and redevelopment mitigation and conditions, donation, tax incentives, and direct acquisition. Coordinate these efforts with the Park District when parkland and recreational trails are involved.
	Policy TR 8.4: Complete and protect the Winslow Waterfront Trail.
	Policy TR 10.1 Provide adequate parking in designated centers. Development of street frontages in urban commercial areas should maximize on-street parking to the extent practical. Development projects in urban residential areas should consider on-street parking rather than off-street parking.
Utilities Element	Policy U 12.2: Within public sewer system service areas, new construction should provide for eventual connection to public sewer systems.
	Storm and Surface Water – Goal U-13: Manage stormwater runoff to protect life, property and habitat from flooding and erosion; to channel runoff to minimize impacts to daily activities; to protect the quality of groundwater, surface water, and the waters of Puget Sound; and to provide recharge of groundwater where appropriate.
	Policy U 13.2: Require new development to provide both on-site and off-site improvements necessary to avoid adverse water quality and quantity impacts.
	Policy U 13.5: Minimize disruption and/or degradation of natural drainage systems, minimize impervious areas by restricting site coverage, and encourage site permeability by retaining natural vegetation and buffers, and specifying use of permeable materials.
	Policy U 14.5: Encourage the electric service provider and electricity users to use carbon neutral electricity generation, local electricity generation, and innovative technologies such as solar power that are reliable, cost effective, preserve resources, provide minimal environmental impact, and do not contribute to global warming.
	Policy U 14.8: Encourage new development to integrate environmentally responsible and innovative energy systems.

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

### 1. Public Notice

Date	Action	Summary
April 6, 2018	Notice of Application/SEPA Comment Period/Hearing Published	30 Day Comment Period Seven (7) Public Comments Received
June 8, 2018	Revised Notice of Application/SEPA Comment Period/Hearing Published	30 Day Comment Period Five (5) New Public Comments Received

		The project was re-noticed after some properties were inadvertently omitted from the original comment period that occurred from April 6, 2018 to May 7, 2018. All comments received during the original comment period remained valid.
July 9, 2018	End of Comment Period for Notice of Application	Total of 12 Public Comments Received
January 11, 2019	Notice of Intent to Reduce the Minimum Buffer in a Landslide Hazard Area	21 Day Comment Period
January 29, 2019	Mitigated Determination of Non-Significance (MDNS) for SEPA	14 Day Appeal Period
February 4, 2019	End of Comment Period for Notice of Intent	Two (2) Public Comments Received
February 12, 2019	End of Appeal Period for MDNS SEPA Determination	No appeals have been received as of the date of this staff report.

## 2. Public Comments

Summary of Comment	City Response
<p><b>Variance for Height:</b> Seven (7) comments were received in opposition to the height variance. Reasons provided included:</p> <ul style="list-style-type: none"> <li>• Obstructs views of the harbor.</li> <li>• Reduced privacy for surrounding properties.</li> <li>• Interferes with the view corridors of the Seabreeze condominiums from the North.</li> <li>• Heights of this building at the eastern end of the building, northeast, and southeast corners are already well in excess of 30 feet due to the natural slope/grade of the property.</li> <li>• Roof could be accessed by several other means such as recessed, uncovered, or open stairwells.</li> <li>• This request does not meet the variance decision criteria. Granting a variance would amount to special privilege not available to others. It would adversely affect neighboring properties. There are no special circumstances identified. The property owner has not demonstrated that a variance is necessary for reasonable use of the property.</li> <li>• Purpose is to enrich the amenities of two waterfront luxury condominiums.</li> <li>• Pedestrians who walk Madison Ave daily should not be subject to an exceptionally tall and imposing building blocking more view.</li> <li>• Want to keep the 'small town' feel of Winslow.</li> </ul>	<p>The decision criteria for the shoreline variance are analyzed in this staff report and have been used to make a recommendation on the application. The applicant has been asked to consider other ways that the roof can be accessed. The applicant provided a height analysis depiction of how the height increase will impact views of the properties to the north along the east side of Madison Avenue. The applicant has attempted to minimize these impacts by limiting the size of the elevator/stair towers. The applicant has correctly calculated the average grade on the site. Per the City's Shoreline Master Program (SMP), height is calculated as the distance measured from the average grade level to the highest point of a structure. Average grade level is the average of the natural or existing topography of the portion of the lot, parcel, or tract of real property which will be directly under the proposed building or structure. Calculation of the average grade level shall be made by averaging the elevations at the center of all exterior walls of the proposed building. This definition of "average grade level" differs from the definition in BIMC Title 18 for zoning. Structures within shoreline jurisdiction shall comply with the SMP definition. The elevator/stair towers will not impact the view from the right of way or sidewalk.</p>



<p><b>Rooftop Features, Access, and Privacy:</b></p> <p>In conjunction with the opposition to the variance for height, commenters expressed concern over the use of the rooftop area. Concerns included:</p> <ul style="list-style-type: none"> <li>• The “stairwell towers” will be far more than just a “stair tower”, it will be an outdoor covered deck and patio space with large plants and trellises that further impact the public’s view.</li> <li>• Fixed elements are not proposed, but the rooftop will likely have temporary elements for shading such as parasol umbrellas, trees and planters. A permanent safety railing would also be needed around the roof edge.</li> <li>• The proposed rooftop deck would create a significant privacy concern. Anyone standing on the rooftop could look directly into the windows and decks of neighboring properties including those of Seabreeze condominiums.</li> </ul>	<p>The City does not regulate temporary features such as patio furniture, umbrellas, and planters. The applicant is proposing to use vegetation on the roof to provide privacy for the residents.</p> <p>The railing proposed does not exceed the 30-foot height limit. In the Mixed Use Town Center – Central Core Overlay District (CORE), the landscape standards in BIMC 18.15.010.G.5 allow trees required to meet tree retention requirements to be planted either at ground level or above ground level (such as a patio, terrace, or rooftop). The applicant has not proposed any of the trees required for tree retention to be placed on the roof.</p>
<p><b>Pedestrian Traffic on Madison:</b></p> <ul style="list-style-type: none"> <li>• The sidewalk along the east side of Madison Ave is the second busiest pedestrian sidewalk on the Island. Thousands of tourists and locals walk up and down this sidewalk annually.</li> <li>• Placing the new sidewalk right against the northwest corner of the property invites future trouble when the evening crowd walks up from the pub and restaurants on the waterfront.</li> </ul>	<p>The applicant has proposed the sidewalk along the east side of Madison Avenue in accordance with the Island Wide Transportation Plan (IWTP) and the non-motorized construction standards. As conditioned, right of way dedication shall be provided to the City along the full frontage of the property for any portion of the sidewalk that is not within City right of way. Completion of this segment of the Waterfront Trail may alleviate some of the pedestrian traffic along Madison Avenue.</p>
<p><b>Waterfront Trail and Existing Footpaths:</b></p> <p>Five (5) comments in support of the installation of the Waterfront Trail and connectivity through the site. Reasons provided include:</p> <ul style="list-style-type: none"> <li>• The proposed commercial development is located along the shoreline and is required by the Shoreline Master Program (SMP), 2016 Bainbridge Island Comprehensive Plan Update, and the Winslow Master Plan (WMP).</li> <li>• It will provide an important link of the Waterfront Trail going parallel along the water inlet between Bjune Drive and Parfitt Way.</li> <li>• The Waterfront Trail has gradually developed over 30 years, and this link of the trail has been on the list for completion for most of that period.</li> <li>• Analysis by a professional engineer may be needed to provide a smooth transition from the existing path to the new path provided by the applicant.</li> </ul>	<p>Several City documents support and require the installation of the Waterfront Trail:</p> <ul style="list-style-type: none"> <li>• The Winslow Master Plan (WMP) Chapter 4 Open Space and Trails WMP 4-3.5.</li> <li>• The 2016 Bainbridge Island Comprehensive Plan Update Transportation Element Policy TR 2.6, 2.11, and 8.4.</li> <li>• The Shoreline Master Program (SMP) in the Bainbridge Island Municipal Code (BIMC) 16.12.030.C.4. requirements for public access.</li> <li>• The Island Wide Transportation Plan (IWTP) as depicted on the system map.</li> </ul> <p>The applicant has proposed the Waterfront Trail along the inlet as far south along the panhandle as possible as required in the IWTP. The southern 50 feet of the panhandle is partially overwater and the trail cannot feasibly be constructed. If the applicant would like to earn a FAR bonus by providing public amenities, they have the option to construct, for example, an elevated</p>

<ul style="list-style-type: none"> <li>• Future easements may be needed to progress down to other buildings along the waterfront. The trail could go perpendicular to the water and exit onto Madison allowing pedestrians to continue down Madison to the water.</li> <li>• The Bainbridge Island Metro Parks &amp; Recreation District (BIMPRD) strongly encourages the City to require a trail be built along the waterfront side of the site as a condition of approval for the development.</li> </ul>	boardwalk that would complete the remaining 50 feet of trail. A 20-foot easement for the trail is being provided to the City. The project has been conditioned accordingly.
<b>Development Destroying Tree Roots:</b> <ul style="list-style-type: none"> <li>• Deep foundations for the structure are near the edge of the property. Digging and clearing to within 10 feet of the northern boundary will require cutting into the root structure of three (3) trees on the boundary line – one of which is 40-50 feet tall. Cutting the roots is likely to kill the trees. Commenter seeks assurances that trees on the property line are protected or replaced if lost within three (3) years.</li> </ul>	No side yard setbacks are required for the proposed development. The applicant has proposed a four and a half (4.5) foot setback to the north and an 11-foot setback to the south. The trunk of the largest tree being referred to in this comment is approximately eight (8) feet from the proposed foundation. The property owner is proposing to work with the neighbor to the north to manage the canopy of the tree. As conditioned, an arborist is required to be on site to recommend ways to minimize impacts to offsite trees.
<b>Local Developer:</b> <ul style="list-style-type: none"> <li>• Several comments expressed that the development is a positive addition to the neighborhood and are pleased that the developer is a local person.</li> </ul>	The applicant also developed the Eagle Harbor Inn across the street to the west in 2003.
<b>Notice of Intent to Reduce the Minimum Buffer in a Landslide Hazard Area:</b> <ul style="list-style-type: none"> <li>• Spoke in opposition to an variances or deviations granted to the property. The development adds value to the subject property while taking value from surrounding properties. No variations should be allowed for the improvements to the Waterfront Trail.</li> <li>• Another comment wants the City to consider impacts to the Waterfront Trail when proposing these reductions. Worry that the proximity to the top of the slope is unsafe and recommends a barrier along the ridge for public safety. The east-west connection along the southern property line connecting to the Waterfront Trail was not included.</li> </ul>	The proposed buffer reduction will not impact the size of the trail or the required 20 foot easement. The applicant has located the trail in accordance with the location in the Island Wide Transportation Plan. The City had safety concerns locating pedestrian access along the southern property line as this is proposed for the driveway entrance to the underground parking garage.

### 3. Agency Comments

Date	Agency	Summary of Comment
February 28, 2018	Kitsap Public Health District (KPHD)	KPHD had no comments.

April 23, 2018	Design Review Board (DRB)	<p>The Board recommended approval with several conditions and additional review of the building materials and landscape site plan prior to issuance of the building permit:</p> <ul style="list-style-type: none"> <li>• Look into the Fair Housing Act and how the project meets the requirements;</li> <li>• Move bedroom window on lower level over to the right so the bed isn't right up against the window and create more of a secluded area for the bed;</li> <li>• Prepare a landscape plan for DRB review;</li> <li>• Add additional windows to the master bedroom of the southeast facing the harbor; and</li> <li>• Bring color and building material samples for DRB review before project is built.</li> </ul> <p>Additional Considerations:</p> <ul style="list-style-type: none"> <li>• Green Screen over brick for ivy to grow up to protect the mortar;</li> <li>• Consideration for a lift or elevator from basement parking to units;</li> <li>• Check the grade next to the handicap parking spot;</li> <li>• More street trees in front of the blank walls;</li> <li>• Discuss with neighboring property if you can move the handicap parking spot more north;</li> <li>• Paint color to be more creamy than white; and</li> <li>• Confirm code requirement for square footage vs. number of exits required.</li> </ul>
May 11, 2018	COBI Operations and Maintenance	The City issued a non-binding commitment for water and sewer system capacity.
June 13, 2018	Multi-Modal Transportation Advisory Committee (MTAC)	<p>The Committee voted 6-0 to recommend City Staff require the applicant to complete a segment of the Waterfront Trail on the subject property in the following ways:</p> <ul style="list-style-type: none"> <li>• An easement providing pedestrian access to the public from north to south along and across the full length of the property's eastern boundary;</li> <li>• Another easement providing pedestrian access to the public from east to west along and across the southern edge of the proposed building;</li> <li>• Construction of a public trail in the first easement, connecting to existing segments of the Waterfront Trail and extending to the maximum length deemed feasible by City Staff; and</li> <li>• Instillation of wayfinding signage noting the public's ongoing right to access across both easements.</li> </ul>
July 11, 2018	Bainbridge Island Fire District (BIFD)	The Fire Marshal recommended approval with conditions.
October 30, 2018	COBI Public Works - Engineering	The City's Public Works Development Engineer recommended approval with conditions.

January 16, 2019	Independent Third-Party Geotechnical Review	The Independent Third-Party Geotechnical Reviewer supported the analysis in the applicant's geotechnical report and recommended approval of the slope buffer reduction.
January 24, 2019	Planning Commission	<p>The Planning Commission discussed protection of a tree on the property to the north and support for an arborist to recommend protection measures, support for the installation of the Waterfront Trail and an easement along the full width of the property, support for the FAR public amenities bonus in the form of a boardwalk completing the Waterfront Trail, emphasis that low impact development methods for stormwater management be incorporated, support for the DRB recommendations and the condition for another meeting prior to building permit issuance, and concerns about the height variance request. Five (5) people gave public comment at the meeting. Three (3) opposed the height variance, one (1) discussed hardships on the site and spoke in support of the height variance, and one (1) supported the installation of the Waterfront Trail.</p> <p>The Planning Commission made the following motions:  Motion 1: I move that we not support the shoreline variance as presented to us. The reasons that I think we would not support granting the height variance are because Decision Criteria 1 and 2 have not been met and potentially Decision Criteria 6 which is that the public interest will suffer no substantial detrimental effect. (Passed 3-2)  Motion 2: We move to recommend approval of the project as reflected in the Staff Report subject to the amendments we have proposed for Conditions 3, 19, 27 and 44 and we further recommend that the height variance be denied based on a lack of, be denied because Decision Criteria 1, 2 and 6 have not been met. (Passed Unanimously)</p> <p>At the conclusion of the Planning Commission meeting, the Planning and Community Development Director, Gary R. Christensen, made a statement saying he would defer the decision on this project to another staff member as he was a resident of the neighboring condominium.</p>

## Part VI: Land Use Code Analysis

### 1. BIMC Title 16 Environment

#### a. BIMC 16.12 Shoreline Master Program (SMP)

Shoreline Characteristics	
Shoreline Designation	Urban
Aquatic Designation	Aquatic
Geomorphic Class	Marsh/Lagoon
Geomorphic Shoretype	No Appreciable Drift
Shoreline Buffer	30 feet landward of Ordinary High Water Mark (OHWM)

Zone 1	30 feet
Zone 2	0 feet
No Net Loss Demonstration	Site Specific Impact Analysis – Habitat Management Plan: assessment of existing baseline environmental conditions, assessment of priority habitat, project impact assessment, analysis of mitigation sequencing, and vegetation management plan.
Shoreline Use	Multi-family residential shoreline uses are permitted in the Urban Shoreline Designation.

b. BIMC 16.12.030.B Environmental Quality and Conservation

No Net Loss of Ecological Function and Processes Demonstration	
Baseline Site Conditions	The property is undeveloped, located entirely within shoreline jurisdiction, and is adjacent to a marine bluff and a geologically hazardous area. Vegetation includes Himalayan blackberry, Scott's broom, common vetch, American holly, oceanspray, hawthorne, sword fern, bracken fern, and grasses. Mature trees are present along the top of the slope within the shoreline buffer and include red alder, big leaf maple, madrone, and Douglas fir. English ivy is present from root to canopy among the mature trees.
Environmental Impacts: Vegetation Disturbance	Approximately 12,000 sq.ft. of invasive species, noxious weeds, a cluster of young alders, and a single hawthorne will be disturbed by the proposed development.
Environmental Impacts: Impervious Surface	Approximately 10,000 sq.ft. of new impervious surface is proposed on the property.
No Net Loss Demonstration	Site Specific Impact Analysis – Vegetation Management Plan Mitigation: Invasive species and noxious weeds eradication on the property. Restore and maintain a 10-foot native vegetation buffer along the top of the slope.
Mitigation Sequencing	<p><b>Avoid:</b> The proposed development maintains the 30-foot shoreline buffer and all native vegetation within the buffer. The remainder of the site is overgrown with invasive species.</p> <p><b>Minimize:</b> The proposed development is designed landward of the 30-foot shoreline buffer and all significant native vegetation. An existing sewer easement along the east side of the property increases the buffer to the shoreline by another 20-50 feet.</p> <p><b>Rectify:</b> The management plan proposes restoration of the degraded shoreline buffer landward of the top of the slope by eradicating invasive species and noxious weeds.</p> <p><b>Reduce:</b> Stormwater will be handled in compliance with the stormwater manual. No fertilizer, insecticide, or pesticide will be used. Native vegetation is strategically placed to improve the soil structure. Directional lighting and timers are recommended.</p> <p><b>Compensate:</b> In addition to eradicating invasive species and noxious weeds, the management plan proposes to restore and maintain a 10-foot native vegetation buffer along the top of the slope.</p> <p><b>Monitor:</b> Restoration area success, performance, maintenance and monitoring are described in the management plan. An as-built planting plan is required upon installation of the vegetation. Five (5) years of monitoring reports and final compliance documentation are required.</p>

Required Mitigation Surety Devices	Notice on Title Performance Assurance Maintenance and Monitoring Assurance
Waterfront Trail Adjacent to a Marine Bluff	The property has slopes greater than 40 percent that exceed a vertical height of 10 feet within the marine shoreline jurisdiction and is considered to have a marine bluff. Minor development for public access (e.g., public trails, stairs, or view points) may be allowed on the face of a marine bluff or in the required buffer; provided, that environmental impacts are mitigated, and the development can meet the factor of safety. The geotechnical report completed by Geotech Consultants, Inc. in October 2018 demonstrated that the proposed Waterfront Trail meets the factor of safety. The report recommends using a lightweight surface such as wood chips or gravel, using no more than 4-6 inches of material. Vegetation on the steep slope shall be maintained for bluff management.

c. BIMC 16.20 Critical Areas

Critical Area	Required/Allowed	Proposed
Geologically Hazardous Area (landslide hazard – slopes 40% or greater)	<p>Buffer Requirement: A buffer equal to the height of the slope or 50 feet, whichever is greater, shall be established from all edges of a landslide hazard area except where no other reasonable alternative exists, a reduction may be allowed.</p> <p>Building Setback: All building and structures shall have a minimum setback of 15 feet from the outer edge of the buffer around landslide hazard areas to allow for construction activity.</p>	The applicant has proposed a buffer reduction for a combined buffer and setback of 25 feet from the top of slope. Per BIMC 16.20.130.E.5, Independent Third-Party Geotechnical Review was conducted to review the proposed buffer reduction. The Third-Party Reviewer supported the analysis in the applicant's geotechnical report and recommended approval of the buffer reduction. Once the Third-Party review was complete, a Notice of Intent to Reduce the Minimum Buffer in a Landslide Hazard Area was issued with a 21-day comment period ending on February 4, 2019. An Indemnification or Hold Harmless agreement will be required prior to commencement of construction or site alteration.

2. BIMC Title 18 Zoning

a. BIMC 18.09 Use Regulations

Proposed Use	Use Standards
Multifamily Dwellings	Multifamily development is a permitted use in the Mixed Use Town Center – Central Core Overlay District (CORE).

b. BIMC 18.12 Dimensional Standards

Dimensional Standards	Required/Allowed	Proposed
Lot Coverage	100 percent excluding setbacks (18,112 sq.ft.)	46 percent (8,322 sq.ft.)

Front Yard Setback	10 feet min and 20 feet max from the Madison Avenue sidewalk	10 feet from the Madison Avenue sidewalk except where on-street parking for the disabled access parking space is proposed.
Rear Setback	0 feet	40 feet
Side Yard Setbacks	0 feet	4.5 feet to north and 11 feet to south
Residential FAR Maximum with Bonus	0.4 FAR (7,244 sq.ft.) 1.0 FAR (18,112 sq.ft.)	0.75 FAR (13,573 sq.ft.) (bonus needed for 6,329 sq.ft.)
<p>Eligible properties may achieve a maximum level of development above the base FAR by using one, or a combination of FAR bonus provisions in BIMC 18.12.030.E. The applicant is considering the following options:</p> <ul style="list-style-type: none"> <li>• Up to 100 percent of the maximum residential FAR bonus may come from the purchase of development rights. The current cost of development rights for residential FAR is \$18.00/sq.ft.</li> <li>• Subject to approval by the director, the public amenities FAR bonus may be achieved by the construction of public amenities and/or infrastructure beyond that required to mitigate the impacts of development. Public amenities and/or infrastructure projects shall be located in the Mixed Use Town Center or High School Road districts, and shall be chosen from projects identified in the six-year capital facilities program, or approved by the city. In accordance with the Bainbridge Island Comprehensive Plan, Shoreline Master Program (SMP), Winslow Master Program (WMP), Island Wide Transportation Plan (IWTP), and the recommendation from the Multi-Modal Transportation Advisory Committee (MTAC), the City encourages the applicant to consider the public amenities FAR bonus by constructing a boardwalk for the remaining 50 feet of trail along the portion of the panhandle that is partially overwater. This segment will complete the connection of the Waterfront Trail.</li> </ul>		
Title 18 Building Height Bonus for parking under the building Title 16 Building Height	35 feet maximum 45 feet maximum  30 feet maximum in Shoreline	35 feet
Permitted Height Modifications – Solar Panels	Up to 18 inches above the maximum building height in the district.	The applicant is not proposing a height modification for the solar panels.

c. BIMC 18.15 Development Standards and Guidelines

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

Landscape Requirements	Required/Allowed	Proposed
Tree Units	30 tree units per acre 14 tree units are required	The applicant has proposed 14 new trees to meet the tree unit requirement. Existing trees total to 45 tree units but are all within shoreline buffers and/or critical areas and their buffers and do not count towards the tree unit requirements.
Perimeter Buffer	N/A	N/A
Roadside Buffer	N/A	N/A

ii. BIMC 18.15.020 – Parking and Loading

Parking Requirements	Required/Allowed	Proposed
On-Street Parking	On-street parking may be included	The applicant has proposed one (1)

Disabled Access Parking	in the parking space calculation upon approval of the director. One (1) disabled access parking space is required. The disabled access parking space shall be van-accessible and must connect to the shortest accessible route to the accessible building entrance or facility they serve.	disabled access parking space along the street to be included in the parking calculation. Disabled access parking has been proposed as close to the entrance as possible.
Off-Street Parking	One (1) space per one-bedroom apartment Two (2) spaces per townhome 12 parking spaces total Guest parking may be required by the Planning Director at a maximum of 0.5 spaces per four (4) required spaces. Spaces provided in underground parking garages are exempt from parking maximums.	The applicant has proposed a parking garage under the building. A total of 10 parking spaces (including the on-street disabled access space) are provided for the apartments, eight (8) for the residents and two (2) additional spaces for guest parking. A two (2) car garage is proposed for each of the townhomes, providing a total of four (4) spaces. A total of 13 off-street spaces are proposed.

iii. BIMC 18.15.030 – Mobility and Access

Mobility Requirements	Required/Allowed	Proposed
Bicycle Spaces	One (1) bicycle space per five (5) parking spaces with a minimum of four (4) bicycle spaces.	The applicant has proposed four (4) bicycle spaces in the parking garage.

iv. BIMC 18.15.040 – Outdoor Lighting

Lighting Requirements	Required/Allowed	Proposed
Outdoor Lighting	The project shall comply with the outdoor lighting requirements.	No outdoor lighting is proposed at this time. There is an existing street lamp on the northwest corner of the property.

v. BIMC 18.15.050 – Signs

Sign Requirements	Required/Allowed	Proposed
Signs	The project shall obtain a sign permit for any signage proposed.	No signs are proposed at this time.

d. BIMC 18.18 Design Standards and Guidelines

Design Guidelines	Requirements
All Zoning Districts	The Design Review Board reviewed all of the Design Guideline Checklists and recommended approval with several conditions and additional review of the building materials and landscape site plan prior to issuance of the building permit. The project has been conditioned accordingly.
Mixed Use Town Center	
Central Core Overlay District	
Street Trees in the Central Core Overlay	Street trees shall be provided in an amount equivalent to at least one (1) every 30 feet in planting pots or beds covered by a tree grate, pavers, or



District	planted area. Trees may be grouped and are encouraged to have a varied meandering effect. The applicant has proposed five (5) street trees along the frontage and meets this design standard.
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## Part VII: Decision Criteria

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

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

Decision Criteria	City Analysis
1. The site plan and design is in conformance with applicable code provisions and development standards of the applicable zoning district, unless a standard has been modified as a housing design demonstration project pursuant to BIMC 2.16.020.S;	As conditioned, the site plan and design is in conformance with the Bainbridge Island Municipal Code (BIMC) and standards of the Mixed Use Town Center – Central Core Overlay (CORE).
2. The locations of the buildings and structures, open spaces, landscaping, pedestrian, bicycle and vehicular circulation systems are adequate, safe, efficient and in conformance with the Island-Wide Transportation Plan;	As conditioned, the location of the building, open spaces, landscaping, pedestrian, bicycle and vehicular circulation systems are adequate, safe, efficient and in conformance with the Island-Wide Transportation Plan. The applicant has proposed installation of the Waterfront Trail consistent with the trail standards.
3. The Kitsap County health district has determined that the site plan and design meets the following decision criteria: a. The proposal conforms to current standards regarding domestic water supply and sewage disposal.	The property is served by City sewer and water and the City issued a non-binding commitment for water and sewer system capacity. A binding commitment letter for water and sewer availability is required prior to building permit issuance for the proposed structure.
4. The city engineer has determined that the site plan and design meets the following decision criteria: a. The site plan and design conforms to regulations concerning drainage in Chapters 15.20 and 15.21 BIMC; and b. The site plan and design will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use and enjoyment of properties downstream; and c. The streets and pedestrian ways as proposed align with and are otherwise coordinated with streets serving adjacent properties; and d. The streets and pedestrian ways as proposed are adequate to accommodate anticipated traffic; and e. If the site will rely on public water or sewer services, there is capacity in the water or sewer	As conditioned, the City engineer has determined that the site plan and design meets the decision criteria. The applicant proposes to tie into an existing outfall for a direct-discharge of stormwater to Eagle Harbor if connecting to the storm drain on Madison Avenue is infeasible. The streets and pedestrian ways coordinate with existing streets and are adequate to accommodate anticipated traffic. A Certificate of Concurrency was issued for the traffic study prepared by Heath & Associates, dated October 2018. Construction of the Waterfront Trail will provide another pathway for pedestrians. The property is served by City sewer and water and the City issued a non-binding commitment for water and sewer system capacity. The proposal conforms to the “City of Bainbridge Island Design and Construction Standards.” In addition to an

<p>system (as applicable) to serve the site, and the applicable service(s) can be made available at the site; and</p> <p>f. The site plan and design conforms to the “City of Bainbridge Island Design and Construction Standards,” unless the city engineer has approved a variation to the road standards in that document based on his or her determination that the variation meets the purposes of BIMC Title 18.</p>	<p>easement for the Waterfront Trail, the Multi-Modal Transportation Advisory Committee (MTAC) recommended another easement for pedestrian access to the public from east to west along and across the southern edge of the proposed building with wayfinding signage for both easements. The access along the southern edge is proposed for vehicles entering the underground parking garage and the City has concerns about using this for pedestrian access. The City would also like to encourage use of the new section of the Waterfront Trail.</p>
<p>5. The site plan and design is consistent with all applicable design guidelines in BIMC Title 18, unless strict adherence to a guideline has been modified as a housing design demonstration project pursuant to BIMC 2.16.020.S;</p>	<p>The Design Review Board reviewed all of the Design Guideline Checklists and recommended approval with several conditions and additional review of the building materials and landscape site plan prior to issuance of the building permit. Prior to issuance of the building permit for the structure, the applicant will meet with the Design Review Board (DRB) to review the proposed building materials and landscape plan.</p>
<p>6. No harmful or unhealthful conditions are likely to result from the proposed site plan;</p>	<p>As conditioned, no harmful or unhealthful conditions are likely to result from the proposed development.</p>
<p>7. The site plan and design is in conformance with the Bainbridge Island Comprehensive Plan and other applicable adopted community plans;</p>	<p>As conditioned, the proposed development is in conformance with the Bainbridge Island Comprehensive Plan and the Winslow Master Plan (WMP).</p>
<p>8. Any property subject to site plan and design review that contains a critical area or buffer, as defined in Chapter 16.20 BIMC, conforms to all requirements of that chapter;</p>	<p>As conditioned, the proposed development conforms to the critical areas regulations as adopted in the Shoreline Master Program (SMP) in BIMC 16.12.060. The buffer reduction was properly noticed and reviewed. The applicant will be required to record an Indemnification or Hold Harmless Agreement prior to building permit issuance.</p>
<p>9. Any property subject to site plan and design review that is within shoreline jurisdiction, as defined in Chapter 16.12 BIMC, conforms to all requirements of that chapter;</p>	<p>As conditioned, the proposed development conforms to the Shoreline Master Program (SMP) in BIMC 16.12. Proposed mitigation will require monitoring and maintenance as outlined in the no net loss documentation completed by BGE Environmental in February 2018.</p>
<p>10. If the applicant is providing privately owned open space and is requesting credit against dedications for park and recreation facilities required by BIMC 17.20.020.C, the requirements of BIMC 17.20.020.D have been met;</p>	<p>No privately owned open space is proposed.</p>

11. The site plan and design has been prepared consistent with the purpose of the site design review process and open space goals.	The site plan and design has been prepared consistent with the purpose of the site design review process.
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## 2. BIMC 2.16.165.F Shoreline Substantial Development Permit

In making the decision, the administrator shall grant a substantial development permit only when the development proposed is consistent with the following:

Decision Criteria	City Analysis
1. The applicable policies, guidelines, and regulations of the Shoreline Management Act of 1971; Chapter 90.58 RCW, as amended; and Chapters 173-26 and 173-27 WAC or their successors;	As conditioned, the proposed development is consistent with the Shoreline Management Act (SMA) and all revisions thereafter.
2. The goals, policies, objectives and regulations of the city of Bainbridge Island shoreline master program;	As conditioned, the proposed development is consistent with the Shoreline Master Program (SMP). The shoreline no net loss documentation outlines the baseline conditions, impacts from development, mitigation sequencing, a vegetation management plan, and maintenance and monitoring for the site.
3. The city of Bainbridge Island Comprehensive Plan and municipal code; all other applicable law; and any related documents and approvals.	As conditioned, the proposed development is consistent with the Bainbridge Island Comprehensive Plan and the BIMC.
The administrator shall also consider whether the cumulative impact of additional past and future requests that reasonably may be made in accordance with the comprehensive plan, or similar planning document, for like actions in the area will result in substantial adverse effects on the shoreline environment and shoreline resources.	If the applicant chooses to install a boardwalk to complete the remaining 50 feet of the Waterfront Trail, additional shoreline review and permitting may be required. The review process includes a requirement to demonstrate no net loss of ecological functions and processes.

## 3. BIMC 2.16.165.G Shoreline Variance

Shoreline variance permits for development and/or uses that will be located landward of the ordinary high water mark (OHWM), and/or landward of any wetland, as defined in Chapter 16.12 BIMC, may be authorized, provided the applicant can demonstrate all of the following:

Decision Criteria	City Analysis
1. The strict application of the bulk, dimensional or performance standards set forth in the applicable master program precludes, or significantly interferes with, reasonable use of the property;	The Mixed Use Town Center – Central Core Overlay District allows a building height of 45 feet and the Shoreline Master Program (SMP) limits the height to 30 feet. Per RCW 90.58.320, the Shoreline Management Act (SMA) for Washington State allows height up to 35 feet. This difference in height regulations between the City's zoning and the SMP reduces the maximum height allowed on this property by 15 feet and does not allow it to develop to the density encouraged in the zoning code. The

	height increase is proposed for the elevator/stair tower only and not for additional living space.
2. The hardship described in subsection G.4.a.i of this section is specifically related to the property, and is the result of unique conditions such as irregular lot shape, size, or natural features and the application of the master program, and not, for example, from deed restrictions or the applicant's own actions;	The site has a depth of approximately 160 feet. The shoreline buffer, geologically hazardous area and buffer, and an existing City sewer and storm drain easement significantly reduce the depth and buildable area of the property. The applicant is also installing the Waterfront Trail along the inlet and giving the City a 20-foot wide easement along the full length of the trail. The Waterfront Trail reduces the privacy of the townhomes and their back yard areas. To create a private outdoor space for the townhomes, the applicant has proposed private rooftop space. The owners of the future townhomes desire disabled access to the rooftop decks. The applicant is requesting an additional five (5) feet in height to provide the elevator/stair tower to the roof. The hardship has not been caused by the applicant's own actions.
3. The design of the project is compatible with other authorized uses within the area and with uses planned for the area under the comprehensive plan and shoreline master program and will not cause adverse impacts to the shoreline environment;	The design and use of the proposed development is compatible with other authorized uses within the area. The Bainbridge Island Comprehensive Plan encourages dense development in the Mixed Use Town Center – Central Core Overlay District. Under the zoning code, the structure would be allowed to be built to 45 feet in height if it was outside of shoreline jurisdiction.
4. The variance will not constitute a grant of special privilege not enjoyed by the other properties in the area;	Properties in the area but outside of shoreline jurisdiction to the west and north have the ability to develop to the 45-foot height limit (with underbuilding parking). The Shoreline Master Program, however, limits the height to 30 feet for properties within shoreline jurisdiction and restricts the development potential for the site. The Shoreline Management Act (SMA), as revised in RCW 90.58.320, limits height to 35 feet in shoreline jurisdiction.
5. The variance requested is the minimum necessary to afford relief; and	The proposed elevator/stair towers require an additional 5 feet in height. The applicant has minimized the height request by proposing a ramp system from the elevator to the roof level. The applicant has also minimized the impact of the tower by limiting it to 11 feet in width and aligning the towers on the north and south ends

	of the structure. The towers amount to only 5 percent of the building footprint.
6. The public interest will suffer no substantial detrimental effect.	<p>The public view is primarily from the Madison Avenue right of way and sidewalk and the elevator/stair tower was positioned in a way that minimizes impacts to the larger community. The applicant has minimized the size and height of the towers and positioned them far enough to the west that they are minimally visible from the street. Comments from residents in the neighboring Seabreeze building to the north were concerned about impacts to their privacy and views of the harbor. The applicant has addressed this by aligning the towers along the north and south ends of the structure to minimize impacts to the Seabreeze view corridor. The amount of public disturbance has been minimized to allow a feature that provides disabled access to two (2) residential units. Additionally, the applicant provided a depiction of the development potential of the adjacent property to the north which illustrated that a 30-foot structure would surpass the height of the proposed 35-foot structure and the proposed elevator/stair tower and rooftop would no longer be visible.</p>
<p><b>The applicant has provided the following response to the shoreline variance decision criteria:</b></p> <p>We are proposing a 10 unit building with two units in the back that face the ravine to the east. This would have been a very private back yard for these units and one that other similar developments have enjoyed. However, the city is requiring a public path as close as 15-20 feet from the homes. Because of this requirement all privacy is lost. In order to mitigate this, we decided to create a private rooftop deck for these units and in order to access them with stairs and an elevator we are requesting an additional 5 feet in height, from the base height of 30 feet to 35 feet – only for these stair towers.</p> <p>This is a hardship unique to this particular piece of property, to the installation of a new segment of the Waterfront Trail, and the public exposure that the new trail will create. It is the desire of the owners of the two townhomes to provide handicapped access to the rooftop decks for themselves and future owners.</p> <p>It should be noted that although an additional 5 foot height variance could be requested for the entire building we are asking for a minimum amount - only 5% of the building footprint.</p> <p>From the sidewalk at the north corner of the property this building is only 23 feet above the sidewalk, and the stair tower is set back into the middle of the building so its impact is really minimal from the street.</p> <p>I can understand that there are objections from owners in the Seabreeze Building. But there are some things that should be considered. First that building enjoyed a building height of 45 foot because it is right up against 200 foot to the shoreline, which puts them outside the shoreline jurisdiction. Second, most of the units will be able to look over the top of the stair tower, and those on the lower floor would</p>	

be affected even with a 30 foot height. Also, there is a piece of property between the two properties and the average grade for that building is more than 5 feet above the average grade for ours, so future development on that property even at 30 foot height limit will be higher than our stair towers.

As an additional benefit we have offered to not put any mechanical equipment on the roof. Looking out over finished terraces will be much more attractive than a roof full of equipment.

## **Part VIII: Exhibits (see Exhibit List)**

## **Part IX: Recommendation and Conditions of Approval**

Staff is recommending approval of the Site Plan and Design Review (SPR) and the Shoreline Substantial Development Permit (SSDP) in accordance with the conditions below. Staff is not making a recommendation on the Shoreline Variance (SVAR).

### **SEPA Conditions:**

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

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

3. Prior to building permit issuance, an arborist shall provide recommendations on how to minimize impacts to the root systems of offsite trees, particularly the large tree on the southwest corner of the property to the north. The recommendations shall be implemented to the extent feasible. The arborist shall be on site when earthwork commences to assess and make adjustments to the tree protection recommendations as necessary.
4. Prior to the certificate of occupancy, the applicant shall provide wayfinding signage for the Waterfront Trail, as approved by the City.

### **Project Conditions:**

#### *General*

5. Except for modifications reflecting compliance with these conditions of approval, the project shall be in substantial conformance with the site plans dated January 18, 2019.

6. Prior to construction activity, the applicant shall obtain the appropriate permits from the City of Bainbridge Island, including but not limited to clearing, grading, right-of-way, and building permits.
7. All work shall adhere to the City's seasonal work limitations between October 1 and April 30 of any year. During this period, no soils shall remain exposed and unworked for more than two days. From May 1 to September 30, no soils shall remain exposed and unworked for more than seven days.
8. Prior to any construction, a temporary erosion and sedimentation control plan (TESCP) shall be submitted and approved by the City. Construction shall be restricted to the dates occurring between May 1 and September 30 unless a wet weather erosion control plan is submitted and approved by the City prior to construction.
9. All construction activities shall comply with noise limitations per BIMC 16.16.020.
10. If any historical or archaeological artifacts are uncovered during excavation or construction, work shall immediately stop and the Department of Planning and Community Development and the Washington State Department of Archaeology and Historic Preservation shall be immediately notified. Construction shall only continue thereafter in compliance with the applicable provisions of law.
11. Prior to building permit issuance, the Design Review Board (DRB) shall review and approve the proposed building materials and the landscape plan.
12. The applicant is requesting a Floor Area Ratio (FAR) bonus. Prior to building permit issuance, the applicant shall acquire the FAR bonus pursuant to BIMC 18.12.030.E. Additional permitting or City review may be required dependent on the FAR bonus provision the applicant selects.

#### *Building Official*

13. The project shall comply with the provisions of the 2015 International Codes as currently adopted by the City of Bainbridge Island per the Bainbridge Island Municipal Code (BIMC) Chapter 15.04 and shall include any State of Washington Amendments.
14. The project shall comply with the provisions of the 2015 International building Code, Chapter 11 and ANSI 117.1-2009 for disabled access compliance, including a minimum of one (1) van-accessible disabled access parking space.
15. A soils report is required for this project which shall address soils conditions and all foundation and building design criteria per the International Building Code and State of WA Code Amendments. The Soils and Structural Engineer shall coordinate design criteria for all structures for submittal and submit a complete design analysis and recommendations at time of plans examination.

#### *Fire District*

16. To the satisfaction of the Bainbridge Island Fire Department, the proposed project shall comply with all applicable provisions of the adopted Fire Code.
17. Fire flow is required for this project. Fire flow shall be not less than 1500 gpm as provided by the City of Bainbridge Island.
18. Fire sprinklers are required for this project.

#### *Public Works*

17. The City engineer has approved a deviation to the standard road section for an urban collector roadway per DCSS drawing DWG 7-030 requiring a planter strip adjacent to the back of curb and a minimum 5-foot wide sidewalk. The deviation reverses the location of the planter strip and sidewalk so that the planter strip is between the sidewalk and the proposed structure to be consistent with the existing Madison Avenue layout.
18. Prior to the certificate of occupancy, right-of-way (ROW) dedication is required along the full lot frontage of the property from the existing ROW/property line to the back of the furthest portion of sidewalk resulting from the construction of on-street parallel parking stalls, or 5-feet, whichever is greater.
19. Development of the site will require non-motorized improvements as shown on the Non-Motorized Transportation Plan Map D: Winslow System Plan (Minimum Standards) in the adopted Island Wide Transportation Plan. Prior to the certificate of occupancy, the 6-foot wide Waterfront Trail connecting path per the City of Bainbridge Island Design and Construction Standards and Specifications (DCSS) standard drawing DWG. 8-360 shall be constructed along the water front side of the project for the full width of the lot to the southernmost portion of the flag as terrain and trees allow. A 20-foot wide public trail easement shall be granted to the City for the full width of the lot, centered on the trail construction, to the extent feasible. Any boardwalk proposed in lieu of the standard connecting pathway shall not be placed over the existing sewer line or easement.
20. The easement serving the sewer main through the parcel is a substandard width of 5 feet. The City's standard utility easement width is 20 feet. The applicant shall dedicate an additional 15 feet of sewer easement on the eastern side of the existing easement (waterward and away from the buildings), and provide a total minimum width of 15 feet along the southern lot line to provide adequate setback from the edge of the sewer main to the proposed structure foundation walls (stairwell structure) and superstructure to avoid disturbance during construction.
21. The 20-foot sanitary sewer main easement shall remain wholly unobstructed for purposes of access, maintenance, repairs, replacement, etc. No permanent structures or trash enclosures that would interfere with the City's easement rights shall be constructed over the easement. Prior to building permit issuance, building roof eaves, overhangs, footings, etc. that encroach into the easement shall be evaluated so as not to impact the ability to operate heavy construction equipment, including excavators, lifts, backhoes, etc. The applicant shall submit section drawings with the building permit application showing any encroachments into the easement for evaluation by the City.
22. With the submittal of the building permit, the applicant shall provide Step Forms 1 & 2: Construction in a Geologically Hazardous Area.
23. Prior to the certificate of occupancy for the structure, the applicant shall provide the City with Step Form 3: Certification for Final Inspection.
24. An indemnification or hold harmless agreement is required for all projects in geologically hazardous areas and buffers. The form of the agreement shall be approved by the City, executed prior to the commencement of construction or site alteration, and recorded with the County Auditor through a notice on title, or other similar document subject to the approval of the Administrator.
25. With the submittal of the building permit, the applicant shall demonstrate how storm water will be handled in conformance with current BIMC 15.20 regulations. An outfall for a direct-



discharge of stormwater to Eagle Harbor is allowed where no other alternative exists. The project should attempt to connect to the existing Multiple Separate Storm Sewer System (MS4) in Madison Avenue or to the 24" culvert located to the northeast where feasible to avoid further shoreline impacts.

26. Low impact development methods for stormwater management shall be incorporated into the site to the maximum extent feasible.
27. Prior to building permit issuance, a binding commitment letter for water and sewer availability is required.
28. A traffic impact analysis was completed for the site per BIMC 15.32 and 15.40 to evaluate for concurrency. Based on the results of the traffic impact analysis completed by Heath & Associates in October 2018, a certificate of concurrency was issued per BIMC 15.32.060. Any proposed intensity of use at the site may require analysis and a new evaluation for concurrency.

*Shoreline, Critical Areas, and Vegetation*

29. Work within shoreline jurisdiction shall be completed in substantial compliance with the no net loss documentation completed by BGE Environmental in February 2018, except to comply with these conditions.
30. No construction activities or staging is permitted within the shoreline buffer or geologically hazardous area and buffer.
31. Per SMP Section 4.1.4.4., disturbed areas will be restored or replanted as required.
32. New vegetation planted in the shoreline buffer shall be native species using a native plant-community approach of multi-storied, diverse plant species that are native to the Central Puget Lowland marine riparian zone. The plant schedule in the no net loss documentation completed by BGE Environmental in February 2018 proposes appropriately sized and spaced native or native equivalent vegetation.
33. Prior to the certificate of occupancy, the applicant/property owner shall provide assurance to the satisfaction of the Administrator that the mitigation area will be maintained in perpetuity. The assurance can be in the form of notice on title, conservation easement, or similar mechanism as approved by the City Attorney.
34. The proposed 10-foot vegetation buffer along the top of the slope was designed in the no net loss documentation completed by BGE Environmental in February 2018, prior to the incorporation of the Waterfront Trail on the site plan. If the 6-foot wide trail displaces any area of the proposed 10-foot vegetation buffer, an equal area of the displaced vegetation buffer shall be planted on either side of the 6-foot trail. Prior to building permit issuance, the applicant shall submit a revised planting plan incorporating the trail and revising any displaced areas affected by the trail.
35. Prior to the certificate of occupancy, the required tree units and the 10-foot vegetation buffer shall be planted or a performance assurance shall be accepted by the City.
36. As proposed in the no net loss documentation completed by BGE Environmental in February 2018, the monitoring, maintenance, and contingency plan for the mitigation areas shall be implemented in accordance with SMP Section 4.1.2.8. The monitoring plan may require periodic maintenance measures if tree survival, plant survival, invasive plant recolonization, or irrigation is does not meet the thresholds outlined in the plan. To ensure the success of the required mitigation, monitoring shall occur for a minimum duration of five (5) years from the date of the

completed planting. The duration of monitoring may be extended if the project performance standards set forth in the approved mitigation plan fail to be accomplished.

37. Per BIMC 18.15.010.H.3, performance assurance is required to assure the City that the required tree units and 10-foot vegetation buffer are properly installed and will become established and be adequately maintained. Prior to the certificate of occupancy the required landscaping shall be installed. A Washington landscape architect, Washington certified nursery professional, or Washington certified landscaper shall submit a landscaping declaration to the director to verify installation in accordance with the approved plans. The time limit for compliance may be extended to allow installation of landscaping during the next appropriate planting season as approved if the director determines that a performance assurance device, for a period of not more than one (1) year, will adequately protect the interests of the City. The performance assurance device shall be for 150 percent of the cost of the work or improvements covered by the assurance device. In no case may the property owner delay performance for more than one (1) year. Once the planting is completed, landscape declaration is submitted, and a maintenance and monitoring assurance is accepted, the performance assurance shall be released.
38. Per BIMC 18.15.010.H.4, the property owner shall replace any unhealthy or dead plant materials in conformance with the approved landscape plan and vegetation management plan. A maintenance assurance device shall be required for a period of five (5) years after acceptance by the City of the new planting of vegetation to ensure proper installation, establishment, and maintenance. The maintenance assurance device amount shall not be less than 20 percent of the cost of replacing materials covered by the assurance device. The maintenance surety shall be refunded to the applicant upon completion of the five (5) year monitoring period and submittal of final compliance documentation as outlined in the no net loss documentation completed by BGE Environmental in February 2018, minus any funds needed for the City to perform corrective actions or perform monitoring.
39. Temporary or permanent irrigation within new planting areas that do not have high soil moisture conditions is required in accordance with BIMC 18.15.010.I. This shall not apply where provisions of BIMC 16.12 or 16.20 or any state or federal law restricts irrigation.
40. As proposed, 14 new trees are required to meet the tree unit requirement. Existing trees within shoreline buffers and/or critical areas and their buffers and do not count towards the tree unit requirements. Trees planted to meet tree retention requirements shall be planted in accordance with the planting requirements of BIMC 18.15.010.H and the landscape plan dated January 18, 2019.

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## REVISED NOTICE OF APPLICATION/HEARING/SEPA COMMENT PERIOD

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This project is being renoticed because some properties were inadvertently omitted from the original comment period that occurred from April 6, 2018 to May 7, 2018. **All comments received during the original comment period are still valid.**

**Tentative Hearing Date:** August 1, 2018 @ 1:30pm (date subject to change – visit COBI website for official date)  
**Date of Issuance:** June 8, 2018  
**Project Name & Number:** CKCB Madison Avenue Development – PLN50958 SPR/SSDP/SVAR  
**Project Type:** Site Plan and Design Review (SPR), Shoreline Substantial Development Permit (SSDP), Shoreline Variance (SVAR)  
**Owner:** CKCB Madison Avenue Development, LLC  
P.O. Box 10386  
Bainbridge Island, WA 98110  
**Project Site Address:** (no site address) Madison Avenue S  
**Tax Parcel Number:** 262502-3-078-2006

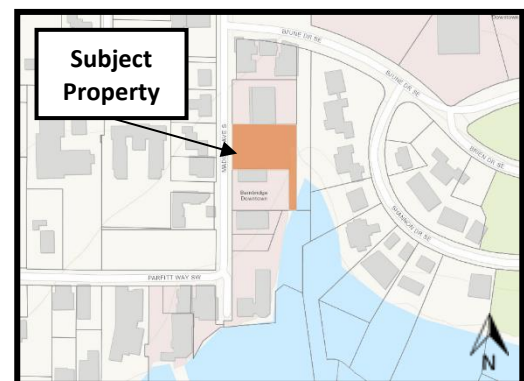
**Project Description:** Proposal to develop a courtyard style 10-unit residential building with parking underneath. Project also includes frontage improvements, completion of a segment of the waterfront trail, and request for a height increase for two stair towers to provide access to the rooftop.

**Environmental Review:** This proposal is subject to State Environmental Policy Act (SEPA) review as provided in WAC 197-11-800. The City, acting as lead agency expects to issue a Determination of Non-significance (DNS) threshold determination for this proposal. Utilizing the optional DNS process provided in WAC 197-11-355, the comment period specified in this notice may be the only opportunity to comment on the environmental impact of this proposal. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for the proposal may be obtained upon request.

**Comment period:** The City will not take a final action on the proposal nor make a threshold determination for 30 days from the date of this notice. Any person may comment on the proposal and/or the SEPA review. Additionally, any person may participate in a public hearing, if any, and may request a copy of any decision. **For consideration under SEPA environmental review, comments must be submitted by 4:00pm on Monday, July 9, 2018.**

**If you have any questions, contact:**

**Olivia Sontag, Planner**  
Department of Planning & Community Development  
280 Madison Avenue N  
Bainbridge Island, WA 98110  
(206) 780-3760 or [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov)



Owner	Mailing Address	Mailing City	State	Mailing Zip
5789 LLC	1620 E HIGHLAND DR	SEATTLE	WA	98112
ALEKS EDMUND M TRUSTEE	123 BJUNE DR SE APT 401	BAINBRIDGE ISLAND	WA	98110
BAINBRIDGE ISLAND WATERFRONT LLC	PO BOX 48717	SPOKANE	WA	99228-1717
BAKER NEIL J	240 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
BARKER ROGER L	2916 44TH AVE SE	ALBANY	OR	97321
BCLUNE PROPERTY LLC	PO BOX 11736	BAINBRIDGE ISLAND	WA	98110
BELL CAROL H	175 PARFITT WAY SW UNIT NR	BAINBRIDGE ISLAND	WA	98110
BELLAMY EARL J	156 HALL BROTHERS LOOP UNIT 102	BAINBRIDGE ISLAND	WA	98110
BOUR ERIN JENNIFER FERGUSON	2362 BOYER AVE E	SEATTLE	WA	98112
BOWEN DEVELOPMENT CO	560 WOOD AVE	WINSLOW	WA	98110
BREWER THOMAS J & VIRGINIA L	5895 NE TOLO RD	BAINBRIDGE ISLAND	WA	98110
BROOKES CHRISTOPHER & JANET	123 BJUNE DR SE UNIT 205	BAINBRIDGE ISLAND	WA	98110
BURNETT WILLIAM G & VIVIAN L	PO BOX 3021	INCLINE VILLAGE	NV	89450
CAMPBELL THOMAS & SUSAN	PO BOX 386	GRATON	CA	95444
CAREY JAMES A & JOYCE E	1903 21ST AVE E	SEATTLE	WA	98112
CARMINE FAMILY TRUST	7001 SEAVIEW AVE NW STE 160-636	SEATTLE	WA	98117
CARROLL CAROLE R	3226 10TH AVE W	SEATTLE	WA	98119
CARTWRIGHT JOHN M & MARY ANN	207 PARFITT WAY SW UNIT 1A	BAINBRIDGE ISLAND	WA	98110
CARVETH LYNNE CHRISTINE	17905 3RD AVE NW	SHORELINE	WA	98177
CASEY & COOK INC	11021 WING POINT WAY NE	BAINBRIDGE ISLAND	WA	98110
CHANCE NEIL J & JANET S TRUSTEES	3601 S 284TH PL	AUBURN	WA	98001
CHANDLER ANNE O	PO BOX 366	PORT GAMBLE	WA	98364
CKCB MADISON AVENUE DEVELOPMENT LLC	PO BOX 10386	BAINBRIDGE ISLAND	WA	98110-0386
CLARK JEFF M & BONNY G TRUSTEES	1766 SUSAN PL	BAINBRIDGE ISLAND	WA	98110
COSMAN DAVID J	239 SHANNON DR SE UNIT 239	BAINBRIDGE ISLAND	WA	98110
CROKER THOMAS R & LUANNE	9600 MILLER RD NE	BAINBRIDGE ISLAND	WA	98110
CUNNINGHAM FRANK L & CHERRY A	265 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
DANIEL WM	200 W HIGHLAND DR UNIT 102	SEATTLE	WA	98119
DELMONTE JAMES R	ONE KOKEE PL	HONOLULU	HI	96825
DENORMANDIE ROBERT & BARBARA	9690 BUCSIT LN NE	BAINBRIDGE ISLAND	WA	98110
DOCK ST BLDG CO LLC	PO BOX 11496	BAINBRIDGE ISLAND	WA	98110-5496
DOHERTY NEIL & CLARKE CAROLINE	234 PARFITT WAY SW	BAINBRIDGE ISLAND	WA	98110-2530
DOROW AL	1607 2ND AVE N	SEATTLE	WA	98109

Owner	Mailing Address	Mailing City	State	Mailing Zip
DOWN JACOB W	PO BOX 11428	BAINBRIDGE ISLAND	WA	98110
DOWN LISA W	PO BOX 11197	BAINBRIDGE ISLAND	WA	98110
DOWN RACHEL W	PO BOX 11197	BAINBRIDGE ISLAND	WA	98110
DULL GRANT L & MITCHELL NINA M	255 SHANNON DR UNIT 102	BAINBRIDGE ISLAND	WA	98110
DUNSTAN JOSEPH C & BILLIE J	8809 NE NEW LONDON CT	BAINBRIDGE ISLAND	WA	98110
EAGLE HARBOR CONG CHURCH	105 WINSLOW WAY W	WINSLOW	WA	98110-2511
EAGLE HARBOR MOORINGS LLC	13353 STONEBRIDGE LN NE	BAINBRIDGE ISLAND	WA	98110
EAST WINSLOW PROPERTIES LLC	207 LUDLOW BAY RD	PORT LUDLOW	WA	98365-8729
ECKINGER ALLAN & TECHLIN JODY	3220 SOUTH SHORE DR APT 23 C	PUNTA GORDA	FL	33955
EDDY JOHN W II & CONSTANCE T	6439 CRYSTAL SPRINGS DR NE	BAINBRIDGE ISLAND	WA	98110
EDGEWOOD VILLA ASSOCIATES	16400 SE 48TH CT	BELLEVUE	WA	98006-5823
FABERT KEN	10531 MANITOU BEACH DR NE	BAINBRIDGE ISLAND	WA	98110
FELDMANN ROBERT K & DIERDRE	41-21 20TH AVE	ASTORIA	NY	11105
FENNER RONALD P & CAROL J	5690 NE WILD CHERRY LN	BAINBRIDGE ISLAND	WA	98110
FINCH PLACE PARTNERS LLC	3924 CRYSTAL SPRINGS DR NE	BAINBRIDGE ISLAND	WA	98110-2076
FOXGLOVE	76211 VIA UZZANO ST	INDIAN WELLS	CA	92210
FRANZ & MITCHELL LLC	255 SHANNON DR SE UNIT 101	BAINBRIDGE ISLAND	WA	98110
FROTHINGHAM PHYLLIS	3 PROSPECT ST	SOUTH DARTMOUTH	MA	2748
GACE LANGLEY R	11711 OLYMPIC TERRACE AVE	BAINBRIDGE ISLAND	WA	98110
GERLACH MARCUS & SUZANNE	579 STETSON PL SW	BAINBRIDGE ISLAND	WA	98110
GIBBONS ANTHONY P & JULIE A	261 MADISON AVE S STE 102	BAINBRIDGE ISLAND	WA	98110
GOLDFINCH LLC	10584 NE COUNTRY CLUB RD	BAINBRIDGE ISLAND	WA	98110-2347
GOSSAGE KRISTIN & CHARLES TRUSTEES	8136 ENTRADA DE LUZ E	SAN DIEGO	CA	92127
GREEN SPOT INVESTMENTS LLC	9466 GREEN SPOT PL NE	BAINBRIDGE ISLAND	WA	98110
GROSS EARL & NANCY	15728 CEDAR GROVE RD NE	POULSBO	WA	98370
HAMMOND PAMELA	207 PARFITT WAY SW UNIT 1B	BAINBRIDGE ISLAND	WA	98110
HEBARD DON W	13681 MANZANITA RD NE	BAINBRIDGE ISLAND	WA	98110
HELMS DAVID & GEER JULIE	19689 7TH AVE NE UNIT 101	POULSBO	WA	98370
HEYS P & L	267 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
IKON INVESTMENTS INC	PO BOX 10066	BAINBRIDGE ISLAND	WA	98110-0066
JAMES BRENDA & DARREN	9423 CAPSTAN DR	BAINBRIDGE ISLAND	WA	98110
JAY JOHN M	8211 NE BLAKELY CT W	BAINBRIDGE IS	WA	98110
JPMORGAN CHASE BANK	PO BOX 8265	WICHITA FALLS	TX	76307-8265

Owner	Mailing Address	Mailing City	State	Mailing Zip
KELLOGG KENYON P & CAROLYN JO	5609 CRYSTAL SPRINGS DR NE	BAINBRIDGE ISLAND	WA	98110
KIST JOHN K	PO BOX 10704	BAINBRIDGE ISLAND	WA	98110
KITSAP COUNTY CONSOLIDATED HOUSING AUTHORITY	2244 NW BUCKLIN HILL RD	SILVERDALE	WA	98383-8303
KNAPP BILL & BARBARA	15086 SIVERTSON RD NE	BAINBRIDGE ISLAND	WA	98110
KORTEN DAVID C & FRANCES F TRUSTEES	123 BJUNE DR SE APT 303	BAINBRIDGE ISLAND	WA	98110
KRAFT TEDD & KATHLEEN TRUSTEES	16744 AGATE PT RD NE	BAINBRIDGE ISLAND	WA	98110
KROGER FRED T & ROBBIN C	PO BOX 11063	PIEDMONT	CA	94611
KUSHNER EDWARD & KAREN	8554 NE GORDON DR	BAINBRIDGE ISLAND	WA	98110-3003
LANDWEER JAMES R & SHIRLEY E	6748 WING POINT RD NE	BAINBRIDGE ISLAND	WA	98110
LAPINSKI JOHN & ANJALI	204 ROBERTS RD	ARDMORE	PA	19003
LAUTER DAVID & LYNNE	14026 RIVIERA PL NE	SEATTLE	WA	98125
LEGAN RONALD	1074 HIGH SCHOOL RD NE	BAINBRIDGE ISLAND	WA	98110
LEWIS ELIZABETH M & EDWIN R	PO BOX 11589	BAINBRIDGE ISLAND	WA	98110
LILLE DANSER LLC	871 WYATT WAY NW	BAINBRIDGE ISLAND	WA	98110
LINDSLEY THOMAS R & JUDITH L TRUSTEES	7611 NE BAY HILL RD	BAINBRIDGE ISLAND	WA	98110
LINDSTRUM A L & T B	3058 PLEASANT BEACH DR	BAINBRIDGE ISLAND	WA	98110
LOVERICH GARY F & ELIZABETH J	8775 FLETCHER BAY RD NE	BAINBRIDGE ISLAND	WA	98110
LUNDIN LLOYD	218 WOOD AVE SW	BAINBRIDGE ISLAND	WA	98110-2522
LYONS JOANNA	77 SOLANO SQUARE #198	BENICIA	CA	94510
MACK ROBERT B TRUSTEE	11752 ARROW POINT DR NE	BAINBRIDGE ISLAND	WA	98110
MACLAY BRUCE	PO BOX 10958	BAINBRIDGE ISLAND	WA	98110
MADISON AVENUE BI LLC	7484 MADRONA DR NE	BAINBRIDGE ISLAND	WA	98110
MADISON AVENUE DEVELOPMENT INC	2930 WESTLAKE AVE N STE 300	SEATTLE	WA	98109-1968
MADISON AVENUE RETIREMENT CTR	285 MADISON AVE S	BAINBRIDGE ISLAND	WA	98110
MAGANA BRIAN R & JANET A	15281 HARVEY RD NE	BAINBRIDGE ISLAND	WA	98110
MAGNUSON GREGG E & SHARON	7750 BERGMAN RD	BAINBRIDGE ISLAND	WA	98110-1291
MAHONEY RICHARD L & HARTMAN LOIS L TRUSTEES	1850 BEANS BIGHT RD NE	BAINBRIDGE ISLAND	WA	98110
MAIRE LOUIS PAUL & STARK LORNA CO TRUSTEES	PO BOX 11606	BAINBRIDGE ISLAND	WA	98110
MALBON A SIDNEY	2431 AVIS COURT	SIGNAL HILL	CA	90755
MCCRARY WINSLOW PROPERTIES LLC	19136 VIKING WAY NW	POULSBO	WA	98370
MCKNIGHT PHILIP K JR & SANDRA N	207 PARFITT WAY SW UNIT 3	BAINBRIDGE ISLAND	WA	98110
MCQUERRY DENNIS L & MAUREEN S	82 THOMAS ST	RICHLAND	WA	99354
MERRILL M CRAIG & HELEN	PO BOX 11792	BAINBRIDGE ISLAND	WA	98110

Owner	Mailing Address	Mailing City	State	Mailing Zip
MEYDENBAUER BAY YACHT CLUB	PO BOX 863	BELLEVUE	WA	98009
MITCHELL MARILYN BASKERVILLE	255 SHANNON DR SE 101	BAINBRIDGE ISLAND	WA	98110
MOORE RONALD R & SUSAN W	7394 MADRONA DR NE	BAINBRIDGE ISLAND	WA	98110
MOORE THOMAS A	120 SADIE LN NW	BAINBRIDGE ISLAND	WA	98110
MOORINGS AT WHARFSIDE OWNERS ASSOC	911 HILDEBRAND LN NE STE 102	BAINBRIDGE ISLAND	WA	98110
MORTENSEN KIRK	6782 WING POINT RD NE	BAINBRIDGE ISLAND	WA	98110
MOULUN RENEE	9416 SW 4TH AVE	PORTLAND	OR	97219
NECE JOHN G	6801 31ST AVE NE	SEATTLE	WA	98115
NICOL THOMAS S & EILEEN A	9780 NE MURDEN COVE DR	BAINBRIDGE ISLAND	WA	98110
OCONNOR BRUCE & JANET	2021 1ST AVE G6	SEATTLE	WA	98121
OLD MILL PLACE PROPERTIES LLC	16304 EUCLID AVE NE	BAINBRIDGE ISLAND	WA	98110-1189
ORTENDAHL VELMA	PO BOX 8174	PORT ORCHARD	WA	98366
PBSC LLC	197 PARFITT WAY SW STE 120	BAINBRIDGE ISLAND	WA	98110
PEGASUS BUILDING LLC	127 PARFITT WAY SW	BAINBRIDGE ISLAND	WA	98110
PHILLIPS JEFFREY W & MARGARET	15117 KOMEDAL RD	BAINBRIDGE ISLAND	WA	98110
PONICSAN DARRYN & CECILIA TEES	PO BOX 1322	SONOMA	CA	95476
PRICE WILLIAM B & SHARON R	8699 NE TRIPLE CROWN DR	BAINBRIDGE ISLAND	WA	98110
QUAY BAINBRIDGE LLC	901 HILDEBRAND LN NE UNIT 102	BAINBRIDGE ISLAND	WA	98110-2826
QUEEN CITY YACHT CLUB	2608 BOYER E	SEATTLE	WA	98102-3958
RABINOWITZ ADAM & ELIZABETH	9566 MANDUS OLSON RD NE	BAINBRIDGE ISLAND	WA	98110
RAINE MARK & LEAH C	PO BOX 6484	KETCHIKAN	AK	99901
REGAN BRIAN J	8 BOSTON ST UNIT 1	SEATTLE	WA	98109
Resident	101 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	124 Bjune Dr SE	Bainbridge Island	WA	98110
Resident	125 PARFITT WAY SW	BAINBRIDGE ISLAND	WA	98110
Resident	133 Parfitt Way SW	Bainbridge Island	WA	98110
Resident	145 FINCH PL SW	BAINBRIDGE ISLAND	WA	98110
Resident	151 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	155 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	181 WINSLOW WAY E	Bainbridge Island	WA	98110
Resident	191 Winslow Way W	Bainbridge Island	WA	98110
Resident	215 FINCH PL SW	Bainbridge Island	WA	98110
Resident	220 MADISON AVE S	Bainbridge Island	WA	98110

Owner	Mailing Address	Mailing City	State	Mailing Zip
Resident	220 PARFITT WAY SW	BAINBRIDGE ISLAND	WA	98110
Resident	231 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	233 MADISON AVE S	BAINBRIDGE ISLAND	WA	98110
Resident	249 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	251 WINSLOW WAY W	BAINBRIDGE ISLAND	WA	98110
Resident	265 Brien Dr SE	Bainbridge Island	WA	98110
Resident	270 Madison Ave S	BAINBRIDGE ISLAND	WA	98110
Resident	271 BJUNE DR SE	BAINBRIDGE ISLAND	WA	98110
Resident	287 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
Resident	289 Shannon Dr SE	Bainbridge Island	WA	98110
Resident	301 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
Resident	310 Madison Ave S	Bainbridge Island	WA	98110
Resident	330 Madison Ave S	Bainbridge Island	WA	98110
Resident	403 Madison Ave S	BAINBRIDGE ISLAND	WA	98110
REVELEY THOMAS L & EVELYN TEITA TRUSTEES	9466 GREEN SPOT PL NE	BAINBRIDGE ISLAND	WA	98110
RODRIGUEZ MICHAEL	500 W ROY ST UNIT 408	SEATTLE	WA	98119
ROSS JERI J TRUSTEE	PO BOX 10755	BAINBRIDGE ISLAND	WA	98110
ROSS WILLIAM B	PO BOX 10612	BAINBRIDGE ISLAND	WA	98110
RUCKER LESLIE C	1013 FELLOWS DR	YAKIMA	WA	98908
SAMEK PAMELA R & PAUL N	3450 CRYSTAL SPRINGS DR	BAINBRIDGE ISLAND	WA	98110
SAVETT BRUCE DAVID & SUSAN MALLARD TRUSTEES	1627 LAS CANOAS RD	SANTA BARBARA	CA	93105
SCHULTZ JERRY	PO BOX 358	WINTHROP	WA	98862
SEABREEZE OWNERS ASSOC	P O BOX 3915	SEATTLE	WA	98124-3915
SEATTLE YACHT CLUB	1807 E HAMLIN ST	SEATTLE	WA	98112
SHARPE HENRY & SUZANNE	3962 W BLAKELY AVE NE	BAINBRIDGE ISLAND	WA	98110
SHELDON DAVID F REV TRUST	207 PARFITT WAY SW UNIT 2	BAINBRIDGE ISLAND	WA	98110
SIMPSON J FRED	5815 ROSE LOOP NE	BAINBRIDGE ISLAND	WA	98110
SING JEANNE M	825 STEPHENS DR STE 9	EUGENE	OR	97404
SKALAK THOMAS & SUSAN	8560 GRAND AVE	BAINBRIDGE ISLAND	WA	98110
SLEEPER WILLIAM & LYNNE B	7754 BERGMAN RD NE	BAINBRIDGE ISLAND	WA	98110
SPAHI NADIM	7800 SE 27TH ST UNIT 403	MERCER ISLAND	WA	98040
SPILLINGER RALPH S & JACQUES ROBERT A	7524 MADRONA DR NE	BAINBRIDGE ISLAND	WA	98110
STAFFORD JOHN E	1723 13TH AVE S UNIT 404	SEATTLE	WA	98144



Owner	Mailing Address	Mailing City	State	Mailing Zip
STANDLEY WILLIAM	123 BJUNE DR SE STE 206	BAINBRIDGE ISLAND	WA	98110
SUPLEE SEARLE JR & IRMA	PO BOX 10865	BAINBRIDGE ISLAND	WA	98110
SWOLGAARD LINDA	9012 WOODBANK DR NE	BAINBRIDGE ISLAND	WA	98110
TATUM LEIGH	4231 PLEASANT BEACH DR NE	BAINBRIDGE ISLAND	WA	98110
TEMPLEMAN SYLVAIN D & MICHELLE L	432 W LOCUST ST	LODI	CA	95240
THAIDIGSMAN JAMES H	10901 176TH CIR NE APT 1321	REDMOND	WA	98052
THOMAS DAVID RICHARD & CATHERINE CAMPBELL	10685B HAZELHURST DR #13945	HOUSTON	TX	77043
THOMPSON GALE E & KATHY LYNN	175 PARFITT WAY SW UNIT SR	BAINBRIDGE ISLAND	WA	98110
TOWN & COUNTRY MARKET INC	130 5TH AVE S STE 126	EDMONDS	WA	98020-3652
TWO CLANS LLC	PO BOX 11496	BAINBRIDGE ISLAND	WA	98110
ULRICH JULIE A	9785 OLYMPUS BEACH RD	BAINBRIDGE IS	WA	98110-3448
US GOVERNMENT	PO BOX 3998	SEATTLE	WA	98124-3998
VIBRANS PAUL G	9034 SPRINGWOOD AVE NE	BAINBRIDGE ISLAND	WA	98110
VIEW REAL ESTATE INC	7700 CREST DR NE	SEATTLE	WA	98115
WALTERS JOAN E	123 BJUNE DR SE APT 202	BAINBRIDGE ISLAND	WA	98110
WEST CAROLYN R	PO BOX 10359	BAINBRIDGE ISLAND	WA	98110
WHARFSIDE ASSOCIATES LLC	PO BOX 10220	BAINBRIDGE ISLAND	WA	98110
WILKIE CLIVE JD	123 BJUNE DR SE APT 204	BAINBRIDGE ISLAND	WA	98110
WINSLOW SHORES	265 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
WINSLOW WHARF MARINA WWMCOA	PO BOX 10297	BAINBRIDGE ISLAND	WA	98110
WOOD ERIK XAVIER &	155 FINCH PL SW	BAINBRIDGE ISLAND	WA	98110
WOOLDRIDGE NANCY B	123 BJUNE DR SE UNIT 207	BAINBRIDGE ISLAND	WA	98110
WSM PROPERTIES LLC	207 LUDLOW BAY RD	PORT LUDLOW	WA	98365
ZEHRER MARY & LANGE ERIC	4540 CRYSTAL SPRINGS DR NE	BAINBRIDGE ISLAND	WA	98110
ZIMMERS MICHAEL J TRUSTEE	PO BOX 10127	BAINBRIDGE ISLAND	WA	98110

# Legal Invoice

Date: 06/08/2018

Sound Publishing, Inc.  
Unit Main  
11323 Commando Rd W  
Everett WA 98204

Bainbridge Island Review

**Bill To:**

City of Bainbridge Island-LEGALS  
280 Madison Ave N  
Bainbridge Island WA 98110

Customer Account #: 80604980

Legal Description: BIR811183

**Legal Description:** City Applications

**Desc:** REV NOA PLN50958

**Legal #:** BIR811183

**Ad Cost:** \$ 148.75

**Ordered By:** JANE RASELY

**Published:** Bainbridge Island Review

**Issues Ordered:** 1

**Start Date:** 06/08/2018 **End Date:** 06/08/2018

<b>APPROVED FOR PAYMENT:</b> \$148.75
<b>REVIEWED BY:</b> [Signature]
<b>APPROVED BY:</b> [Signature]
<b>DATE APPROVED:</b> 6-14-18
<b>ORG:</b> 63470586
<b>OBJ / PRJ:</b> 644000
<b>CONTRACT #:</b>
<b>PO #:</b>

JUN 14 '18 AM 10:05

**Due:** \$ 148.75

Please return this with payment. Questions? Call 1-800-485-4920

City of Bainbridge Island-LEGALS  
280 Madison Ave N  
Bainbridge Island WA 98110

Account #: 80604980

Invoice #: BIR811183

Due: \$ 148.75

# Bainbridge Island Review

## Affidavit of Publication

State of Washington }

County of Kitsap } ss

Dicy Sheppard being first duly sworn, upon oath deposes and says: that he/she is the legal representative of the Bainbridge Island Review a weekly newspaper. The said newspaper is a legal newspaper by order of the superior court in the county in which it is published and is now and has been for more than six months prior to the date of the first publication of the Notice hereinafter referred to, published in the English language continually as a weekly newspaper in Kitsap County, Washington and is and always has been printed in whole or part in the Bainbridge Island Review and is of general circulation in said County, and is a legal newspaper, in accordance with the Chapter 99 of the Laws of 1921, as amended by Chapter 213, Laws of 1941, and approved as a legal newspaper by order of the Superior Court of Kitsap County, State of Washington, by order dated June 16, 1941, and that the annexed is a true copy of BIR811183 REV NOA PLN50958 as it was published in the regular and entire issue of said paper and not as a supplement form thereof for a period of 1 issue(s), such publication commencing on 06/08/2018 and ending on 06/08/2018 and that said newspaper was regularly distributed to its subscribers during all of said period.

The amount of the fee for such publication is \$148.75.

Dicy Sheppard

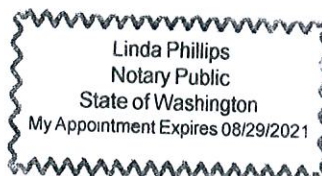
Subscribed and sworn before me on this

11<sup>th</sup> day of June,  
2018

Linda Phillips

Notary Public in and for the State of Washington.

City of Bainbridge Island-LEGALS | 80604980  
JANE RASELY



REVISED NOTICE OF  
APPLICATION/  
HEARING/SEPA  
COMMENT PERIOD

This project is being re-noticed because some properties were inadvertently omitted from the original comment period that occurred from April 6, 2018 to May 7, 2018. All comments received during the original comment period are still valid.

Tentative Hearing Date:  
August 1, 2018 @  
1:30pm (date subject to  
change - visit COBI  
website for official date)  
Date of Issuance: June  
8, 2018

Project Name & Number:  
CKCB Madison Avenue  
Development -  
PLN50958 SPR/SSDP/  
SVAR

Project Type: Site Plan  
and Design Review  
(SPR), Shoreline Sub-  
stantial Development  
Permit (SSDP), Shore-  
line Variance (SVAR)

Owner: CKCB Madison  
Avenue Development,  
LLC

P.O. Box 10386  
Bainbridge Island, WA  
98110

Project Site Address:  
(no site address) Madison  
Avenue S

Tax Parcel Number:  
262502-3-078-2006

Project Description:  
Proposal to develop a  
courtyard style 10-unit  
residential building with  
parking underneath.

Project also includes frontage improvements, completion of a segment of the waterfront trail, and request for a height increase for two stair towers to provide access to the rooftop.

**Environmental Review:**

This proposal is subject to State Environmental Policy Act (SEPA) review as provided in WAC 197-11-800. The City, acting as lead agency expects to issue a Determination of Non-significance (DNS) threshold determination for this proposal. Utilizing the optional DNS process provided in WAC 197-11-355, the comment period specified in this notice may be the only opportunity to comment on the environmental impact of this proposal. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for the proposal may be obtained upon request.

**Comment period:** The City will not take a final action on the proposal nor make a threshold determination for 30 days from the date of this notice. Any person may comment on the proposal and/or the SEPA review. Additionally, any person may participate in a public hearing, if any, and may request a copy of any decision. For consideration under SEPA environmental review, comments must be submitted by 4:00pm on Monday, July 9, 2018. If you have any questions, contact:

Olivia Sontag, Planner  
Department of Planning  
& Community Development

280 Madison Avenue N  
Bainbridge Island, WA  
98110

(206) 780-3760 or  
pcd@bainbridgewa.gov

Date of publication:

06/08/18

(BIR811183)

**Jane Rasely**

---

**From:** BRIAN BERDAN <bberdan@mac.com>  
**Sent:** Friday, April 6, 2018 9:03 AM  
**To:** PCD  
**Subject:** CKCB Madison Avenue Development – PLN50958 SPR/SSDP/SVAR

**Olivia Sontag, Planner**

Department of Planning & Community Development 280 Madison Avenue N  
Bainbridge Island, WA 98110

Dear Ms. Sontag,

I would like to submit my opposition to the request for a height variance on this project. We have rules for a reason and this request is strictly to increase the value of the property and does not serve the community. Height limits are in place to keep the 'small town' feel of Winslow, and are supported by the community. If granted, this increase would just further obstruct the views of the harbor and landscape for others upland. Please do not allow this.

Thank you.

Brian Berdan  
6450 NE Eagle Harbor Dr  
Bainbridge Island

## Jane Rasely

---

**From:** Pratt (US), Robert D <robert.d.pratt@boeing.com>  
**Sent:** Thursday, April 12, 2018 11:06 AM  
**To:** PCD; Olivia Sontag  
**Subject:** CKCB Madison Avenue Development – PLN50958 SPR/SSDP/SVAR

### Olivia Sontag, Planner

Department of Planning & Community Development 280 Madison Avenue N  
Bainbridge Island, WA 98110

Dear Ms. Sontag,

**I would like to submit my opposition to the request for a height variance on this project.**

We have on Bainbridge Island established a set of rules for all to follow, rules that set scale through height, width, frontage, and setbacks, that together work to keep all building projects in appropriate relationship with one another. **This height variance request does not contain any “special situation” as reasoning. It simply asks to build higher than the limit by 33% with “two stair towers to provide access to the rooftop”.** They could access the roof by several other means than “stairwell towers”, such as a recessed, uncovered, and open stairwells. We all know that by the time this is complete the “stairwell towers” will be far more than just a “stair tower”, it will be an outdoor covered deck and patio space with large plants and trellises that further impact the public’s view.

Pedestrians who utilize Madison Avenue daily to commute either by foot or car should not be subject to an exceptionally tall and imposing building blocking more view. Please stick to the rules for height, setbacks, and scale.

**Please include me on this project’s mailing list, any public meeting notices, and please do not allow this height variance.**

*R. Dana Pratt, friend and donor to the original Waterfront Trail plan.*

Boeing 777X Wing Development Engineering Manager  
And part time Bainbridge Island Resident  
10360 NE Beachcrest Dr.  
Bainbridge Island, WA  
cell (425) 269-4341



December 8, 2017

City of Bainbridge Island  
Department of Planning and Community Development  
280 Madison Avenue North  
Bainbridge Island WA 98110

RE: CKCB Development proposal on Parcel 262502-3-078-2006,  
directly south of 220 Madison Avenue South

To Whom It May Concern:

It has come to our attention that CKCB Development is proposing a multifamily project on the vacant lot on the east side of Madison Avenue near the intersection with Parfitt Way.

The waterfront portion (along the inlet) of this site has long been in the City's plans to complete the missing link of the Winslow Waterfront Trail (WWT). It would connect the segment located on the storm sewer right-of-way to the existing trail at the foot of Madison. The previous landowner had the trail incorporated in his development plans. Unfortunately, he passed away before his project got underway.

The Bainbridge Island Metropolitan Park & Recreation District strongly supports and advocates for this connection to be completed. It is the last remaining opportunity to have a WWT link actually on the waterfront in downtown Winslow. We strongly encourage the City to require a trail be built along the waterfront side of the site as a condition of approval for the development.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Kenneth R. DeWitt".

Kenneth R. DeWitt  
Chair, Board of Commissioners

A handwritten signature in blue ink, appearing to read "Terry M. Lande".

Terry M. Lande  
Executive Director



'18 APR 30 AM 8:41

123 Bjune Drive, # 205  
Bainbridge Island  
WA 98110



April 24, 2018

City of Bainbridge Island  
Attn: Olivia Sontag, Project Manager  
280 Madison Ave N  
Bainbridge Island, WA 98110-1812

Ref: Project CKCB Madison Ave – PLN56958

I understand we are not commenting on the building style / structure at this point, but rather the plot plan or as I call it the footprint of the new structure.

Providing the developer keeps within the existing boundary guidelines / rules, established by the City of Bainbridge island I have relatively few objections. However, given how the developer seeks to dig deep foundations for tall walls right to the edge of the building parcel I do have a number of concerns.

#1 Trees and pathways – North side of property:

Tall trees and tree roots do not respect property boundary lines. To dig deep and clear to within 10' of the northern boundary will require cutting into the root structure of three trees on the boundary line – one of which is 40-50' tall. These trees get almost all of their water from the South side as the north side is covered by a solid asphalt parking lot. Cutting the roots is likely to kill the trees for lack of moisture plus it would remove the Southern root anchors which stop the trees from toppling over during times of the fiercest storms coming in from the South. I seek assurances that trees on the property line are protected, or replaced if lost within three years.

Trail along northern edge of property. To my knowledge that trail has existed for well over 20 years. It's not clear what plans are in place to protect and preserve this footpath. I seek assurances the trail will not be lost.

#2 Sidewalk – East side of Madison Ave. This is the second busiest pedestrian side walk on the island after Winslow Way. Literally thousands of tourists and locals walk up and down this sidewalk annually. I have no

objection to moving the sidewalk Eastwards in a C shape to allow for handicap parking. However, to place the new sidewalk right against and touching the North West corner of the property invites future trouble when the evening crowd walk up from the pub and restaurants on the waterfront.

Thank you for you attention.

Sincerely

Christopher Brookes

A handwritten signature in blue ink, appearing to read 'Christopher Brookes', is written over the printed name. The signature is fluid and cursive, with a long horizontal stroke at the end.

# COBI Completion of the Waterfront Trail.

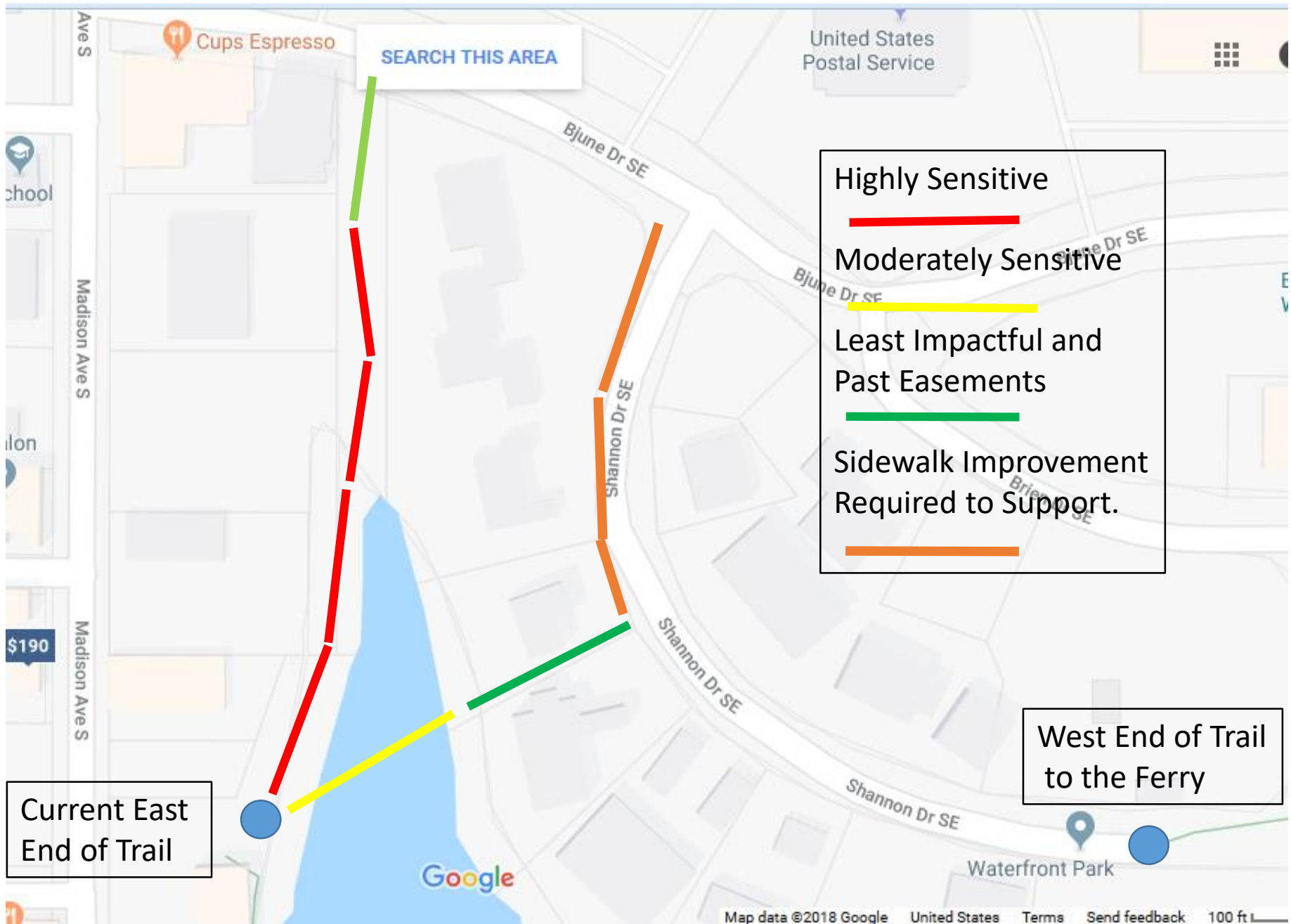
## Least Environmentally Impactful Approach.

Extending from the current east end of the Waterfront Trail almost due north to Bjune Dr SE and utilizing the COBI 40' wide strip of land creates a 550' mostly piling supported path which is 80% located over the highly environmentally sensitive sloped shoreline and city drainage systems.

**Proposed Option:** Turning the Trail Northeast and crossing the inlet (as originally planned) maintains the trail near high tide level and connects far more directly to the Waterfront Park along Shannon Dr NE. This plan requires only 125' of trail between local properties (where there were existing easements), and only 150' of over water (piling or suspension supported) in a less environmentally sensitive location than the tree covered hillside shoreline.

**Proposed Option's construction costs will be less that 20% of the High Impact Hillside/Shoreline plan with new sidewalks.**

**Proposed Option creates a complete, level, ADA friendly waterfront trail.**



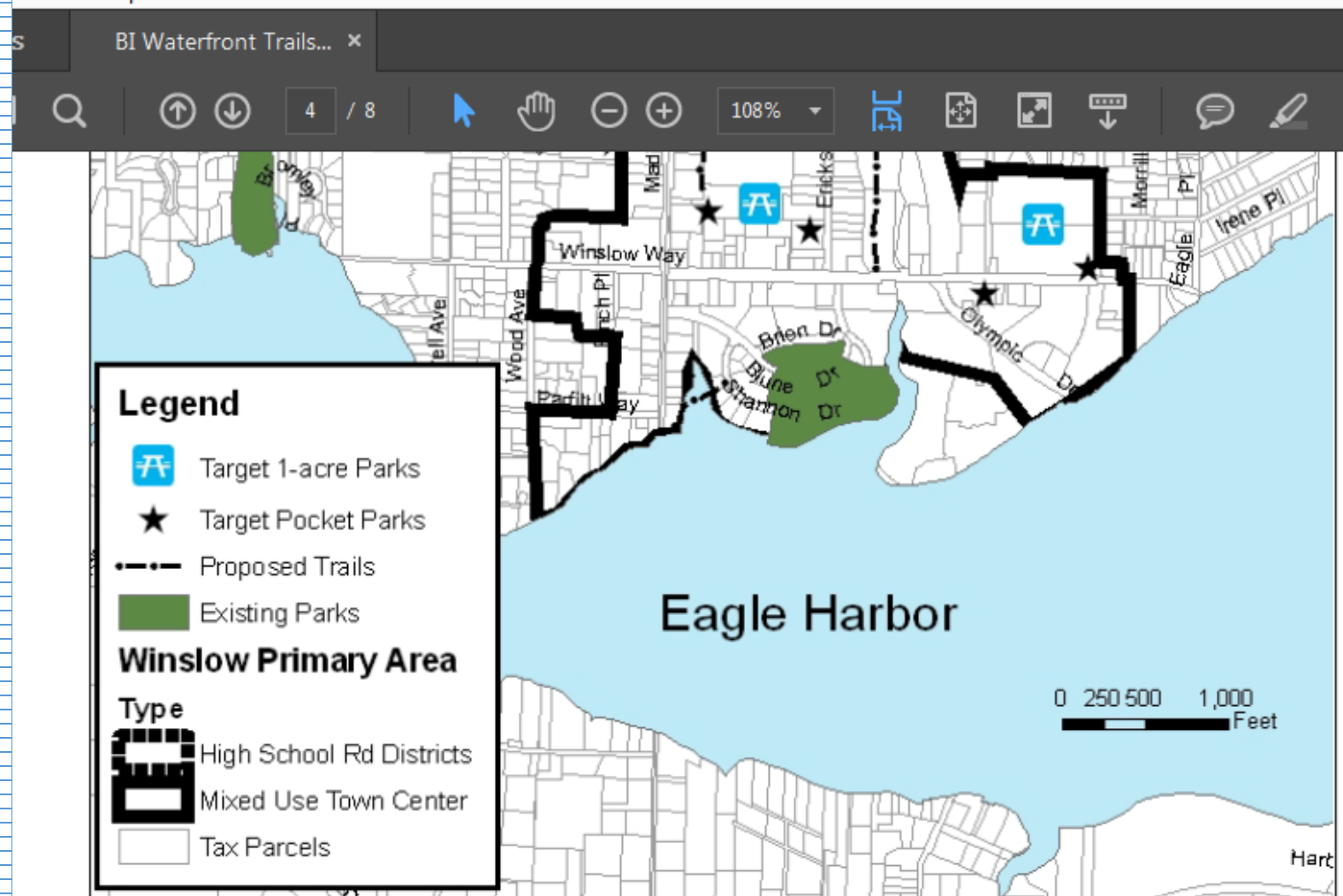


Figure 4.2





Current East End of Trail with forward thinking bridge landing initiated.  
Old easement seen in break in between bulkheads in the distance.

## Olivia Sontag

---

**From:** Eric Edenholm <eedenholm@bainbridge.net>  
**Sent:** Friday, May 4, 2018 2:06 PM  
**To:** Olivia Sontag  
**Subject:** Height variance on Madison Lot development

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Olivia,

I'd like to register my opposition to the height variance being requested on the proposed building on Madison Ave S (CKCB Development project).

The heights of this building at these points of the property (Eastern end of the building, Northeast & Southeast corners) are already well in excess of 30 feet due to the natural slope/grade of the property, and an additional variance seems unnecessary to accommodate a reasonable access to the roof. Allowing this variance will result in reduced privacy to those properties immediately to the East and South of this lot, and will interfere with the view corridors of the Seabreeze condominiums from the North.

I see no valid reason to allow this variance and would ask that COBI deny this request.

Thanks,

Eric

Eric Edenholm  
Cell: 206-245-6401  
[eedenholm@bainbridge.net](mailto:eedenholm@bainbridge.net)



**To:** Olivia Sontag, Planner  
Planning and Community Development  
City of Bainbridge Island,  
WA 98110  
**cc.** Lief Horwitz, Chair, MTAC  
Ken DeWitt, BI Parks and Recreation Board

**Date:** May 8, 2018

**From:** Charles Schmid, Ph.D.  
Chair, Waterfront Trail Committee  
Bainbridge Island, WA 98110  
Email: [ceschmid@att.net](mailto:ceschmid@att.net)

**Subject:** Documents supporting public access provided by the Waterfront Trail:

**Reference:** CKCB Madison Avenue Development ([PLN50958 SPR/SSDP/SVAR](#))

Winslow Master Plan - May 21, 1998 Updated November 8, 2006

#### **CHAPTER 4 OPEN SPACE AND TRAILS**

##### *Waterfront Trail*

**WMP 4-3.5:** The missing link of the Waterfront Trail should be completed from Waterfront Park to the foot of Madison Avenue. The City should work to extend the trail to the head of Eagle Harbor.

See Map – Figure 4.2, page 36

#### **2016 COMPREHENSIVE PLAN TR-8 TRANSPORTATION ELEMENT**

##### **Policy TR 2.6**

Develop a trail system to serve non-motorized users across the Island. As envisioned, the network will include the Waterfront Trail in Winslow, the Sound to Olympics Trail (STO, a regional trail connecting the Ferry Terminal to the Agate Pass Bridge), intra-island multi-use trails, unopened City rights-of-way, shoreline trails, and connecting pathways within neighborhoods. The goal is to provide walkability within neighborhoods and Island-wide connectivity for both pedestrians and cyclists.

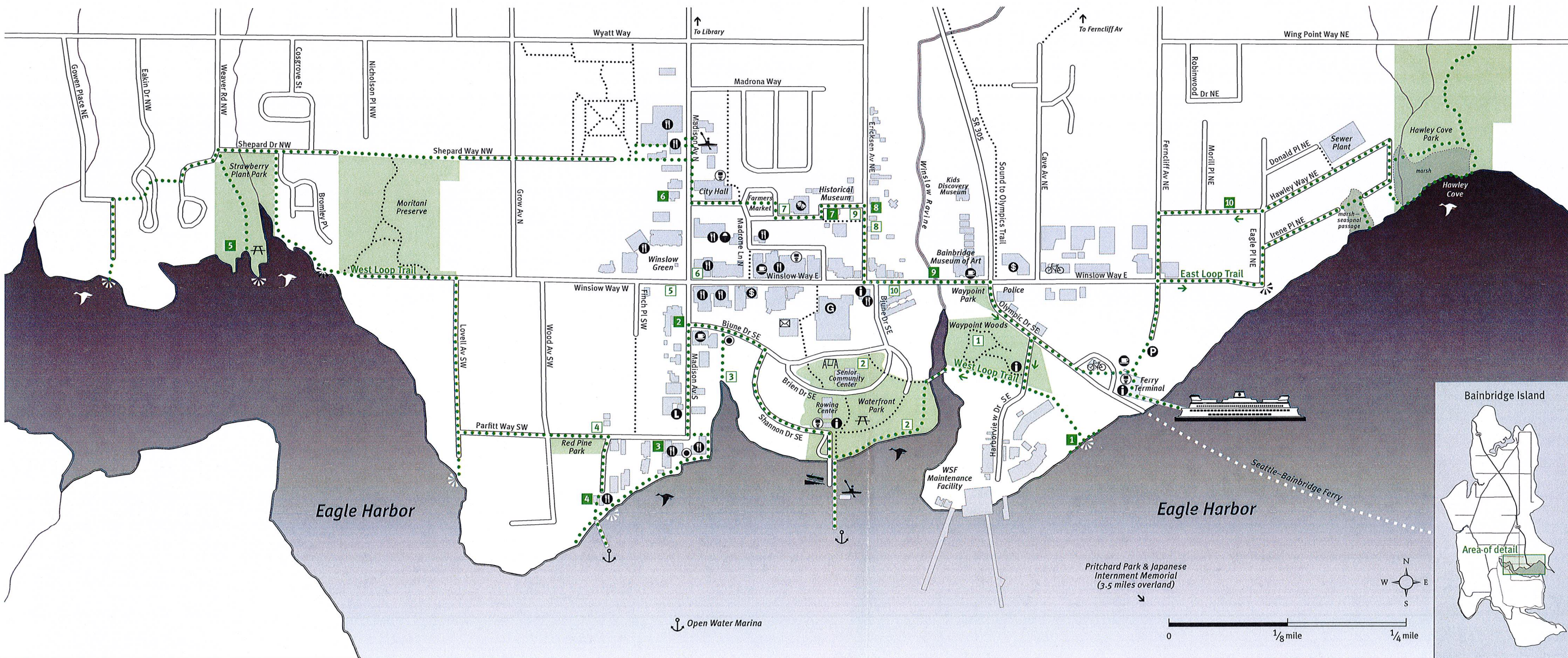
##### **Policy TR 2.11**

Secure easements and other land dedication for non-motorized facilities through development and redevelopment mitigation and conditions, donation, tax incentives, and direct acquisition. Coordinate these efforts with the Park District when parkland and recreational trails are involved.

**Policy TR 8.4** Complete and protect the Winslow Waterfront Trail.

*CHARLES E. SCHMID*





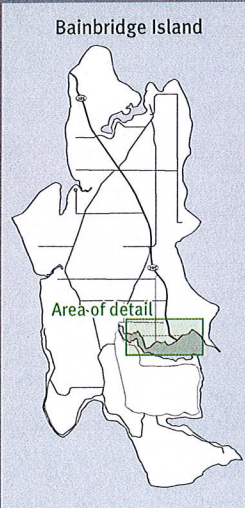
Look for descriptions of the significant trees and historic sites & structures on the other side.

**Legend**

- 0 Significant Tree
- 0 Historic Site
- Trail Sign
- Information
- Dining
- Refreshments
- Bicycle Rental
- Banks
- Groceries
- Post Office
- Ferry Parking
- Lodging
- Public Bathroom
- Public Park
- Playground
- Boat Launch
- Boat Rental
- Marina
- Wildlife Viewing
- Viewpoint

*Sturdy walking shoes advised for Hawley Cove portion of East Loop Trail.*

*Please respect private property while enjoying your walk along the Waterfront Trail.*





Eagle Harbor

Today Eagle Harbor is the busiest port on Bainbridge Island. In addition to serving Washington State Ferries, the harbor also supports a number of marinas and yacht clubs. Rowers in shells and students in small sailboats are often seen enjoying the harbor.

In the early 1900's, a shipbuilding operation was relocated from nearby Port Blakely to Eagle Harbor. (See Historic Sites & Structures #1.) At about the same time, a large creosote plant began operations and the company town of Creosote was established across the harbor at Bill Point. In 1987, the plant was declared a Superfund cleanup site and the buildings were removed. The steel sheet pile wall you see from the ferry keeps hazardous contaminants from entering Puget Sound.

Fifty acres were recently established as Pritchard Park and all but the eight acres remain open to the public. At the west end of the park, a Japanese-American Internment Memorial was built to honor the 272 Bainbridge Island residents who, on March 30, 1942, were the first group of internees forced to leave their homes to live in internment camps in California and Idaho. The memorial marks their departure point, the Eagledale ferry landing, and is now an extension of the Minidoka Internment National Historic Site. (See www.pritchardpark.org.)

Although far from its natural state, wildlife can still be found in the harbor. River otters enjoy the docks and great blue herons and cormorants can be found on pilings. Canada geese cruise the waters, and bald eagles and osprey can occasionally be seen soaring overhead.



Significant Trees



1 Douglas Fir in Waypoint Woods near ferry terminal is tallest tree in downtown area at 160 feet.



2 Groves of Madrones in Waterfront Park, identified by old brown bark peeling to reveal new red bark beneath.



3 Native plants and trees planted here in 2003 by the Waterfront Trail Committee.



4 English Walnut planted by Mr. Grow in front of historic Captain's House. (See also Historic Sites & Structures #4.)

5 Black Locust is largest in the downtown area and a landmark tree. Monkey Puzzle is nearby, identified by its sharp leaves.

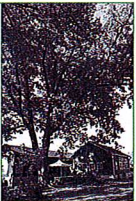
6 Schubert, Prunus virginiana, is a state champion measuring 29 feet tall.

7 Japanese Laceleaf Maple, Oshio Beni, a rare specimen relocated from Winslow Way in 2004 when development threatened its removal. Nearby Siberian Elms are only two of this species in the downtown area.

8 Little Leaf Linden, designated a Heritage Tree in 2017.

9 Sycamore, American Elm and Red Oak planted in 1880 by Mr. Cave.

10 Monterey Pines Only known surviving grove of this species in Kitsap and King counties.



For help with tree identification, visit [www.arborday.org/trees/whattree/westerntrees.cfm](http://www.arborday.org/trees/whattree/westerntrees.cfm)

Historic Sites & Structures

1 The Hall Brothers Shipyard was relocated here from Port Blakely in 1902. The town of Madrone changed its name to honor one of the brothers, Winslow Hall. Initially, tall-masted sailing ships were built at this site. Later, minesweepers were built for use in World War II, after which the yard was closed. Traces of the marine railway can still be seen at low tide. The large site is now occupied by the Eagle Harbor Condominiums and the Washington State Ferries terminal and maintenance yard.

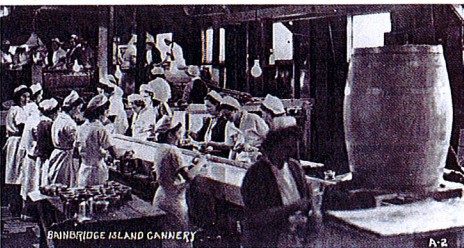


2 The Eagle Harbor Congregational Church, founded by 13 families in 1896, was the first church built on the island.

3 The Anderson Hardware Store, now Pegasus Cafe, was built in 1937. The buildings to the east were once taverns and the Winslow Dock Warehouse.

4 The Ambrose Grow House, built in the 1880s, is now the Harbour Public House. The Grow's small stone root cellar can be found at the northwest corner of the house. The pier at this location is open to the public, offering views of modern and historic boats.

5 A Strawberry Cannery operated in a large wooden pier building from 1921 to 1941. In 1940, two hundred cannery workers cleaned and packed two million pounds of world-famous Bainbridge Island strawberries packed into 55-gallon wooden barrels. World War II and the exclusion of Americans of Japanese ancestry from the West Coast ended cannery operations in the cove. In 1997, a few years after conversion to office space, the cannery building burned down. The site is now a public park.



Historic Sites & Structures

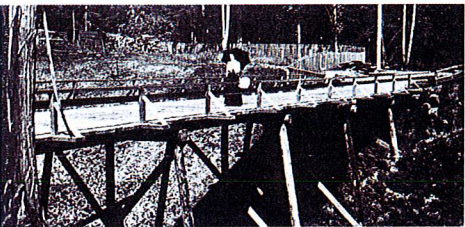
6 The House and Clinic of Dr. Frank Shepard was built in 1922. The porte cochère on south side served to shelter the island's first automobile.

7 The Island Center Schoolhouse, built in 1908, now houses the Bainbridge Island Historical Museum. Call 206-842-2773 or visit [www.bainbridgehistory.org](http://www.bainbridgehistory.org) for museum hours. The cylinder outside is from the Wykoff Creosote Plant.

8 Six Historic Homes on the east side of Ericksen Avenue, with addresses spanning from 188 to 292, were once the homes of shipyard workers from Hall Brothers Shipyard.



9 The Winslow Ravine divided the town into two districts—Hawley to the east and Winslow (formerly Madrone) to the west—until a wooden bridge was built in 1880's. The steep ravine was filled with dirt in the 1920's.



10 "Aunt" Bert Start House at 1036 Hawley Way was built in 1910 and was the home of one of the early postmasters of Winslow.



Historic photos used with permission from the Bainbridge Island Historical Museum.

Walking the Waterfront Trails

People enjoy being near water, especially on an island. The Waterfront Trail offers people two opportunities to walk along scenic Eagle Harbor, each offering distinctive views of island history and habitat.

The western loop includes parks, restaurants, marinas and a chance to view some of the island's historic sites and trees. People usually walk the 2-mile loop in about an hour. Ample shortcuts are available for those pressed for time.

The eastern loop goes through a residential neighborhood and then along the beach at Hawley Cove (not ADA accessible), ending with a path into a wooded area. For most walkers, the 1.5 mile round trip takes less than an hour.


Bicycles can be rented near the ferry terminal. Coffee cafes and restaurants abound along the western Waterfront Trail. A grocery store and picnic benches can be found for those who would rather pack their own. (The grocery will even recycle your empty bottles.)



The map highlights historic sites and trees along the way. For visitors who would like to know more about the vibrant history of the Island, please make sure to stop by the Bainbridge Island Historical Museum. (See Historic Sites & Structures #7.)

# Walk the Waterfront Trail

## East and West Loops



EAGLE HARBOR :: WINSLOW :: BAINBRIDGE ISLAND

Prepared by Waterfront Trail Committee of the Bainbridge Island Metro Parks and Recreation District Association of Bainbridge Communities (ABC)  
with financial support from ABC Conservation/Education Foundation Association of Bainbridge Communities  
April 2018



## Jane Rasely

---

**From:** PCD  
**To:** Olivia Sontag  
**Subject:** FW: Re CKCB Madison Ave planning



JANE RASELY

Administrative Specialist

[www.bainbridgewa.gov](http://www.bainbridgewa.gov)

[facebook.com/citybainbridgeisland/](https://facebook.com/citybainbridgeisland/)

206.780.3758 (office) 206.780.5104

---

**From:** L. Storck <drlestorck@gmail.com>  
**Sent:** Friday, May 11, 2018 9:27 AM  
**To:** PCD <pcd@bainbridgewa.gov>  
**Subject:** Re CKCB Madison Ave planning

Hello,

Please tell us how to find the HEIGHT of the to-be-built structure called CKCB Madison Ave Mixed Use Project PLN50958.

Would you kindly forward this to the Design or Planning person with that information, or provide the email address?

Thank you.

L. Storck

## Jane Rasely

---

**From:** Christopher Brookes <chris@crbrookes.com>  
**Sent:** Monday, June 11, 2018 11:11 AM  
**To:** PCD  
**Subject:** Attn: Olivia Sontag Ref PLN50958

Good Morning Olivia,

Many thanks for including us in your mailing explaining the "Revised Notice of Application "or the CKCB Madison Ave project.

A little more guidance is needed please regarding the probable timing for the full building application and the comment process.

The latest document provides a brief "project description" which includes the request for a height increase. To this point I understand we are required to only comment on the construction footprint which has been done. Not much to say in that respect.

Do you have a time estimate for us to comment on the building design? We travel extensively and will be out of the Country for several months this Fall and yet somehow I need to ensure our opinions are heard should the review process come within that time. Are you able to provide a probable time window at this stage?.

Thank you

Christopher Brookes

Director, HOA Board

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This email has been checked for viruses by Avast antivirus software.  
<https://www.avast.com/antivirus>

## Olivia Sontag

---

**From:** Christopher Brookes <chris@crbrookes.com>  
**Sent:** Friday, July 6, 2018 12:19 PM  
**To:** Olivia Sontag  
**Subject:** CKCB Madison Ave- PLN50958

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good Morning Olivia,

Could you please clarify what elements of this project are to be discussed at the August 1st hearing? Are we still dealing with just the property footprint or is it now the development as a whole?

As previously advised the HOA and individual owners do not have much to say about the footprint, but we do have many concerns over the building as a whole - in particular the request for a height variance.

Many Thanks

Christopher Brookes

HOA Board

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This email has been checked for viruses by Avast antivirus software.  
<https://www.avast.com/antivirus>

## WATERFRONT TRAIL

July 9, 2018

Background Material for Providing a Trail for the CKCB Madison Avenue Development  
PLN 50958 Compiled by Charles Schmid, Chair, Waterfront Trail Committee *ceschmid@att.net*

FIGURES 1, 2 AND 3 MAY BE FOUND IN A SEPARATE ATTACHMENT

### TABLE OF CONTENTS

#### 1 Introduction

1A Project Description

1B Brief Description

#### 2. Applicable Policies and Regulations

2A Winslow Master Plan

2B 2016 Comprehensive Plan

2C Shoreline Master Plan Title 16.12.030

#### 3. List of Properties (Figure 1)

#### 4. Considerations for Providing for the Trail

Contour Map (Figure 2)

.Submitted Drawing for Trail (Figure 3)

City of Bainbridge Island  
JUL 09 2018 3:31 PM  
Planning and  
Community Development  
L.LANT

**Reference:** Revised Notice of Application/Hearing/SEPA Comment Period PLN50958  
SPR/SSDP/SVAR

### 1. INTRODUCTION

#### 1A Project Description

CKCB Madison Avenue Development is a proposal to develop a courtyards style 10-unit residential building with parking underneath. Project also includes frontage improvements, completion of a segment of the waterfront trail, and a request for a height increase for two stair towers to provide access to the rooftop (Reference: Revised Notice of Application/Hearing /SEPA Comment Period.)

#### 1B Brief Review

The proposed commercial development is located along the shoreline, and as such subject to Bainbridge Island Shoreline Master Plan (SMP) requirements for public access – physical and/or viewing (16.12.030 Environmental Quality and Conservation). Including a trail shall provide an important link for the Waterfront Trail since it will go parallel to a water inlet (see Figure 1). This link would eventually complete an important section of the Waterfront Trail between Bjune Drive and Parfitt Way. The latter terminus is the Waterfront Building (which houses the Thai Restaurant). This link is a small but important part of the entire Trail which starts at the WSF Ferry Terminal, goes across the Ravine, through Waterfront Park, along Shannon Drive and down Madison Avenue along the water where a number of restaurants are found, proceeds past Strawberry Cannery Plant Park, then by the new Moritani Park and finally ends by the water at Gowen Place. This route is described in the brochure “Walking the

Waterfront Trail East and West Loops” – 10,000 copies which are being distributed to tourists and residents. Many of these sections of the trail have been added over time fulfilling Bainbridge Island’s SMP requirements for public access for the water for commercial projects falling under the category of non-water dependent use. Examples of this process include projects along the shoreline from the Waterfront Building to the Harbour Pub.

Adding this link to the Trail has the support of the Board of the Bainbridge Island Parks District (See letter of support from Kenneth DeWitt dated December 8, 2017: “The Bainbridge Island Metropolitan Park and Recreation District strongly supports and advocates for the connection to be completed. ...We strongly encourage the City to require a trail be built along the waterfront side of the site as a condition of approval for the development. ” (This letter is in City files). The Bainbridge Island Comprehensive Plan’s Transportation section states the Trail shall be completed and promotes pedestrian usage. The Waterfront Trail has gradually become complete over 30 years, and this link of the trail has been on the “to do” list for completion of the Trail. The best opportunity for completing this link was for a boardwalk to join Shannon Way across the water to the Waterfront Building (See point # 7 “Lost Easement” on Figure 1. This was in fact approved by the Winslow City Council over 30 years ago and the foundation support for this connection can still be seen on the Parfitt Way side. Unfortunately the City failed to document this at the County records, and this link was legally lost. This is an opportunity for the City to correct for this mistake which will not come again.

## **2. APPLICABLE POLICY AND REGULATIONS supporting Waterfront Trail**

Various City documents contain policy and regulations which support including a waterfront trail with this commercial project.

### 2A WINSLOW MASTER PLAN - May 21, 1998 Updated November 8, 2006

#### CHAPTER 4 OPEN SPACE AND TRAILS

##### *Waterfront Trail*

**WMP 4-3.5:** The missing link of the Waterfront Trail should be completed from Waterfront Park to the foot of Madison Avenue. The City should work to extend the trail to the head of Eagle Harbor.

See City’s Trails Map for present and future trails – Figure 4.2, page 36

### 2B 2016 COMPREHENSIVE PLAN TR-8 TRANSPORTATION ELEMENT

#### **Policy TR 2.6**

Develop a trail system to serve non-motorized users across the Island. As envisioned, the network will include the Waterfront Trail in Winslow, the Sound to Olympics Trail (STO, a regional trail connecting the Ferry Terminal to the Agate Pass Bridge), intra-island multi-use trails, unopened City rights-of-way, shoreline trails, and connecting pathways within neighborhoods. The goal is to provide walkability within neighborhoods and Island-wide connectivity for both pedestrians and cyclists.



**Policy TR 2.11**

Secure easements and other land dedication for non-motorized facilities through development and redevelopment mitigation and conditions, donation, tax incentives, and direct acquisition. Coordinate these efforts with the Park District when parkland and recreational trails are involved.

**Policy TR 8.4** Complete and protect the Winslow Waterfront Trail.

**2 C REGULATIONS**

Shoreline Master Plan 16.12.030 (General (Island wide regulations) contains Regulations for provisions for Public Access for commercial projects

**.Environmental Policy Title 16 Shoreline Master Plan**

**Section 6.12 of the Shoreline Master Plan covers Public Access to the Shorelines in detail. Below I have only included section C.4.a and listed the headings of 4.a through 4 d. Each of these sections contains detailed policy and regulations.**

**Section 6.12.030 General (island-wide) regulations.**

A. Regulations

B. Environmental Quality and Conservation

C. General Use.

4. Public Access – Visual and Physical.

a. Applicability. Public access includes the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and shoreline from adjacent locations. Public access provisions apply to all shoreline as prescribed by this program. Development, uses, and activities shall be consistent with subsection B.3 of this section, Vegetation Management. Public access provisions must be consistent with the nonmotorized transportation plan, a component of the transportation element of the comprehensive plan.

b. Regulations – General..

c. Regulations – Public Access Design and Location Standards..

d. Regulations – Public Access Permit Requirements.



**Other sections of the SMP which apply to this project, such as setbacks etc. are not included here since it is assumed the City will reference them**

### **3. LIST OF PROPERTIES**

**Figure 1** (Attached) shows the location of 6 properties which are all covered by the Shoreline Master Plan. Although this memo only covers locating the Trail on parcel number **3** (The proposed project), the completed trail might have to consider including a future easement in one of the other 5 properties. It is interesting to note that properties **3** and **7** have narrow appendages (called “flagpoles”) which actually adjoin each other. These initially appeared to provide a plan by which only the two flagpoles were needed, but a walk in the area shows some areas of the flagpoles appear too steep for a trail. Parcel **4** has concrete walls around its perimeter which formerly supported large fuel tanks. Parcel **6** presently has an easement all around it providing public views of the shoreline and harbor. A restaurant has tables set in the summer on that easement. Finally parcel **1** was planted with native vegetation a couple of decades ago and needs to be cleared. The south end of this COBI parcel is a storm water output with various data collection devices.

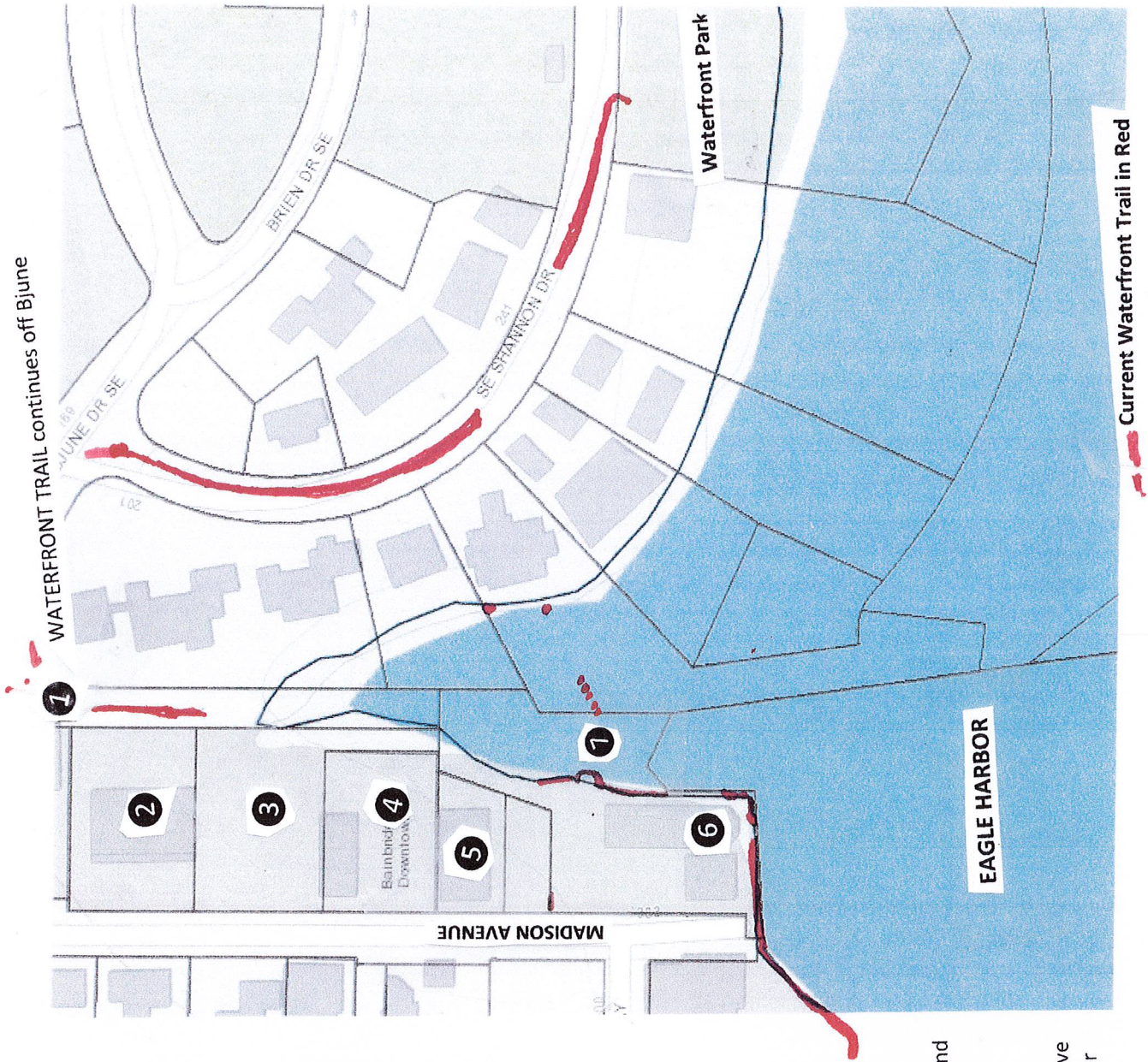
### **4. CONSIDERATIONS FOR PROVIDING THE TRAIL**

This memo is intended to provide background for the trail required for the proposed parcel # **3**) So far the physical considerations for completing this trail have been limited to walking through the site with David Freeburg from the Non Motorized Transportation Committee. An analysis by a professional engineer is required to report on the best approach to include a trail. Hence any preliminary trail design is based on a brief tour of the property (much of it in blackberries!) In addition the shoreline setback requirements for building and trail must be provided. **Figure 2** shows the 5 foot elevation contours. Both flat areas and steep areas can be seen in the NE corner. This map also shows the entire COBI parcel coming down from Bjune. The elevation of the intersection of the three parcels **1**, **2**, and **3** has to be analyzed so it provides a smooth transition from the path now in place on COBI's property **1** over to the new path provided by the applicant **3**. This might include a short bridge. **Figure 3** is the drawing which appears to take into account the contours by avoiding the steeper slopes. The text is small and difficult to read, but appears to show the trail going parallel to the water, which is good. However it would rely on a future easement to progress down to the Waterfront Buildings. This could be mitigated by having the trail go perpendicular to the water and exiting onto Madison allowing pedestrians to continue down Madison to the water.



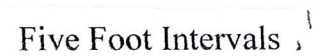
**FIGURE 1**  
**List of Properties in Shoreline Area**  
 (Note: These are names of current commercial activities. Not owners.)

- 1 COBI Property/Sstormwater Line**  
 Waterfront Trail over COBI stormwater line  
 Connects at Bejune andnd continues adjacent to SeaBreeze. Stormwater exits at south end
- 2 Fairbanks Construction**
- 3 CKCB Madison Ave. Development**  
 PLN50958 SPR/SSDP/SVAR  
 Includes "flagpole" to south (in white)
- 4 Kelly Johnson Gallery  
 Castellane Jewelry**  
 Concrete foundations remain on property which once held large fuel tanks
- 5 Billy Sheers**
- 6 Waterfront Building**  
 Thai Restaurant. Flagpole north connects to flagpole south. Waterfront Trail circles the building with public water visual access and continues west along water to Harbour Pub
- 7 Lost Easement**  
 There was once an easement to Shannon Drive which was not recorded by Winslow and later removed. Attempts to renew it failed.





OR



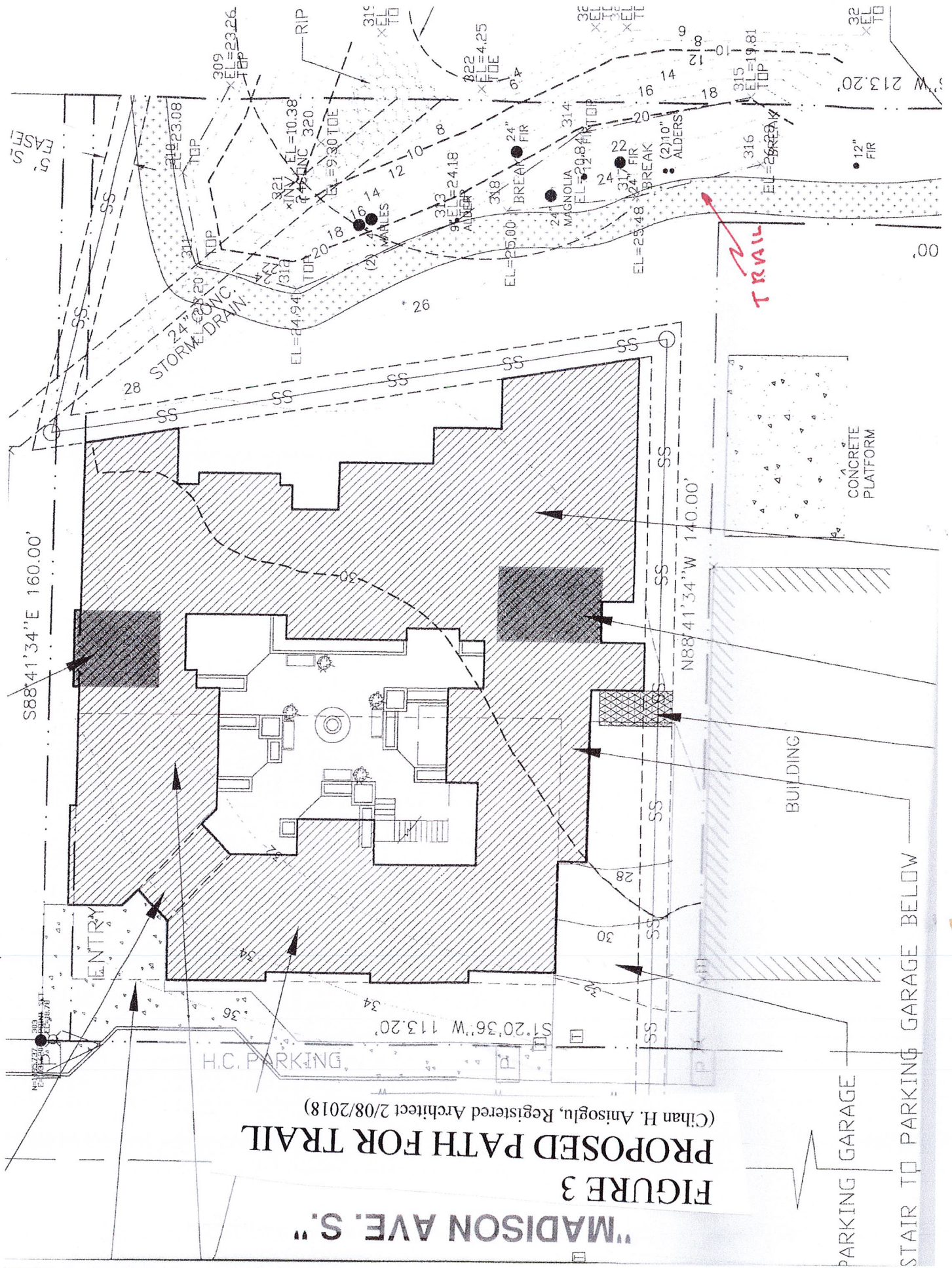


# "MADISON AVE. S."

## FIGURE 3

### PROPOSED PATH FOR TRAIL

(Cihan H. Anisoglu, Registered Architect 2/08/2018)



123 Bjune Drive, # 205  
Bainbridge Island  
WA 98110

14 July 2018

City of Bainbridge Island  
Attn: Olivia Sontag, Planning Dept  
Bainbridge Island  
WA 98110 -1812

To: City of Bainbridge Island Planners and the Hearing Examiner.

Ref: CKCB Madison Ave, PLN 50958

We fully support this development with one very significant exception. The request for a 5' height variance is strongly opposed on a number of grounds.

1) This request does not meet any of the requirements necessary to grant a variance. To obtain a variance the owner must demonstrate that special circumstances exist and that because of these circumstances they are unable to design the project in full compliance with the City of Bainbridge Island codes.

- a) Granting a variance would amount to special privilege not available to others.
- b) This variance would adversely affect neighboring properties. i.e A variance must not be materially detrimental to neighbors. (see discussion below.)
- c) There are no special circumstances identified for this variance request.
- d) There are no past actions set in place for such a variance.
- e) The property owner has not demonstrated that a variance is necessary to permit reasonable use of the property. On the contrary they simply seek to use a "variance to code" request to add price justification, and profit, for two luxury apartments within this ten unit development

2) Issues relating to a 5' variance for elevator towers to a roof top deck.

This request involves far more then just two 5' elevator towers. Occupants of luxury town homes would not be happy to sit on a hot asphalt rooftop deck without any form of shading. Fixed shades are not requested in the plan, hence temporary parasol type shading umbrellas are most likely. By definition the *forward leading edge* of any temporary parasol type shade umbrellas would, for safety reasons, have to be at least 6' high. The peak of any parasol type shade would be another 1-2' above that. There could also be shade tree planters of in determinant height. A permanent safety railing would also be needed around the roof edge. It should be noted that winds in this area make the use of temporary shade umbrellas and tables in any exposed high location very dangerous. Seabreeze HOA has found it necessary to ban their use.

The proposed rooftop deck would create a significant privacy concern. Anyone standing on the rooftop could look directly into the windows and decks of neighboring properties including those of Seabreeze condominiums.

In summation because of the above listed reasons we ask that the variance request not be granted.

Thank you for your attention.

Sincerely

Christopher Brookes

Janet Brookes



July 19, 2018

City of Bainbridge Island  
Attn: Olivia Sontag, Planning Dept  
Bainbridge Island  
WA 98110 -1812

Dear COBI:

Ref: CKCB Madison Ave, PLN 50958

I am writing to strongly oppose the approval for any height increase variance on this project of which the sole purpose is to enrich the amenities of two waterfront luxury condominiums. This project does not meet any requirements necessary to be considered for such a variance and would amount to granting a special privilege.

I reside in the Seabreeze condos in a unit overlooking the building site south towards Eagle Harbor. I was the first owner to move into the complex in 2007. Any additional height to this structure will significantly impact my current view and the views from our breezeways and building surroundings and is not allowed per the code. It also negatively impacts our privacy with the occupants of the luxury condominiums looking back into our units that would not be the case without this variance.

Further, the city council has placed significant attention on the development concerns impacting the island. A council member stated that "development is out of control." And in general the council wants to preserve the "island's special character." I agree and appreciate their efforts to manage development that is out of control. Do not make matters worse and allow any variances that do not come close to meeting the requirements. Observe and actively enforce the code, just like when the Seabreeze project was built in 2007, the developer managed to the code and no height variances were granted.

Thank you for your attention to this matter.

Sincerely yours,



John Kist  
123 Bjune Drive 301  
Bainbridge Island, WA 98110

123 Bjune Drive, # 206  
Bainbridge Island  
WA 98110

RECEIVED

JUL 23 2018

Planning and  
Community Development

'18 JUL 23 PM 2:06

July 20, 2018

City of Bainbridge Island  
Attn: Olivia Sontag, Planning Dept  
Bainbridge Island  
WA 98110 -1812

Dear Sirs,

Ref: CKCB Madison Ave, PLN 50958

First of all, I think the proposed development is a plus for the neighborhood and island. However, I understand the owners have requested a variance concerning the height of the structure and I believe that exceptional request should not be granted. The height limitations were established to apply to all such existing and future structures so all residents in the area are on the "same playing field." Developers seeking to circumvent such "restrictions" do so at their own risk but with the very real possibility of being turned down on the basis of salient facts vis a vis of local regulations. They should not assume or believe "if there is a will there is a way" that their request will be allowed no matter their own perception of its merit.

Without going into the details of why this variance request is beyond the pale of existing regulations as some of the astute Seabreeze residents have no doubt stated in other letters, I totally agree with their spot-on points. Points, that future residences of the proposed development would not want to see varied should they themselves be faced with a similar situation impacting them.

To believe being "last in line" entitles one to be excused from those already though the queue in order to "fill the bus", as sometimes is the case with developers with "good ideas" in regulated locales should not be honored.

Thanks.

Sincerely



William Standley



Olivia Sontag  
Planning Department  
City of Bainbridge Island, WA

Dear Ms. Sontag,

We, the undersigned, David and Frances Korten are writing to comment on the development planned by CKCB Madison Avenue PLN 50958.

As owner-residents in the Seabreeze Condominium overlooking the proposed development, we value our view and neighborhood. We welcome the proposed project as a positive addition to the neighborhood and are pleased that the developer is a local person.

With this letter, however, we are registering our opposition to granting a five-foot variance for the height of the planned building. The city has set a height limit for buildings within the seashore area for a reason. We see no reason that the developer should not comply with the ordinance.

Thank you for your attention to this matter.

David and Frances Korten  
123 Bjune Drive, Apt 303  
Bainbridge Island WA 98110

## Olivia Sontag

---

**From:** Pratt (US), Robert D <robert.d.pratt@boeing.com>  
**Sent:** Wednesday, February 6, 2019 8:45 PM  
**To:** Olivia Sontag; Peter Corelis  
**Cc:** Eric Edenholm  
**Subject:** RE: CKCB Madison Avenue  
**Attachments:** 1 PLN50958 SPR SSDP SVAR Site Plans.pdf

Researching further I now see on page 3 of 4 on the attached [new site plans](#) they have twisted Peter's requirement. They label the easement, "[additional sewer easement 15' or to the property line](#)". That does not meet Peters requirement of 20' total storm sewer access. It is only 11'.

Dana Pratt

---

**From:** Pratt (US), Robert D  
**Sent:** Wednesday, February 06, 2019 7:22 PM  
**To:** Olivia Sontag <osontag@bainbridgewa.gov>; 'PCorelis@BainbridgeWA.gov' <PCorelis@BainbridgeWA.gov>  
**Cc:** Eric Edenholm <eedenholm@bainbridge.net>  
**Subject:** CKCB Madison Avenue

Hello Olivia, thank you for meeting with us last week. I have been reading our City Design Engineers report. Line 11 requires a standard 20' Storm Sewer easement to be put in place. I don't see that in the CKCB plans on the south side.

Date: September 14, 2018

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

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

Subject: PLN50958 SPR – CKCB

11. The easement serving the sewer main through the parcel is a substandard width (5 feet). The City's minimum easement width requires 20 feet. Please dedicate an additional 15 feet of sewer easement on the eastern and southern sides of the existing easement (waterward and away from the buildings).

On the south side of the CKCB property (adjacent to the Dock Street building) the CKCB designs show only 11' to our building and the property line. To meet the Development Engineers requirement for 20' access they will need to pull their building north 9' to create the 20' standard Storm Sewer easement that is required.

Your thoughts please? Thanks, Dana Pratt.

*R. Dana Pratt*

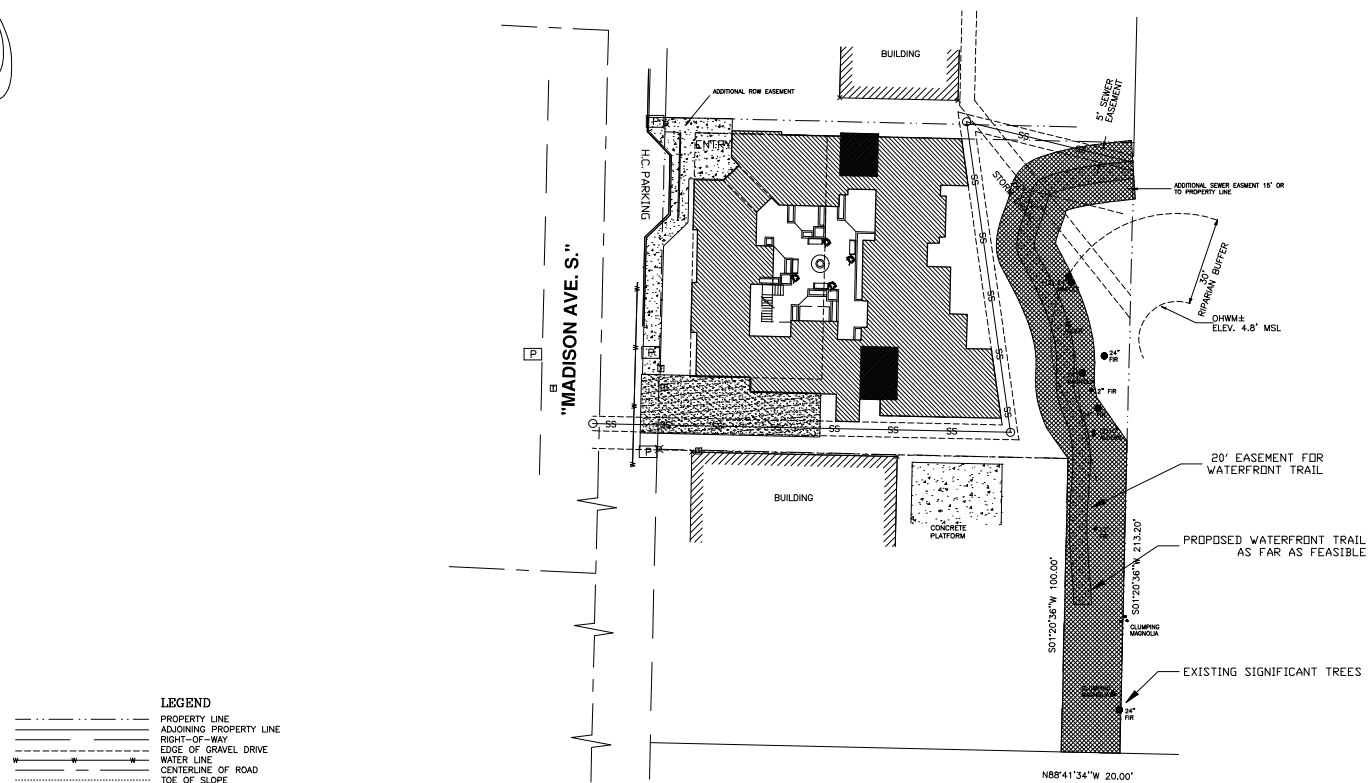
777X Wing Development Engineering Manager  
Wing Center Section  
The Boeing Company - Everett, Washington  
cell (425) 269-4341





ARCHITECTURAL  
ART AND IDEAS  
271 MYATT WAY NE, SUITE 102  
BAINBRIDGE ISLAND, WA  
9 8 1 1 0  
p 206 236 4310

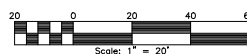
qihan@anisogis.com  
seantancy@gmail.com



N88°41'34''W 20.00'



TRAIL EASEMENT  
SCALE: 1"=20'



Scale: 1" = 20'

[illegible]

CKCB  
MADISON AVE PROJECT

Project	Drawn
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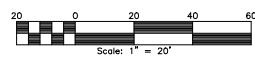
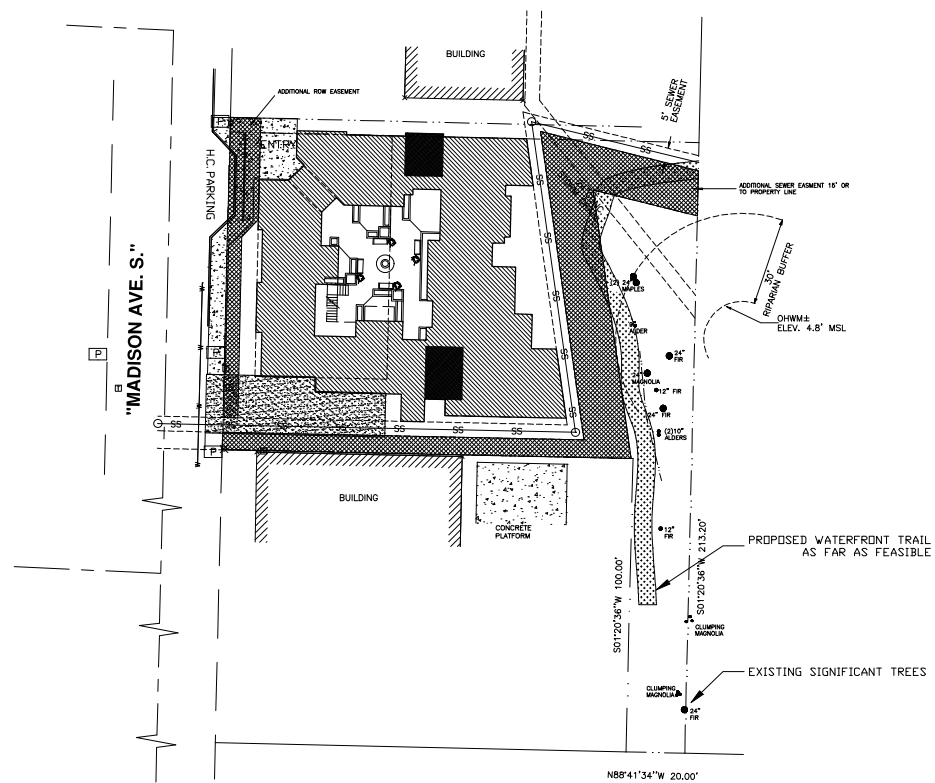
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Shool Tip:

Sheet Number



- LEGEND**
- PROPERTY LINE
  - ADJOINING PROPERTY LINE
  - RIGHT-OF-WAY
  - EDGE OF GRAVEL DRIVE
  - WATER LINE
  - CENTERLINE OF ROAD
  - TOE OF SLOPE
  - TOP OF SLOPE (T.O.S)
  - CONTOUR LINE
  - SANITARY SEWER MAN HOLE
  - SS --- SS --- SEWER LINE
  - EASEMENT
  - X LIGHT POLE
  - ⊞ TELEPHONE VAULT
  - [P] POWER VAULT
  - SET 3/4" IRON PIPE YPC & 2"x2" STAKE



**SEWER AND ROW EASEMENT**  
SCALE: 1"=20'

No.	Date	Description
06/26/17		PRE-APPLICATION CONFERENCE
10/27/17		PRE-APPLICATION CONFERENCE
05/08/18		SITE PLAN REVIEW
10/01/18		SITE PLAN REVIEW



ARCHITECTS  
ART AND IDEAS  
174 WILSON WAY APT. SUITE 100  
BOSTON, MASSACHUSETTS 02118  
P 208.228.8113  
WWW.ANISOGLU.COM  
ANISOGLU@ANISOGLU.COM




No.	Date	Description
01.25.17		PRE-APPLICATION CONFERENCE
10.27.17		PRE-APPLICATION CONFERENCE
02.08.2018		DATE PLAN REVIEW
03.05.2018		DATE PLAN REVIEW

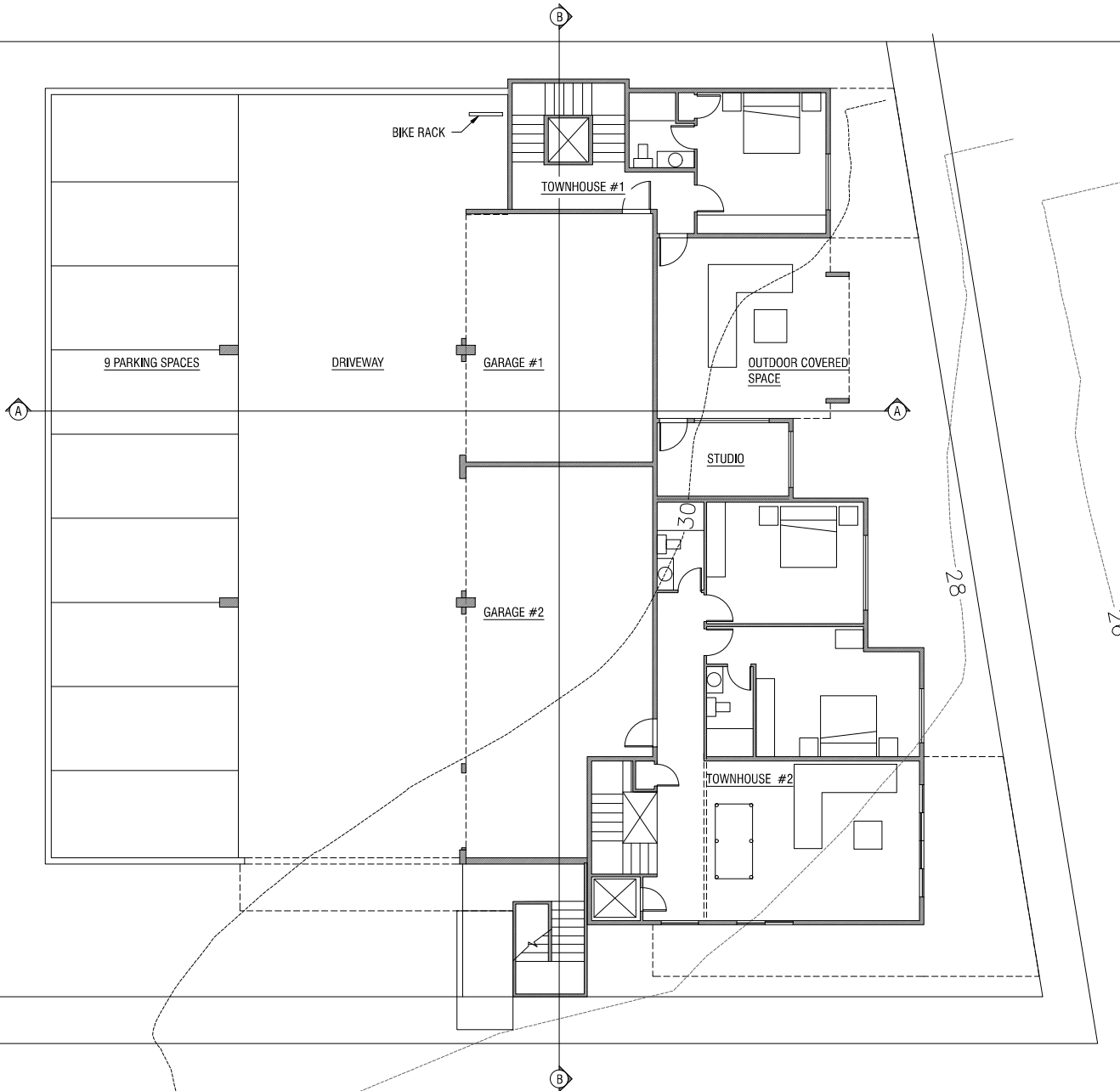
CKCB  
MADISON AVE PROJECT

Project: \_\_\_\_\_ Date: \_\_\_\_\_

FLOOR PLAN - PARKING LEVEL  
Sheet No. \_\_\_\_\_

Sheet Number \_\_\_\_\_

 PARKING LEVEL FLOOR PLAN  
SCALE:  $\frac{3}{16}" = 1'-0"$

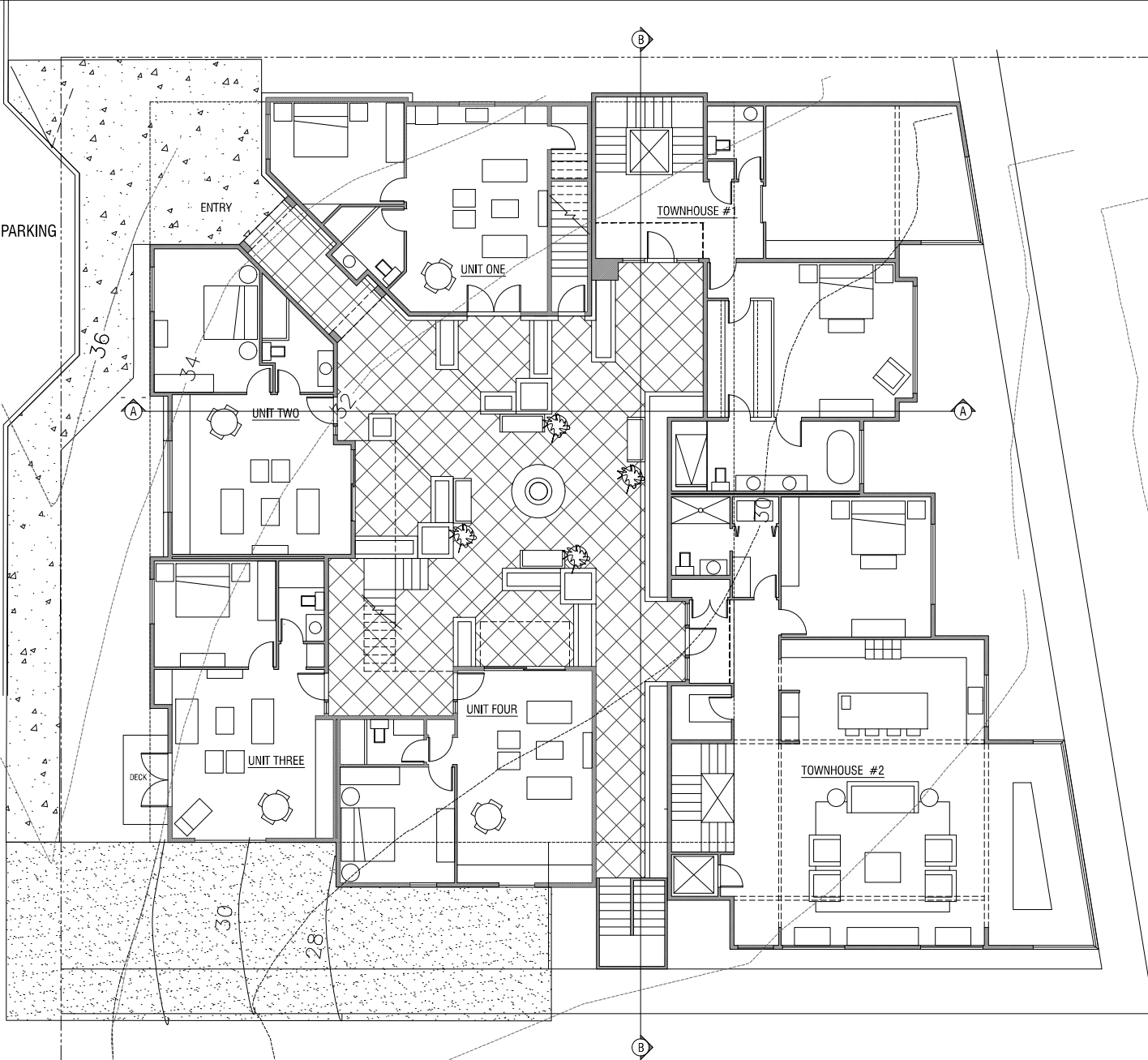





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101 WEST MAIN ST. SUITE 100  
BARTONSBURG, MD 21013  
P 410.324.8013  
F 410.324.8014  
info@ansoglu.com  
www.ansoglu.com

3482 REGISTERED  
ARCHITECT  
*Chen H. Ansoглу*  
Chen H. Ansoглу  
STATE OF WASHINGTON

H.C. PARKING



 **COURTYARD LEVEL FLOOR PLAN**  
SCALE:  $\frac{3}{16}'' = 1'-0''$

No.	Date	Description
01.25.17		PRE-APPLICATION CONFERENCE
02.27.17		PRE-APPLICATION CONFERENCE
02.08.18		SET TO PLAN REVIEW
02.08.18		SET TO PLAN REVIEW

CKCB  
MADISON AVE PROJECT

Project: \_\_\_\_\_ Drawn: \_\_\_\_\_

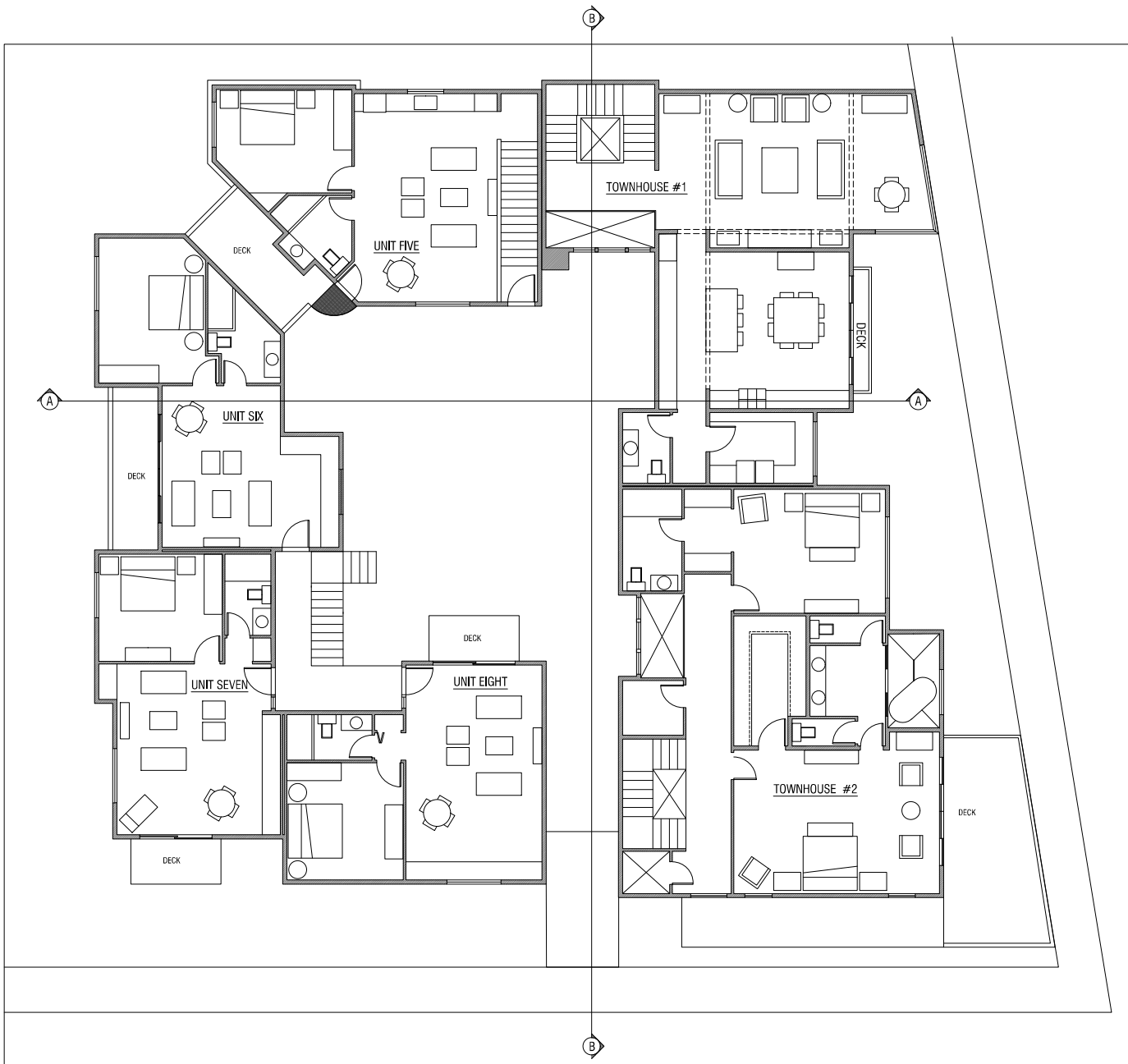
FLOOR PLAN - COURTYARD LEVEL


Sheet Title: \_\_\_\_\_

Sheet Number: \_\_\_\_\_



ARCHITECTURE  
ART AND IDEAS  
3710 15TH AVE NW, SUITE 100  
SEASIDE, WASHINGTON 98134  
P 206.224.8313  
a2aniso@anisoa2.com  
aniso2017@gmail.com



 UPPER LEVEL FLOOR PLAN  
SCALE:  $\frac{3}{16}" = 1'-0"$

No.	Date	Description
05.25.17	2017-05-25	MEETING CONFERENCE
06.27.17	2017-06-27	MEETING CONFERENCE
07.07.17	2017-07-07	MEETING CONFERENCE
07.07.17	2017-07-07	MEETING CONFERENCE
07.07.17	2017-07-07	MEETING CONFERENCE
07.07.17	2017-07-07	MEETING CONFERENCE
07.07.17	2017-07-07	MEETING CONFERENCE
07.07.17	2017-07-07	MEETING CONFERENCE
07.07.17	2017-07-07	MEETING CONFERENCE
07.07.17	2017-07-07	MEETING CONFERENCE

CKCB  
MADISON AVE PROJECT

Project: \_\_\_\_\_

FLOOR PLAN - UPPER LEVEL

Sheet: 18

Sheet Number





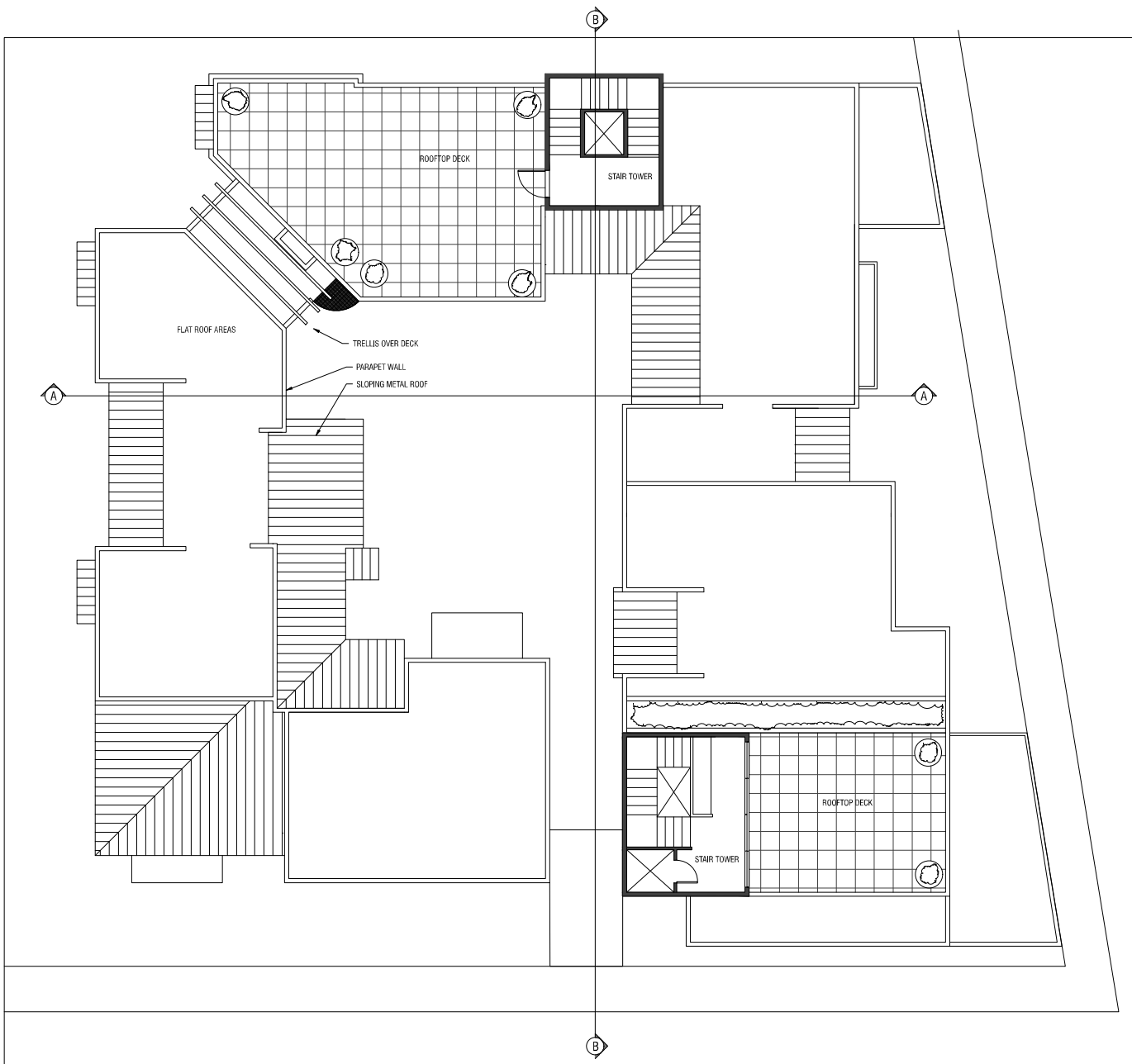
ARCHITECTURE  
ART AND IDEAS  
3700 WEST 10TH AVE. SUITE 100  
SEASIDE, WASHINGTON 98148  
P 206.226.8312  
alan@anisoğlu.com  
anisoğlu@gmail.com

3462  
REGISTERED  
ARCHITECT  
*Alan H. Anisoğlu*  
Alan H. Anisoğlu  
STATE OF WASHINGTON

No.	Date	Description
04.26.17		20% LAMP EXHIBIT CONFERENCE
10.27.17		20% LAMP EXHIBIT CONFERENCE
02.07.18		20% LAMP EXHIBIT

CKCB  
MADISON AVE PROJECT

Project: \_\_\_\_\_  
Drawn: \_\_\_\_\_  
ROOF PLAN  
Sheet Number: \_\_\_\_\_

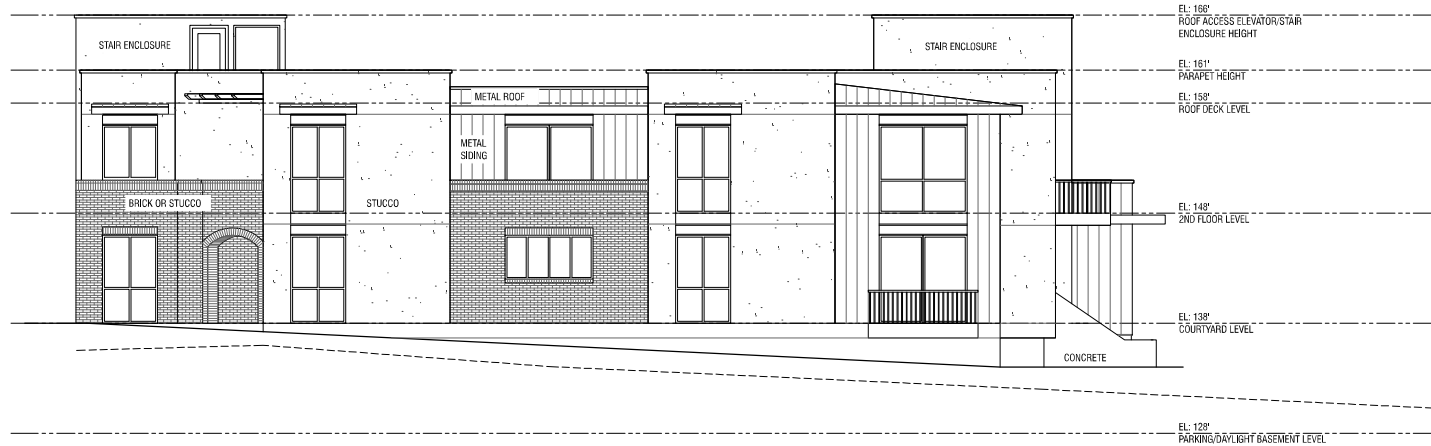


ROOF PLAN  
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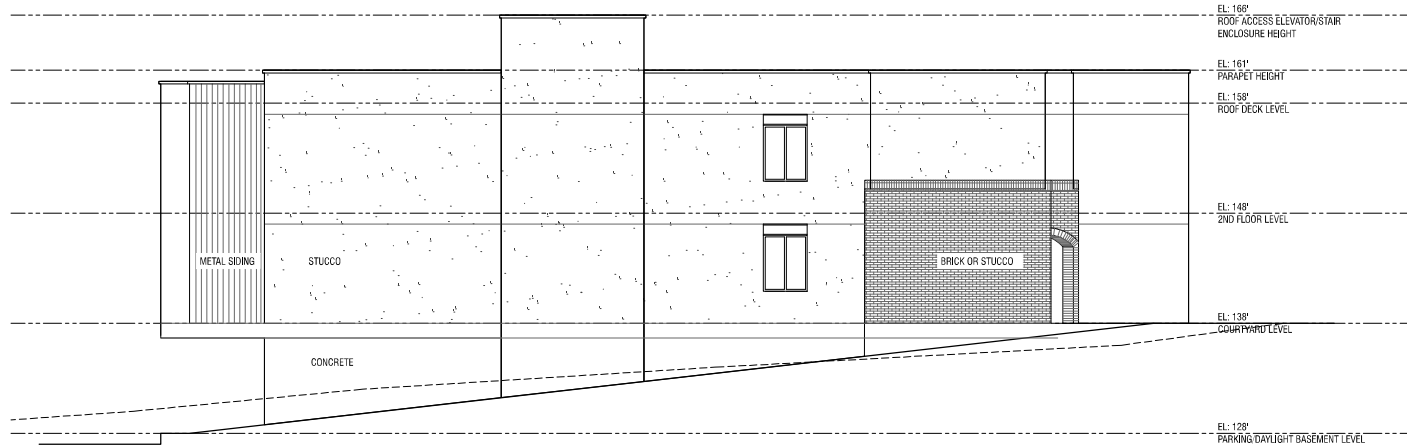
ARCHITECTS  
ART. AND 15240  
271 WEST MADISON AVE. SUITE 100  
BARRINGTON, IL 60015  
P. 847.226.8313  
WWW.AAARCHITECTS.COM

3462  
REGISTERED  
ARCHITECT  
Chen H. Anisoglu  
STATE OF WASHINGTON



# WEST ELEVATION

SCALE:  $\frac{3}{16}'' = 1'-0''$



# NORTH ELEVATION

SCALE:  $\frac{3}{16}'' = 1'-0''$

No.	Date	Description
06.24.17		PRE-APPLICATION CONFERENCE
10.27.17		PRE-APPLICATION CONFERENCE
2.02.2018		SIT PLAN REVIEW

CKCB  
MADISON AVE PROJECT

Project: \_\_\_\_\_ Draw: \_\_\_\_\_

Sheet 14a

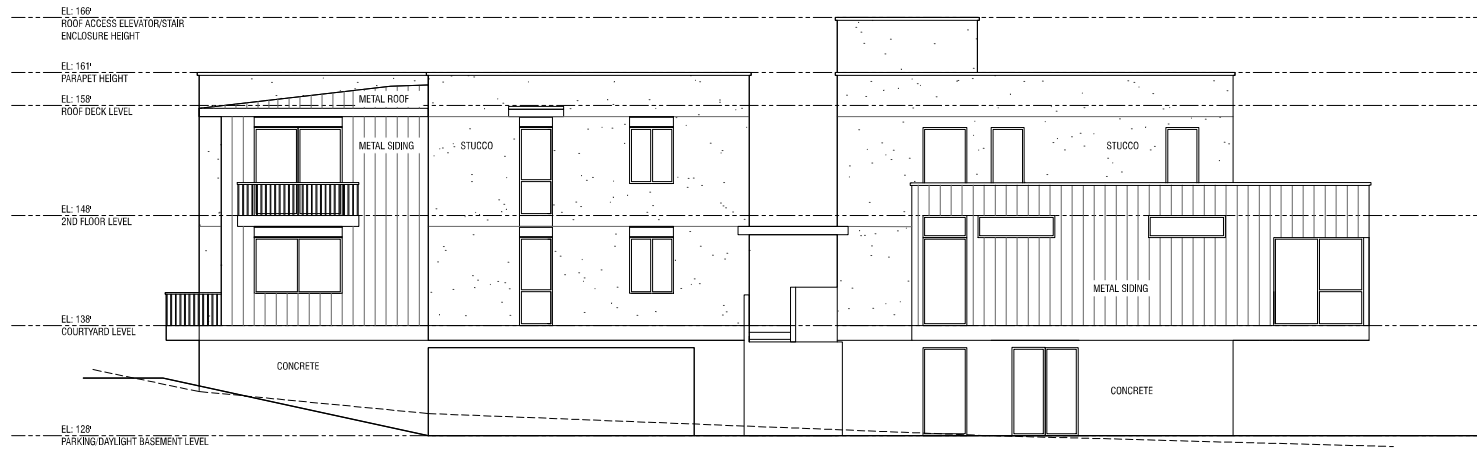
Sheet Number



A. ARISOGLU  
ARCHITECTURE  
2711 WEST BERRY AVE. SUITE 102  
SEASIDE, CALIFORNIA 92083  
P 619.225.5515

11/18/2019 10:00 AM  
11/18/2019 10:00 AM

3462 REGISTERED  
ARCHITECT  
Chen H. Arisoglu  
STATE OF WASHINGTON



**SOUTH ELEVATION**

SCALE:  $\frac{3}{16}'' = 1'-0''$



**EAST ELEVATION**

SCALE:  $\frac{3}{16}'' = 1'-0''$

No.	Date	Description
08/16/17		PRE-APPLICATION CONFERENCE
10/17/17		PRE-APPLICATION CONFERENCE
04/01/18		SET PLAN REVIEW
01/01/19		SET PLAN REVIEW

CKCB  
MADISON AVE PROJECT

Project: \_\_\_\_\_

Sheet Title: \_\_\_\_\_

Drawn/Noted: \_\_\_\_\_



A4 ARCHITECTURE  
ARCHITECTS  
371 WEST 96TH AVE, SUITE 100  
BAINBRIDGE, WASHINGTON, WA  
98148  
P 206.228.8313  
WWW.A4ARCHITECTURE.COM  
ARCHITECTS REGISTERED

3462  
REGISTERED  
ARCHITECT  
Chen H. Anisoglu  
STATE OF WASHINGTON

No.	Date	Description
05.06.17		PRE-APPLICATION CONFERENCE
10.27.17		PRE-APPLICATION CONFERENCE
03.06.18		DATE PLAN REVIEW

CKCB  
MADISON AVE PROJECT

Project: \_\_\_\_\_  
Owner: \_\_\_\_\_

Sheet Title: \_\_\_\_\_

Drawn/Noted: \_\_\_\_\_

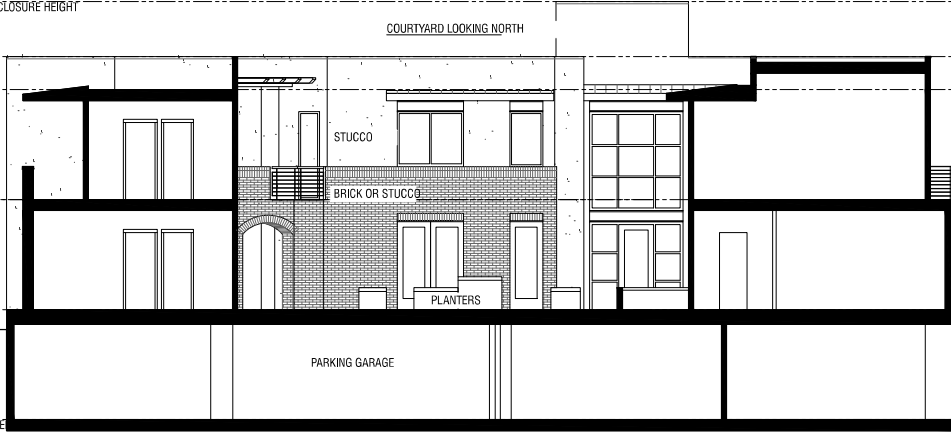
EL: 166'  
ROOF ACCESS/ELEVATOR/STAIR ENCLOSURE HEIGHT

EL: 161'  
PARAPET HEIGHT  
EL: 158'  
ROOF DECK LEVEL

EL: 148'  
2ND FLOOR LEVEL

EL: 138'  
COURTYARD LEVEL

EL: 128'  
PARKING/DAYLIGHT BASEMENT LEVEL



SECTION A-A: COURTYARD LOOKING NORTH  
SCALE:  $\frac{3}{16}" = 1'-0"$

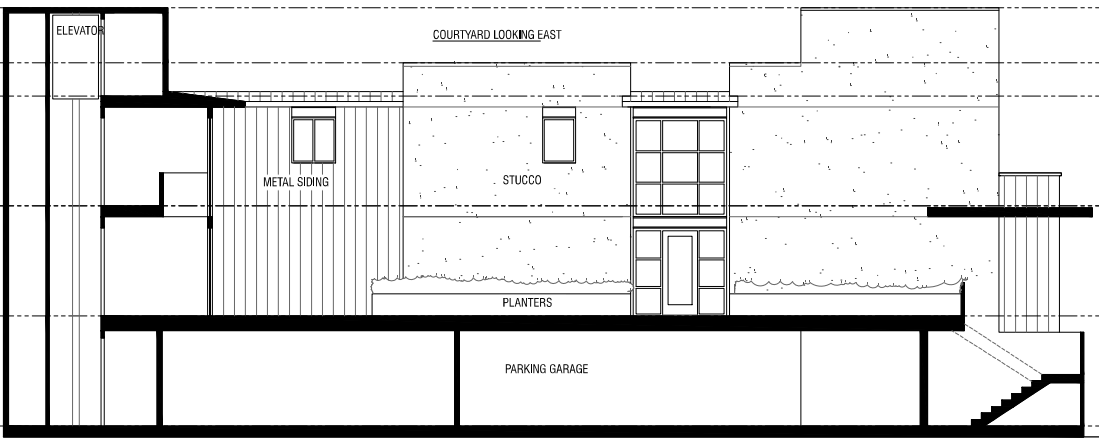
EL: 166'  
ROOF ACCESS/ELEVATOR/STAIR ENCLOSURE HEIGHT

EL: 161'  
PARAPET HEIGHT  
EL: 158'  
ROOF DECK LEVEL

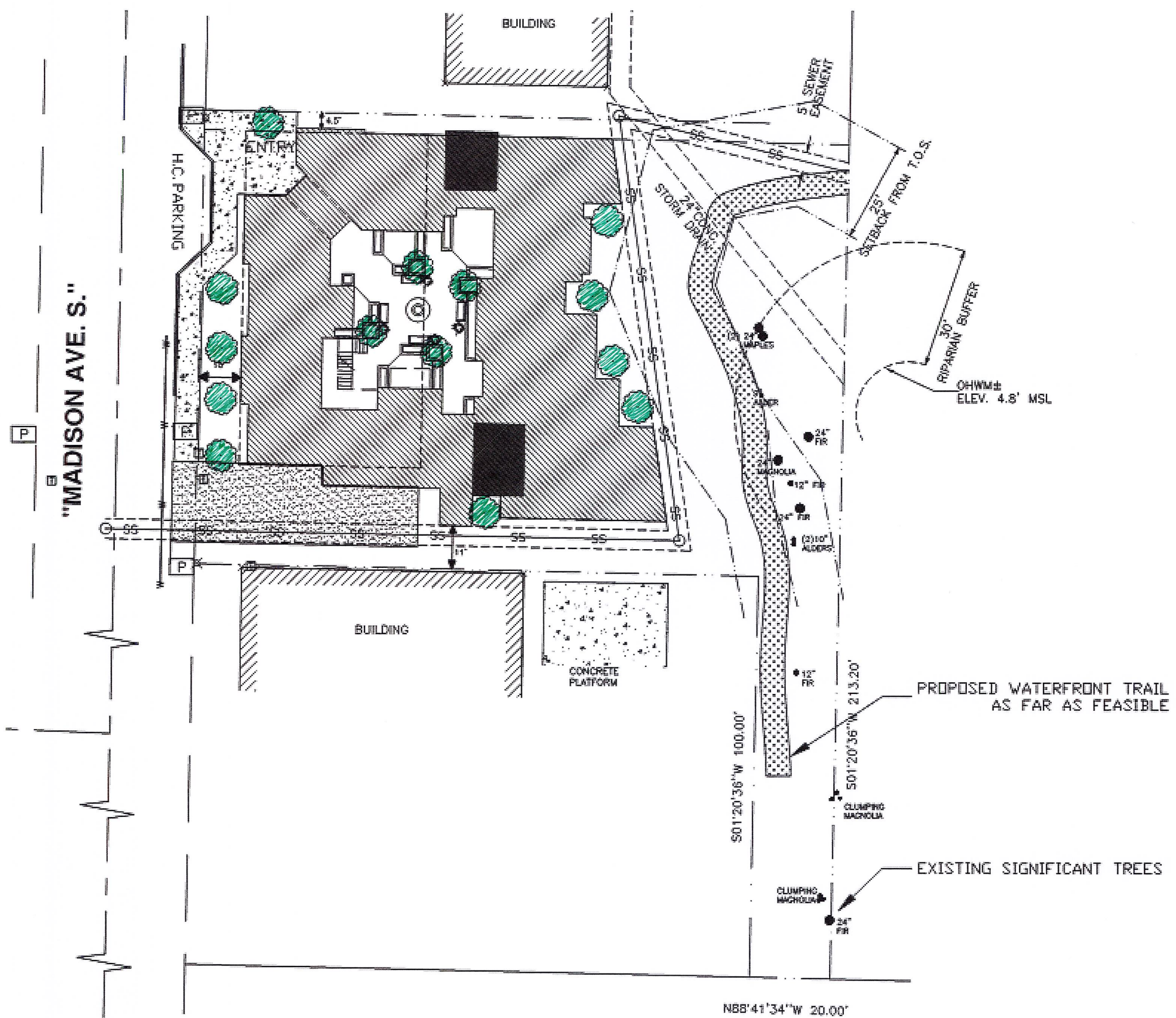
EL: 148'  
2ND FLOOR LEVEL

EL: 138'  
COURTYARD LEVEL

EL: 128'  
PARKING/DAYLIGHT BASEMENT LEVEL



SECTION B-B: COURTYARD LOOKING EAST  
SCALE:  $\frac{3}{16}" = 1'-0"$



## Landscape Plan

January 18, 2019

October 17, 2018

JN 18485

Cihan Anisoglu  
P.O. Box 10386  
Bainbridge Island, Washington 98110  
via email: [cihan@anisoglu.com](mailto:cihan@anisoglu.com)

Subject: **Critical Area Report and Update of Previous Geotechnical Engineering Study**  
Proposed New Multi-Family Building  
230 Madison Avenue South  
Bainbridge Island, Washington

Reference: *Geotechnical Engineering Study, Proposed Windward Inn Hotel, 230 Madison Avenue South, Winslow, Washington*; December 4, 2002; Geotech Consultants, Inc.

Dear Mr. Anisoglu:

This Critical Area Report (CAR) is intended to satisfy the report requirements of section 16.20.180 of the Bainbridge Island Municipal Code (BIMC). The proposed site contains geologically hazardous areas, which must be addressed in a CAR. In order to prepare this report, we:

1. Reviewed the above-referenced report,
2. Revisited the subject property on October 8, 2018 to observe the current conditions on the subject lot and the adjoining properties,
3. Reviewed the development plans provided,
4. Discussed the planned development with you,
5. Researched the U.S. Geologic Survey's (USGS) website for the current seismic design parameters required by the International Building Code (IBC), and
6. Completed stability analyses for both static and seismic conditions on the steep, eastern slope.

## **CRITICAL AREA REPORT**

### **Site and Project Plans:**

A Vicinity Map for the site location is attached to the end of this report.

We were provided with architectural plans prepared by Anisoglu Architecture Art and Ideas dated February 8, 2018 and indicated to be for "Site Plan Review". Based on this information, and our discussions with you, we expect that a multi-family residential building will be constructed on the western two-thirds of the property. The new structure will extend no further east than the existing sanitary sewer, which runs along the south side of the lot from Madison Avenue South, before turning northward approximately two-thirds of the way into the site. This new building will have one below-grade level that will daylight to the east. It will have a finish floor elevation of approximately 28 feet. The majority of this below-grade level will contain parking, which will be accessed via a sloped driveway extending along the south side of the building from Madison Avenue South. Two residential units and covered outdoor space will occupy the eastern approximately one-fourth of this lower level. Two floors of residential units will overlie the basement level.

Temporary cuts of up to approximately 10 feet will be needed to reach the basement foundation level. The tallest cut will be located in the northwest corner of the building.

The structure is shown to be set back at least 25 feet from the crest of the steep slope that is located on the eastern portion of the property.

A waterfront trail is shown extending north to south through the eastern side of the development area, along the crest of the steep slope. This trail is indicated to continue off the site both to the east and to the south, along the top of the marine bluff. We expect that this trail will only be used for foot traffic.

A copy of the Site Plan contained within the provided set of drawings is attached to the end of this report as Plate 2. This Site Plan shows the property boundaries, the proposed footprints of the building and waterfront trail, the existing sanitary sewer, and the existing topography. We have also included on the Site Plan the approximate locations of the test pits conducted for our 2002 *Geotechnical Engineering Study* of the property. A copy of this previous study is attached as Appendix A.

The site lies within the Shoreline Management Act Jurisdiction. The conditions on the site are substantially unchanged since we completed our 2002 *Geotechnical Engineering Study*. There are no indications of grading since our 2002 work. The majority of the property slopes gently toward the east from Madison Avenue East. This portion of the property is covered with tall grass and weeds, with scattered trees. Along the east edge of site is a steep slope extending down to a small tidal inlet. This slope is approximately 15 feet in height, and is inclined at approximately 1:1 (Horizontal:Vertical). It is overgrown with blackberry vines and other underbrush, and there are a few medium-sized trees growing on the slope. There are no indications of recent movement on this steep slope. Its oversteepened condition within the boundaries of the site appears mostly the result of previous erosion from past uncontrolled discharge from a large storm drain outfall located in the northeastern portion of the lot. The base of the steep slope has been protected with rock armoring and does not appear to be subjected to wave attack. The *Coastal Zone Atlas of Washington* maps this waterfront area as stable.

Under BIMC 16.12.060, the steep slope on the eastern edge of the property meets the criteria for a landslide hazard area and an erosion hazard area. This is primarily due to the steep inclination of the waterfront slope, which extends down to a small tidal inlet. On the Critical Areas Plan, Plate 3, we have indicated the geologically hazardous areas (landslide hazard and erosion hazard areas as defined by BIMC 16.12.060). Based on our interpretation of the BIMC, the prescriptive buffer from a landslide hazard area is 50 feet or the height of the slope, whichever is greater. This 50-foot buffer zone is also indicated on the Critical Areas Plan.

### **Assessment of Geologic Characteristics:**

As a part of our 2002 *Geotechnical Engineering Study* our firm completed five test pits spread over the site. Test Pits 3 and 4 found fill soils immediately below the existing ground surface. The native soil conditions found beneath the fill, and underneath the ground surface in the remaining test pits, consists of a layer of topsoil overlying gravelly, silty, fine-grained sand that is weathered, and loose to medium-dense to a depth of 2 to 3 feet below the original ground surface. Beneath this looser soil, the gravelly, silty sand is dense to very dense. It has been glacially-compressed, and is referred to as glacial till. The glacial till was difficult to excavate, and extended to the maximum 11-foot depth of the test pits.



Our research of the Washington Department of Natural Resources' *Geologic Information Portal* yielded logs of test holes conducted in 2002 at 305 Madison Avenue South, to the southwest of the subject site. These test holes also found several feet of loose, weathered soil overlying glacial till.

The glacial till soils have a high internal strength, due to their cemented, glacially-compressed condition. It is not uncommon for near-vertical banks of dense glacial till to stand stable for many years.

In addition to the fill soils exposed in the test pits, fill will likely be encountered in the areas previously disturbed by excavation and backfilling for the sanitary sewer that extends through the south and east sides of the site.

No groundwater seepage was encountered in the test pits, which were excavated during the summer months. Glacial till is essentially impervious to the downward percolation of water that infiltrates into the upper, looser soils. As a result, it is not uncommon to encounter at least localized zones of shallow groundwater perched on top of the glacial till soils following extended wet weather. Groundwater may also be trapped in the bottom of the trenches for the sanitary sewer. We noted that recent drainage improvements had been put in place on the outside of the north wall of the adjacent southern building. This may be the result of shallow seasonal perched water building up against the outside of that building, which is slightly lower in elevation than the subject site.

As discussed above, there have been no indications of recent instability on the eastern steep slope. The glacial till soils are not susceptible to deep-seated instability, or soil strength loss, even during a large seismic event. Even so, shallow instability in the form of skin slides can occur on steep slopes where the upper few feet of soils have weathered over time, due primarily to freeze/thaw cycles. This usually occurs only periodically, and typically affects only the uppermost one to 2 feet of soil.

### **Geologic Hazards Considerations:**

**Erosion Hazard Area:** The majority of the site, the only portion of the property that will be disturbed for the planned development, slopes only gently. The steep, eastern portion of the lot is to remain undisturbed. The erosion potential of the on-site soils on the gently-sloped portion of the property is not severe. Implementation of appropriate temporary and permanent erosion control measures will be sufficient to protect the surrounding properties for adverse erosion impacts.

We expect that a Temporary Erosion and Sedimentation Control (TESC) plan will be required as a part of the permit process for this development. The extent of the temporary erosion control measures that will be appropriate will depend largely on the weather conditions during the clearing, excavation, and site grading operations. As a minimum, we recommend erosion control measures to include:

- Limiting vegetation clearing to areas that will be immediately worked, or that will be protected with straw, mulch, hog fuel, plastic sheeting, or some other measure.
- Installing wire-backed silt fences along the north, east and south boundaries of the work area. These fences should be bedded into mulch or compost.
- Constructing rock-covered access and staging areas to prevent vehicles that will enter and leave the site from driving onto bare soil.

- Covering soil stockpiles with plastic sheeting in wet and dry weather to control both erosion and dust.
- Mulching or covering all areas of bare soil in wet conditions. This is particularly important outside of the excavation where the ground surface slopes toward the neighboring properties or the steep slope.
- Preventing silty runoff from leaving the site and excavation. This may require that a temporary holding tank be kept at the site in wet weather until all bare areas are covered. Protecting the base of the excavation with a layer of clean rock is prudent to reduce the potential for generating silty water once the excavation is completed.

On most construction projects, it is necessary for the on-site contractor to periodically maintain or modify temporary erosion control measures to address specific site and weather conditions.

**Landslide Hazard Area:** The site is underlain at a relatively shallow depth by glacial till, a glacially-compressed mixture of gravel, silt and fine-grained sand. Experienced geotechnical engineers know that this soil has a high internal strength, and is not prone to deep-seated landslides. As a part of our work for this CAR, we completed a slope stability analysis for both static and seismic conditions. The results of these analyses are attached as Appendix B. As expected, the safety factors against slope movement extending into the glacial till soils exceeds 1.5 and 1.1 for static and seismic conditions.

The near-surface, looser soils (fill and native) are prone to future movement, most likely following extended wet weather. These shallow skin slides would not pose a risk to the planned building, which will be founded on competent glacial till soils. Considering the observed conditions, we expect that the crest of the slope will recede in periodic episodes involving the near-surface one to 2 feet of looser, weathered soil. This skin slides typically occur on approximate 20- to 30-year intervals, depending largely on weather patterns.

We recommend a building setback of at least 25 feet from the crest of the steep slope. This is the minimum setback allowed by the BIMC, consisting of a 15-foot setback from a minimum 10-foot buffer.

The proposed development plan includes the potential for a footpath to extend along the top of the steep slope and onto the adjacent properties. This would be within the minimum 10-foot buffer allowed by the BIMC from landslide hazard areas. It is our profession opinion that if this path is constructed using a lightweight surface, such as wood chips or gravel, and no more than 4 to 6 inches of this material is placed, the path should not adversely impact the stability of the steep slope. This assumes that the vegetation on the steep slope itself will be maintained. It is important to note, however, that future foreseeable shallow slope movement may damage or undermine this surface footpath.

Considering the above discussions, it is our professional opinion that:

- The proposed development will not create a net increase in geological instability, either on or off site,
- The proposed development will not increase the risk of life safety due to geological hazards above professionally acceptable levels,
- The proposed development will not increase the risk due to geological hazards above professionally acceptable levels for property loss to habitable structures or their necessary infrastructure on the site, or for property loss to off-site structures,

- The proposed building will be constructed using appropriate engineering methods that respond to the geologic characteristics specific to the site,
- The proposed development will not further degrade the geologic functions of the associated critical areas.

### UPDATE TO GEOTECHNICAL ENGINEERING STUDY

The geotechnical findings and conclusions presented in our 2002 report are generally still applicable to the planned development. The new building can be supported on conventional foundations bearing on the dense glacial till soils. An allowable bearing capacity of 5,000 pounds per square foot (psf) can be assumed, with a one-third increase for short-term wind or seismic loads. It will be important that all foundation bearing surfaces be cleaned of loose or disturbed soils prior to pouring concrete. In wet conditions, it would be prudent to protect the bearing surfaces from disturbance by placing several inches of clean crushed rock.

The design considerations presented in the report for foundations, walls, slabs, subsurface drainage and temporary excavations are still appropriate. The following considerations supplement those presented in our 2002 report:

- The provided plans show that the south and east sides of the building will be close to the easement for a sanitary sewer that was installed previously. It will be critical for the new foundations to be located below a 1:1 (Horizontal:Vertical) zone sloping upward from the bottom of the trench that was excavated for the sanitary sewer. Depending on the depth of the sewer, which should be determined, this could require deepening of the nearby new building foundations.
- In accordance with the 2012/2015 International Building Code (IBC), the site class within 100 feet of the ground surface is best represented by Site Class Type C (Very Dense Soil and Soft Rock). As noted in the USGS website, the mapped spectral acceleration value for a 0.2 second ( $S_s$ ) and 1.0 second period ( $S_1$ ) equals 1.45g and 0.47g, respectively.

The IBC requires that the potential for liquefaction (soil strength loss) during an earthquake be evaluated for the peak ground acceleration of the Maximum Considered Earthquake (MCE), which has a probability of occurring once in 2,475 years (2 percent probability of occurring in a 50-year period). The soils beneath the site that will support the foundations are not susceptible to seismic liquefaction under the ground motions of the MCE because of their dense nature.

- The on-site glacial till soils are essentially impervious to downward percolation of water. On-site infiltration of runoff from impervious areas is infeasible. Attempting to infiltrate or disperse storm water on the site will increase the shallow subsurface flow to the steep slope, and any downgradient properties.
- There is a potential for subsurface water to perch on the glacial till and bypass perimeter footing drains. In order to prevent a build up of water underneath the basement floor slab, it would be prudent to install at least a 6-inch layer of free-draining gravel combined with perforated drain pipes beneath the slab. This underslab drainage system would then be connected to the remainder of the foundation drainage system.

- The temporary cut slope recommendations in the report are still appropriate. If adequately-sloped temporary cuts cannot be made within the property lines, and a temporary easement cannot be obtained from the adjoining property owners, shoring could be designed. We can assist with this, if it is necessary.

If you have any questions regarding this report, or if we may be of further service, please do not hesitate to contact us.

Respectfully submitted,

GEOTECH CONSULTANTS, INC.



10/17/18

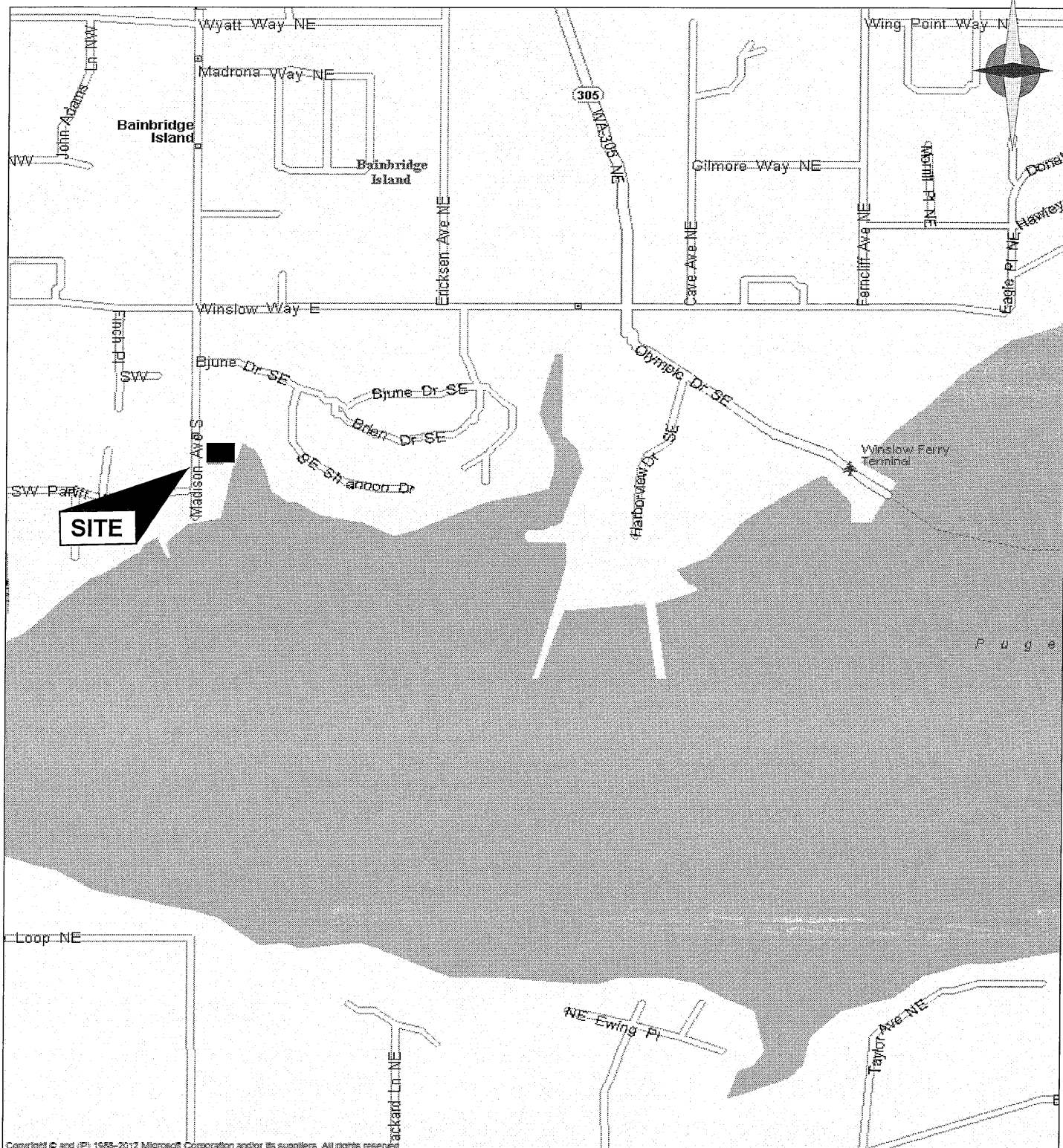
Marc R. McGinnis, P.E.  
Principal

Attachments:

- Vicinity Map
- Site Plan
- Critical Areas Plan
- Appendix A – 2002 Geotechnical Engineering Study
- Appendix B – Slope Stability Analyses

MRM: kg

**NORTH**



(Source: Microsoft MapPoint, 2013)



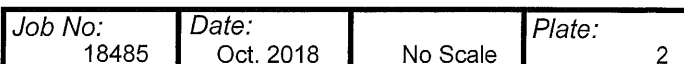
**GEOTECH**  
CONSULTANTS, INC.

## VICINITY MAP

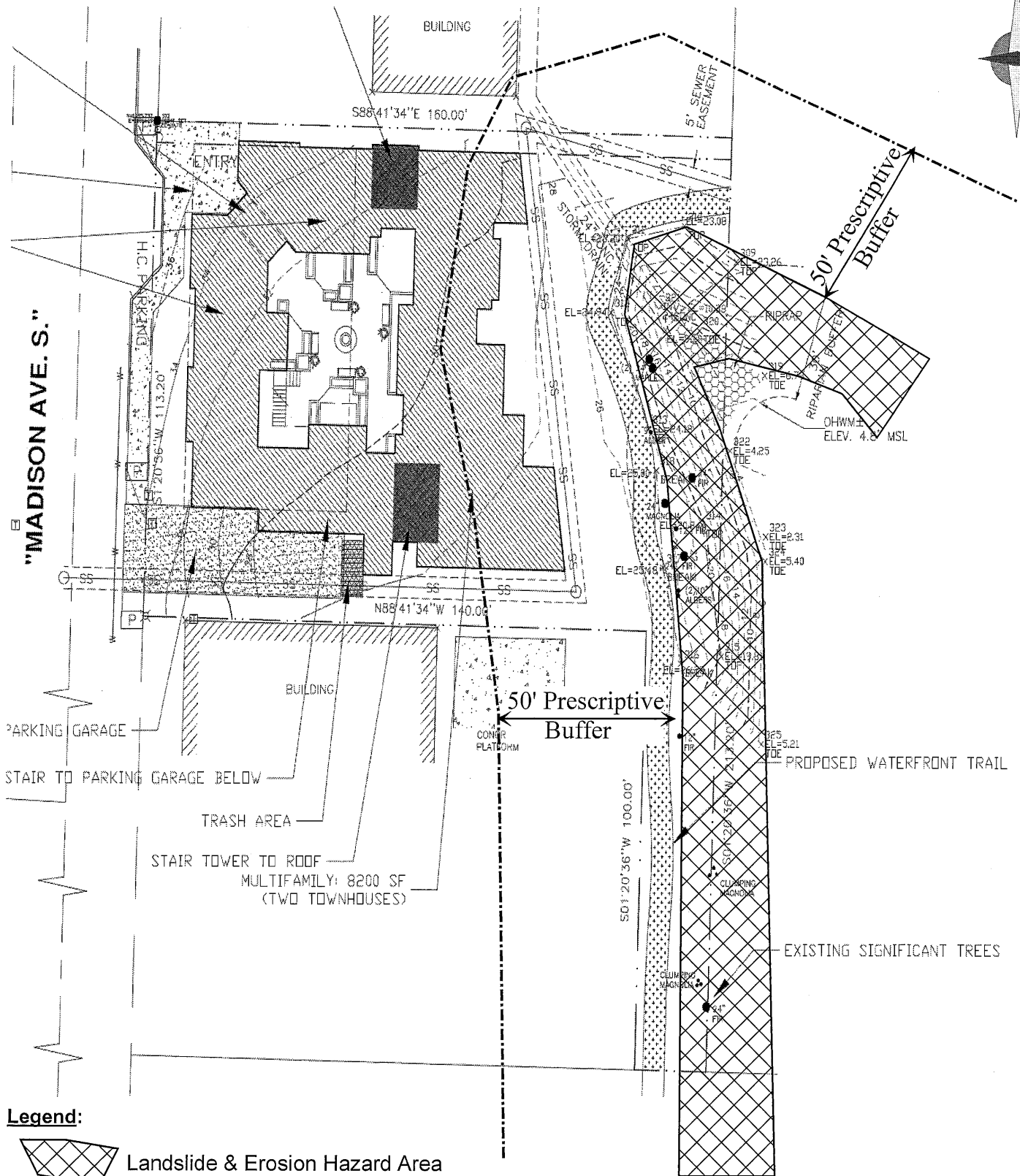
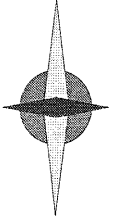
230 Madison Avenue South  
Bainbridge Island, Washington

Job No: 18485	Date: Oct. 2018	Plate: 1
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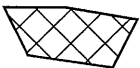




NORTH



**Legend:**



Landslide & Erosion Hazard Area



**GEOTECH**  
CONSULTANTS, INC.

**CRITICAL AREAS PLAN**

230 Madison Avenue South  
Bainbridge Island, Washington

Job No: 18485	Date: Oct. 2018	Plate: 3
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**Appendix A – 2002 Geotechnical Engineering Study**  
**230 Madison Avenue South**  
**Bainbridge Island, Washington**

December 4, 2002

JN 02302

Larsen Architects  
P.O. Box 10674  
Bainbridge Island, Washington 98110

Attention: Garrett Larsen

Subject: **Geotechnical Engineering Study**  
Proposed Windward Inn Hotel  
230 Madison Avenue South  
Winslow, Washington

Dear Mr. Larsen:

We are pleased to present this geotechnical engineering report for the proposed Windward Inn Hotel development to be constructed at 230 Madison Avenue South in Winslow, Washington. The scope of our services consisted of exploring site surface and subsurface conditions, and then developing this report to provide recommendations for general earthwork and design criteria for foundations, retaining walls, and pavements. This work was authorized by your acceptance of our proposal, P-02302, dated August 5, 2002.

### ***PROJECT UNDERSTANDING***

We were provided with a facsimile of a preliminary site plan for the Windward Inn Hotel. Larsen Architects prepared this sketch, which was undated. Based upon our review of the site plan, and discussions with you, it appears that the development will consist of an "L"-shaped building with 29 rooms in approximately two floors, above parking. We further understand that the building would be at grade along its western margin and a parking area beneath the building would daylight to the east. Access to the site would be off of Madison Avenue South, which bounds the proposed development on the west. Detailed information regarding final floor elevations and site grading was not available.

If the scope of the project changes from what we have described above, we should be provided with revised plans in order to determine if modifications to the recommendations and conclusions of this report are warranted.

### **SITE CONDITIONS**

#### ***SURFACE***

The Vicinity Map, Plate 1, illustrates the general location of the site. The subject property lies east of Madison Avenue South and west of an embayment of Eagle Harbor in the Winslow area of Bainbridge Island. The irregularly shaped property is comprised of a single tax parcel that totals approximately 0.46 acres. The property is currently undeveloped and is vegetated with scattered

conifers and deciduous trees, and dense thickets of brambles. Beginning at the western property boundary, an approximate 20-foot-wide sanitary sewer easement parallels the southern property boundary. The easement turns toward the north-northwest approximately three-fourths the way into the site. It continues to the north-northwest across the property and exits the site approximately two-thirds the way from the western property line along the northern property line, then turns to the southeast. A manhole cover is visible near the southeastern corner of the adjoining northern building.

We were not provided with a topographic survey and do not have more information about ground surface elevations. The surface of the property gently descends from Madison Avenue South on the west, until reaching the eastern margin of the site, where the ground descends steeply to an embayment of Eagle Harbor.

We observed no indications of recent instability on the steep slope during our site visit. The slope was overgrown and its toe appears to be protected by rock armoring. Development adjacent to the site includes a real estate office on the north and a naval architects office on the south. Multi-family buildings are east of the embayment.

### **SUBSURFACE**

The subsurface conditions were explored by excavating five test pits at the approximate locations shown on the Site Exploration Plan, Plate 2. Our exploration program was based on the proposed construction, anticipated subsurface conditions and those encountered during exploration, and the scope of services outlined in our proposal.

The test pits were excavated on August 8, 2002 with a trackhoe. A geologist from our staff observed the excavation process, logged the test pits, and obtained representative samples of the soil encountered. "Grab" samples of selected subsurface soil were collected from the trackhoe bucket. The Test Pit Logs are attached to this report as Plates 3 through 5.

### **Soil Conditions**

With the exception of approximately 5.5 feet of fill in Test Pit 3, the test pits excavated across the site generally encountered similar conditions. We typically observed a very thin layer of topsoil and highly organic material, overlying medium-dense silty sand with gravel that became dense between 2 and 4 feet in depth and very dense within 5 feet. The fill encountered in Test Pit 3 was medium-dense with roots. A dark brown, one-inch-thick organic layer separated the fill from underlying native silty sand.

The dense to very dense silty sand with gravel encountered in our explorations has been glacially compressed and is commonly referred to as glacial till. The glacial till was encountered in all of the test pits to the maximum explored depth of 11 feet. The till soil contained occasional sandier zones.

We did encounter cobbles in one of the test pits. We anticipate that more cobbles and possibly occasional boulders may be encountered during site redevelopment activities.



### **Groundwater Conditions**

No groundwater seepage was observed in any of the five test pits excavated. The test pits were excavated in the summer and were left open for only a short time period. Therefore, the absence of seepage levels on the logs does not preclude the presence of groundwater in future excavations. It should be noted that groundwater levels can vary seasonally with rainfall and other factors. We anticipate that perched groundwater could be found above and within the glacial till soils in the winter and spring months, especially in excavations near the wetlands.

The final logs represent our interpretations of the field logs and laboratory tests. The stratification lines on the logs represent the approximate boundaries between soil types at the exploration locations. The actual transition between soil types may be gradual, and subsurface conditions can vary between exploration locations. The logs provide specific subsurface information only at the locations tested. The relative densities and moisture descriptions indicated on the test pit logs are interpretive descriptions based on the conditions observed during excavation.

The compaction of backfill was not in the scope of our services. Loose soil will therefore be found in the area of the test pits. If this presents a problem, the backfill will need to be removed and replaced with structural fill during construction.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **GENERAL**

*THIS SECTION CONTAINS A SUMMARY OF OUR STUDY AND FINDINGS FOR THE PURPOSES OF A GENERAL OVERVIEW ONLY. MORE SPECIFIC RECOMMENDATIONS AND CONCLUSIONS ARE CONTAINED IN THE REMAINDER OF THIS REPORT. ANY PARTY RELYING ON THIS REPORT SHOULD READ THE ENTIRE DOCUMENT.*

With the exception of encountering approximately 5.5 feet of fill in Test Pit 3, the test pits excavated for this study generally encountered thin topsoil and organic material overlying medium-dense silty sand with gravel or gravelly sand that became dense between 2 and 4 feet in depth. The silty sand with gravel encountered in our explorations has been glacially compressed and is commonly referred to as glacial till. It is our opinion that the proposed Windward Inn can be supported on conventional foundations bearing directly on the dense native soils.

The recommendations of this report are intended to protect the planned development from damage due to slope instability, and to prevent the planned work from reducing the stability of the steep slope. Based on the lack of evident recent slope instability, and the presence of dense, glacially compressed silty sands, the potential for deep instability appears negligible. It will be important that protection of the slope's toe be maintained to prevent undercutting by wave action. It is possible that future shallow instability affecting the fill and looser weathered soils on, or near, the steep slope could occur. We therefore recommend the following:

- Locate structures no closer than 25 feet to the crest of the steep slope.
- Maintain a minimum 15-foot separation between the on-grade parking and the steep slope.

- Place no fill or clearing debris, or disturb the existing vegetation on, or within 10 feet of, the steep slope.
- Allow no water from impervious surfaces to flow onto, or be discharged on, the steep slope. Collected water should either be piped to a storm sewer or the base of the steep slope.

If future slope movement occurs, it could be necessary to stabilize the affected area with a retaining wall or buttress, or simply revegetate the resulting bare area.

Due to the silty, moisture-sensitive nature of the majority of the site soils, earthwork will be easier and more economical if performed during the drier summer months. The fine-grained silty site soils are sensitive to moisture, which makes them difficult to impossible to adequately compact when they have moisture contents even 2 to 3 percent above their optimum moisture content. The on-site soils are not acceptable for reuse as fill beneath footings. The reuse of these soils as structural fill beneath slab or pavement areas will only be successful during hot, dry weather. When above optimum moisture content, aeration of each loose lift of soil will be required to dry it before the lift is compacted. Alternatively, the soil could be chemically dried by adding lime, kiln dust, or cement, provided this is allowed by the responsible building department. Regardless of the method of drying, the earthwork process will be slowed dramatically. The earthwork contractor must be prepared to rework areas that do not achieve proper compaction due to high moisture content. Utility trench backfill in structural areas, such as pavements, must also be dried before it can be adequately compacted. Improper compaction of backfill in utility trenches and around control structures is a common reason for pavement distress and failures. Imported granular fill will be needed wherever it is not possible to dry the on-site soils sufficiently before compaction.

The drainage and/or waterproofing recommendations presented in this report are intended only to prevent active seepage from flowing through concrete walls or slabs. Even in the absence of active seepage into and beneath structures, water vapor can migrate through walls, slabs, and floors from the surrounding soil, and can even be transmitted from slabs and foundation walls due to the concrete curing process. Excessive water vapor trapped within structures can result in a variety of undesirable conditions, including, but not limited to, moisture problems with flooring systems, excessively moist air within occupied areas, and the growth of molds, fungi, and other biological organisms that may be harmful to the health of the occupants. The architect must consider the potential vapor sources and likely occupant uses, and provide sufficient ventilation, either passive or mechanical, to prevent a build up of excessive water vapor within the planned structure.

The erosion control measures needed during the site development will depend heavily on the weather conditions that are encountered. We anticipate that a stout wire-backed silt fence will be needed around the downslope sides of any cleared areas. Rocked construction access roads should be extended into the site to reduce the amount of mud carried off the property by trucks and equipment. Wherever possible, these roads should follow the alignment of planned pavements. Cut slopes and soil stockpiles should be covered with plastic during wet weather. Following rough grading, it may be necessary to mulch or hydroseed bare areas that will not be immediately covered with landscaping or an impervious surface.

Geotech Consultants, Inc. should be allowed to review the final development plans to verify that the recommendations presented in this report are adequately addressed in the design. Such a plan review would be additional work beyond the current scope of work for this study, and it may include revisions to our recommendations to accommodate site, development, and geotechnical constraints that become more evident during the review process.

### **SEISMIC CONSIDERATIONS**

The site is located within Seismic Zone 3, as illustrated on Figure No. 16-2 of the 1997 Uniform Building Code (UBC). In accordance with Table 16-J of the 1997 UBC, the site soil profile within 100 feet of the ground surface is best represented by Soil Profile Type  $S_c$  (Very Dense Soil). The site soils are not susceptible to seismic liquefaction because of their dense nature.

### **CONVENTIONAL FOUNDATIONS**

The proposed structure can be supported on conventional continuous and spread footings bearing directly on the dense native soil. Structural fill should not be placed beneath the building's foundations. We recommend that continuous and individual spread footings have minimum widths of 16 and 24 inches, respectively. Footings should also be bottomed at least 18 inches below the lowest adjacent finish ground surface. The local building codes should be reviewed to determine if different footing widths or embedment depths are required.

Depending on the final site grades, overexcavation may be required below the footings to expose competent native soil. Unless lean concrete (minimum 1.5 sacks of cement per cubic yard) is used to fill an overexcavated hole, the foundation should be extended downward. If lean concrete backfill is used, the overexcavation need only extend 6 inches beyond the edges of the footing.

An allowable bearing pressure of 5,000 pounds per square foot (psf) is appropriate for footings supported on dense native soil. A one-third increase in this design bearing pressure may be used when considering short-term wind or seismic loads. For the above design criteria, it is anticipated that the total post-construction settlement of footings founded on competent native soil will be less than one inch, with differential settlements on the order of one-half inch in a distance of 50 feet along a continuous footing with a uniform load.

Lateral loads due to wind or seismic forces may be resisted by friction between the foundation and the bearing soil, or by passive earth pressure acting on the vertical, embedded portions of the foundation. For the latter condition, the foundation must be either poured directly against relatively level, undisturbed soil or be surrounded by level structural fill. We recommend using the following ultimate values for the foundation's resistance to lateral loading:

PARAMETER	ULTIMATE VALUE
Coefficient of Friction	0.50
Passive Earth Pressure	350 pcf

Where: (i) pcf is pounds per cubic foot, and (ii) passive earth pressure is computed using the equivalent fluid density.

If the ground in front of a foundation is loose or sloping, the passive earth pressure given above will not be appropriate. We recommend maintaining a safety factor of at least 1.5 for the foundation's resistance to lateral loading, when using the above ultimate values.

## **PERMANENT FOUNDATION AND RETAINING WALLS**

Retaining walls backfilled on only one side should be designed to resist the lateral earth pressures imposed by the soil they retain. The following recommended parameters are for walls that restrain level backfill:

PARAMETER	VALUE
Active Earth Pressure *	35 pcf
Passive Earth Pressure	350 pcf
Coefficient of Friction	0.45
Soil Unit Weight	130 pcf

Where: (i) pcf is pounds per cubic foot, and (ii) active and passive earth pressures are computed using the equivalent fluid pressures.

\* For a restrained wall that cannot deflect at least 0.002 times its height, a uniform lateral pressure equal to 10 psf times the height of the wall should be added to the above active equivalent fluid pressure.

The values given above are to be used to design permanent foundation and retaining walls only. The passive pressure given is appropriate for the depth of level structural fill placed in front of a retaining or foundation wall only. The values for friction and passive resistance are ultimate values and do not include a safety factor. We recommend a safety factor of at least 1.5 for overturning and sliding, when using the above values to design the walls. Restrained wall soil parameters should be utilized for a distance of 1.5 times the wall height from corners or bends in the walls. This is intended to reduce the amount of cracking that can occur where a wall is restrained by a corner.

The design values given above do not include the effects of any hydrostatic pressures behind the walls and assume that no surcharges, such as those caused by slopes, vehicles, or adjacent foundations will be exerted on the walls. If these conditions exist, those pressures should be added to the above lateral soil pressures. Where sloping backfill is desired behind the walls, we will need to be given the wall dimensions and the slope of the backfill in order to provide the appropriate design earth pressures. The surcharge due to traffic loads behind a wall can typically be accounted for by adding a uniform pressure equal to 2 feet multiplied by the above active fluid density.

Heavy construction equipment should not be operated behind retaining and foundation walls within a distance equal to the height of a wall, unless the walls are designed for the additional lateral pressures resulting from the equipment. The wall design criteria assume that the backfill will be well-compacted in lifts no thicker than 12 inches. The compaction of backfill near the walls should be accomplished with hand-operated equipment to prevent the walls from being overloaded by the higher soil forces that occur during compaction.

### **Retaining Wall Backfill and Waterproofing**

Backfill placed behind retaining or foundation walls should be coarse, free-draining structural fill containing no organics. This backfill should contain no more than 5 percent silt or clay particles and have no gravel greater than 4 inches in diameter. The percentage of particles passing the No. 4 sieve should be between 25 and 70 percent. The native soils are not free draining. If the native glacial till soil is used as backfill, a minimum of 12 inches of free-draining gravel should be placed against the backfilled retaining walls. Free-draining backfill or gravel should be used for the entire width of the backfill where seepage is encountered. For increased protection, drainage composites should be placed along cut slope faces, and the walls should be backfilled entirely with free-draining soil.

The purpose of these backfill requirements is to ensure that the design criteria for a retaining wall are not exceeded because of a build-up of hydrostatic pressure behind the wall. The top 12 to 18 inches of the backfill should consist of a compacted, relatively impermeable soil or topsoil, or the surface should be paved. The ground surface must also slope away from backfilled walls to reduce the potential for surface water to percolate into the backfill. The section entitled **General Earthwork and Structural Fill** contains recommendations regarding the placement and compaction of structural fill behind retaining and foundation walls.

The above recommendations are not intended to waterproof below-grade walls. Over time, the performance of subsurface drainage systems can degrade, subsurface groundwater flow patterns can change, and utilities can break or develop leaks. Therefore, waterproofing should be provided where future seepage through the walls is not acceptable. This typically includes limiting cold-joints and wall penetrations, and using bentonite panels or membranes on the outside of the walls. Waterproofing systems should be installed by an experienced contractor familiar with the anticipated construction and subsurface conditions. Applying a thin coat of asphalt emulsion to the outside face of a wall is not considered waterproofing, and will only help to reduce moisture generated from water vapor or capillary action from seeping through the concrete. As with any project, adequate ventilation of basement and crawl space areas is important to prevent a build up of water vapor that is commonly transmitted through concrete walls from the surrounding soil, even when seepage is not present. This is appropriate even when waterproofing is applied to the outside of foundation and retaining walls.

### **SLABS-ON-GRADE**

The building floors may be constructed as slabs-on-grade atop non-organic, medium-dense native soils, or on structural fill placed above this competent soil. The subgrade soil must be in a firm non-yielding condition at the time of slab construction or underslab fill placement. Any soft areas encountered should be excavated and replaced with select imported structural fill.

All slabs-on-grade should be underlain by a capillary break or drainage layer consisting of a minimum 4-inch thickness of coarse, free-draining structural fill with a gradation similar to that discussed in **Permanent Foundation and Retaining Walls**. As noted by the American Concrete Institute (ACI) in the *Guides for Concrete Floor and Slab Structures*, proper moisture protection is desirable immediately below any on-grade slab that will be covered by tile, wood, carpet, impermeable floor coverings, or any moisture-sensitive equipment or products. ACI also notes that vapor *retarders*, such as 6-mil plastic sheeting, are typically used. A vapor retarder is defined as a



material with a permeance of less than 0.3 US perms per square foot (psf) per hour, as determined by ASTM E 96. It is possible that concrete admixtures may meet this specification, although the manufacturers of the admixtures should be consulted. Where plastic sheeting is used under slabs, joints should overlap by at least 6 inches and be sealed with adhesive tape. The sheeting should extend to the foundation walls for maximum vapor protection.

If no potential for vapor passage through the slab is desired, a vapor *barrier* should be used. A vapor barrier, as defined by ACI, is a product with a water transmission rate of 0.00 perms per square foot per hour when tested in accordance with ASTM E 96. Reinforced membranes having sealed overlaps can meet this requirement.

In the recent past, ACI (Section 4.1.5) recommended that a minimum of 4 inches of well-graded compactable granular material, such as a 5/8-inch-minus crushed rock pavement base, be placed over the vapor retarder or barrier to protect them during slab construction and to act as a "blotter" for more even curing of the concrete slab. However, more current literature indicates that long-term vapor problems could result where the protection/blotter material becomes wet before the slab placement occurs. This is especially an issue in areas with wet climates, such as the Puget Sound. Therefore, if there is a potential that the protection/blotter material will become wet before the slab is installed, ACI now recommends that no protection/blotter material be used. However, they then recommend that the joint spacing in the slab be reduced, a low shrinkage concrete mixture be used, and "other measures" (steel reinforcing, etc.) be utilized to reduce the potential for irregular slab curing and excessive shrinkage cracking due to uneven curing.

We recommend that the contractor, architect, structural engineer, and the owner discuss these issues and review recent ACI literature and ASTM E-1643 for installation guidelines and guidance on the use of the protection/blotter material.

## **EXCAVATIONS AND SLOPES**

Excavation slopes should not exceed the limits specified in local, state, and national government safety regulations. Temporary cuts to a depth of about 4 feet may be attempted vertically in unsaturated soil, if there are no indications of slope instability. However, vertical cuts should not be made near property boundaries, or existing utilities and structures. Based upon Washington Administrative Code (WAC) 296, Part N, the topsoil and loose to medium-dense soils at the subject site would generally be classified as Type B, while the underlying dense glacial till would be classified as Type A. Temporary cut slopes in the Type B soils should be excavated at an inclination no steeper than 1:1 (Horizontal:Vertical) and the Type A soils no steeper than 0.75:1 (H:V).

The above-recommended temporary slope inclinations are based on what has been successful at other sites with similar soil conditions. Temporary cuts are those that will remain unsupported for a relatively short duration to allow for the construction of foundations, retaining walls, or utilities. Temporary cut slopes should be protected with plastic sheeting during wet weather. The cut slopes should also be backfilled or retained as soon as possible to reduce the potential for instability. Please note that sand or loose soil can cave suddenly and without warning. Excavation, foundation, and utility contractors should be made especially aware of this potential danger.

All permanent cuts into native soil should be inclined no steeper than 2:1 (H:V). Fill slopes should also not be constructed with an inclination greater than 2:1 (H:V). As discussed in the **General** section, fill should not be placed on, or near, the steep east slope. To reduce the potential for shallow sloughing, fill must be compacted to the face of these slopes. This can be accomplished by overbuilding the compacted fill and then trimming it back to its final inclination. Adequate compaction of the slope face is important for long-term stability and is necessary to prevent excessive settlement of patios, slabs, foundations, or other improvements that may be placed near the edge of the slope.

Water should not be allowed to flow uncontrolled over the top of any temporary or permanent slope. All permanently exposed slopes should be seeded with an appropriate species of vegetation to reduce erosion and improve the stability of the surficial layer of soil.

### **DRAINAGE CONSIDERATIONS**

Foundation drains should be used where (1) crawl spaces or basements will be below a structure, (2) a slab is below the outside grade, or (3) the outside grade does not slope downward from a building. Drains should also be placed at the base of all earth-retaining walls. These drains should be surrounded by at least 6 inches of 1-inch-minus, washed rock and then wrapped in non-woven, geotextile filter fabric (Mirafi 140N, Supac 4NP, or similar material). At its highest point, a perforated pipe invert should be at least 6 inches below the bottom of a slab floor or the level of a crawl space, and it should be sloped for drainage. All roof and surface water drains must be kept separate from the foundation drain system. A typical drain detail is attached to this report as Plate 6. For the best long-term performance, perforated PVC pipe is recommended for all subsurface drains.

Drainage inside the building's footprint should also be provided where a crawl space will slope or be lower than the surrounding ground surface, or an excavation encounters significant seepage. Considering the potential for perched groundwater, it would be prudent to provide at least a 4- to 6-inch gravel layer and several perforated drainpipes under the slab. We can provide additional recommendations for interior drains, should they become necessary, during excavation and foundation construction.

As a minimum, a vapor retarder, as defined in the **Slabs-On-Grade** section, should be provided in any crawl space area to limit the transmission of water vapor from the underlying soils. Also, an outlet drain is recommended for all crawl spaces to prevent a build up of any water that may bypass the footing drains.

No groundwater was observed during our field work. However, if seepage is encountered in an excavation, it should be drained from the site by directing it through drainage ditches, perforated pipe, or French drains, or by pumping it from sumps interconnected by shallow connector trenches at the bottom of the excavation.

The excavation and site should be graded so that surface water is directed off the site and away from the tops of slopes. Water should not be allowed to stand in any area where foundations, slabs, or pavements are to be constructed. Final site grading in areas adjacent to a buildings should slope away at least 2 percent, except where the area is paved. Surface drains should be provided where necessary to prevent ponding of water behind foundation or retaining walls.

## **GENERAL EARTHWORK AND STRUCTURAL FILL**

All building and pavement areas should be stripped of surface vegetation, topsoil, organic soil, and other deleterious material. The stripped or removed materials should not be mixed with any materials to be used as structural fill, but they could be used in non-structural areas, such as landscape beds.

Structural fill is defined as any fill, including utility backfill, placed under, or close to, a building, behind permanent retaining or foundation walls, or in other areas where the underlying soil needs to support loads. All structural fill should be placed in horizontal lifts with a moisture content at, or near, the optimum moisture content. The optimum moisture content is that moisture content that results in the greatest compacted dry density. The moisture content of fill is very important and must be closely controlled during the filling and compaction process.

The allowable thickness of the fill lift will depend on the material type selected, the compaction equipment used, and the number of passes made to compact the lift. The loose lift thickness should not exceed 12 inches. We recommend testing the fill as it is placed. If the fill is not sufficiently compacted, it can be recompacted before another lift is placed. This eliminates the need to remove the fill to achieve the required compaction. The following table presents recommended relative compactions for structural fill:

LOCATION OF FILL PLACEMENT	MINIMUM RELATIVE COMPACTION
Beneath slabs or walkways	95%
Filled slopes and behind retaining walls	90%
Beneath pavements	95% for upper 12 inches of subgrade; 90% below that level

Where: Minimum Relative Compaction is the ratio, expressed in percentages, of the compacted dry density to the maximum dry density, as determined in accordance with ASTM Test Designation D 1557-91 (Modified Proctor).

The **General** section should be reviewed for considerations related to the reuse of on-site soils. Structural fill that will be placed in wet weather should consist of a coarse, granular soil with a silt or clay content of no more than 5 percent. The percentage of particles passing the No. 200 sieve should be measured from that portion of soil passing the three-quarter-inch sieve.

## **LIMITATIONS**

The conclusions and recommendations contained in this report are based on site conditions as they existed at the time of our exploration and assume that the soil and groundwater conditions encountered in the test pits are representative of subsurface conditions on the site. If the subsurface conditions encountered during construction are significantly different from those observed in our explorations, we should be advised at once so that we can review these conditions and reconsider our recommendations where necessary. Unanticipated soil conditions are commonly encountered on construction sites and cannot be fully anticipated by merely taking soil

samples in test pits. Subsurface conditions can also vary between exploration locations. Such unexpected conditions frequently require making additional expenditures to attain a properly constructed project. It is recommended that the owner consider providing a contingency fund to accommodate such potential extra costs and risks. This is a standard recommendation for all projects.

This report has been prepared for Larsen Architects and its representatives for specific application to this project and site. Our conclusions and recommendations are professional opinions derived in accordance with current standards of practice within the scope of our services and within budget and time constraints.

No warranty is expressed or implied. The scope of our services does not include services related to construction safety precautions, and our recommendations are not intended to direct the contractor's methods, techniques, sequences, or procedures, except as specifically described in our report for consideration in design.

### **ADDITIONAL SERVICES**

Geotech Consultants, Inc. should be retained to provide geotechnical consultation, testing, and observation services during construction. This is to confirm that subsurface conditions are consistent with those indicated by our exploration, to evaluate whether earthwork and foundation construction activities comply with the general intent of the recommendations presented in this report, and to provide suggestions for design changes in the event subsurface conditions differ from those anticipated prior to the start of construction. However, our work would not include the supervision or direction of the actual work of the contractor and its employees or agents. Also, job and site safety, and dimensional measurements, will be the responsibility of the contractor.

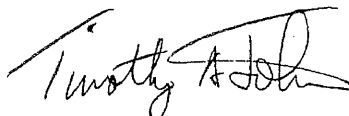
The following plates are attached to complete this report:

Plate 1	Vicinity Map
Plate 2	Site Exploration Plan
Plates 3 - 5	Test Pit Logs
Plate 6	Typical Footing Drain

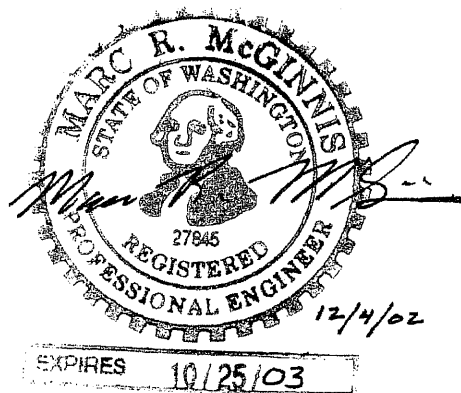
We appreciate the opportunity to be of service on this project. If you have any questions, or if we may be of further service, please do not hesitate to contact us.

Respectfully submitted,

GEOTECH CONSULTANTS, INC.



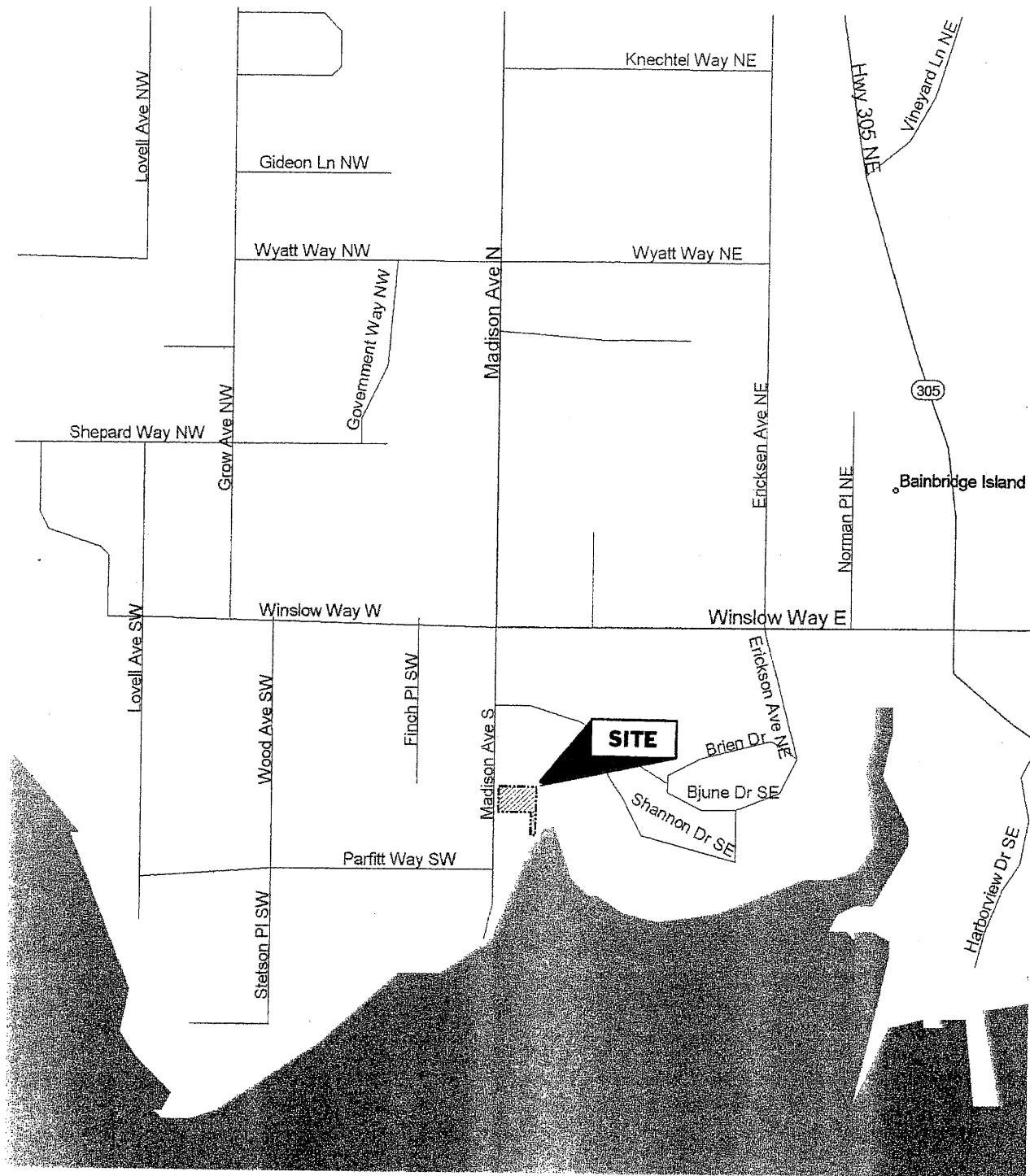
Timothy A. Johnson  
Geologist



Marc R. McGinnis, P.E.  
Principal

TAJ/MRM: esm





Source: Streets 98



**GEOTECH**  
CONSULTANTS, INC.

**VICINITY MAP**  
Proposed Woodward Inn Hotel  
230 Madison Avenue South  
Winslow, Washington

**Job No:**  
02302

**Date:**  
November 2002

**Plate:**

1

MADISON AVENUE SOUTH

manhole

asphalt  
parking lot

Windermere Real Estate  
220 Madison Avenue South

gravel  
parking lot

dense trees

manhole

TP 4

brambles & tall grass

dense trees

scattered trees

TP 2

brambles & tall grass

TP 5

TP 1

scattered trees

brambles & tall grass

TP 3

bay

dense trees

dense trees

brambles & tall grass

Ed Monk & Sons Naval Architects  
270 Madison Avenue South

concrete-bermed  
storage yard

asphalt  
parking lot

TP 1

Approximate Location of Geotech Consultants Test Pit, August 2002

This Drawing is Based on a preliminary site plan "The Windward Inn"  
Prepared by Larsen Architects, Not Dated

NOT TO SCALE



**GEOTECH**  
CONSULTANTS, INC.

## SITE EXPLORATION PLAN

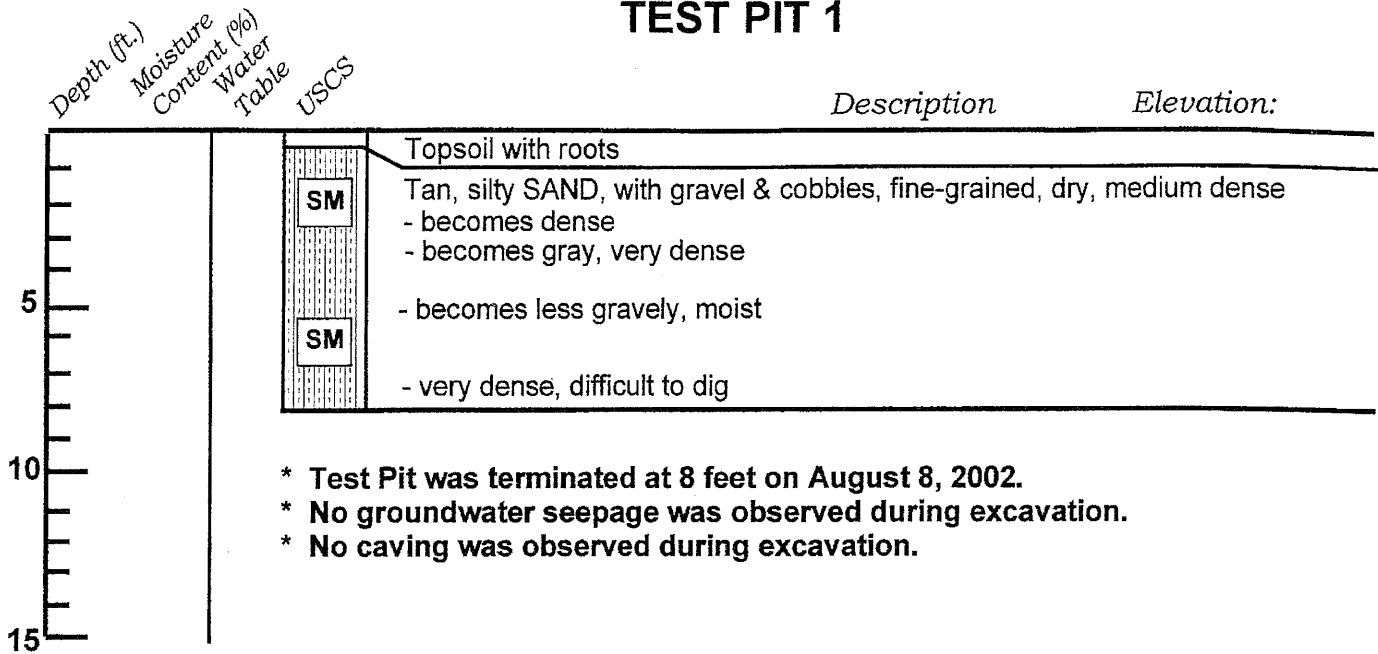
Proposed Windward Inn Hotel  
230 Madison Avenue South  
Winslow, Washington

Job No:  
02302

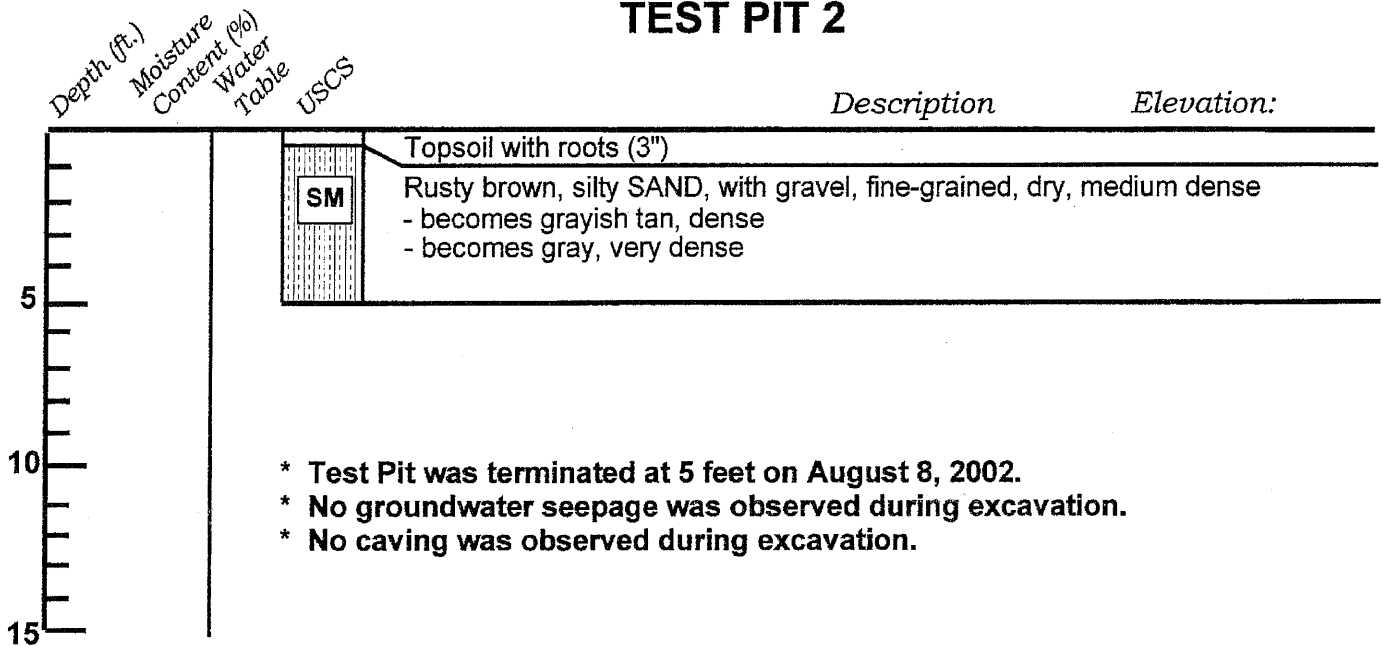
Date:  
November 2002

Plate:  
2

## TEST PIT 1



## TEST PIT 2



**GEOTECH**  
CONSULTANTS, INC.

### TEST PIT LOGS

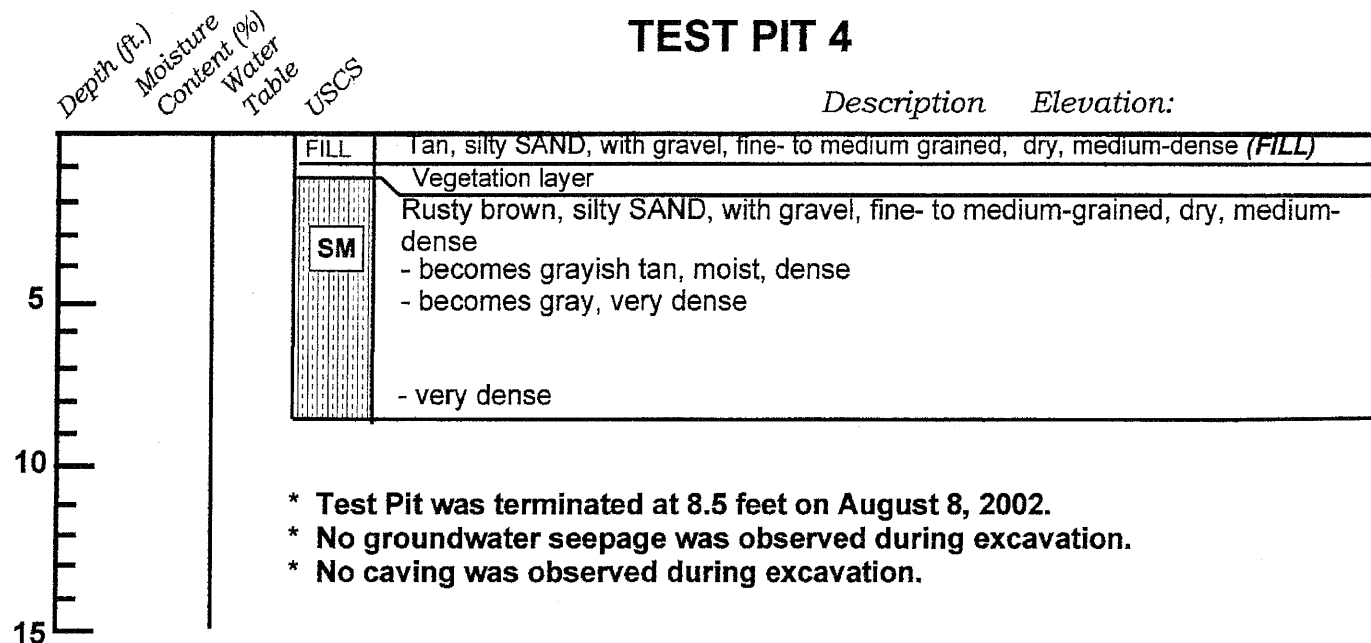
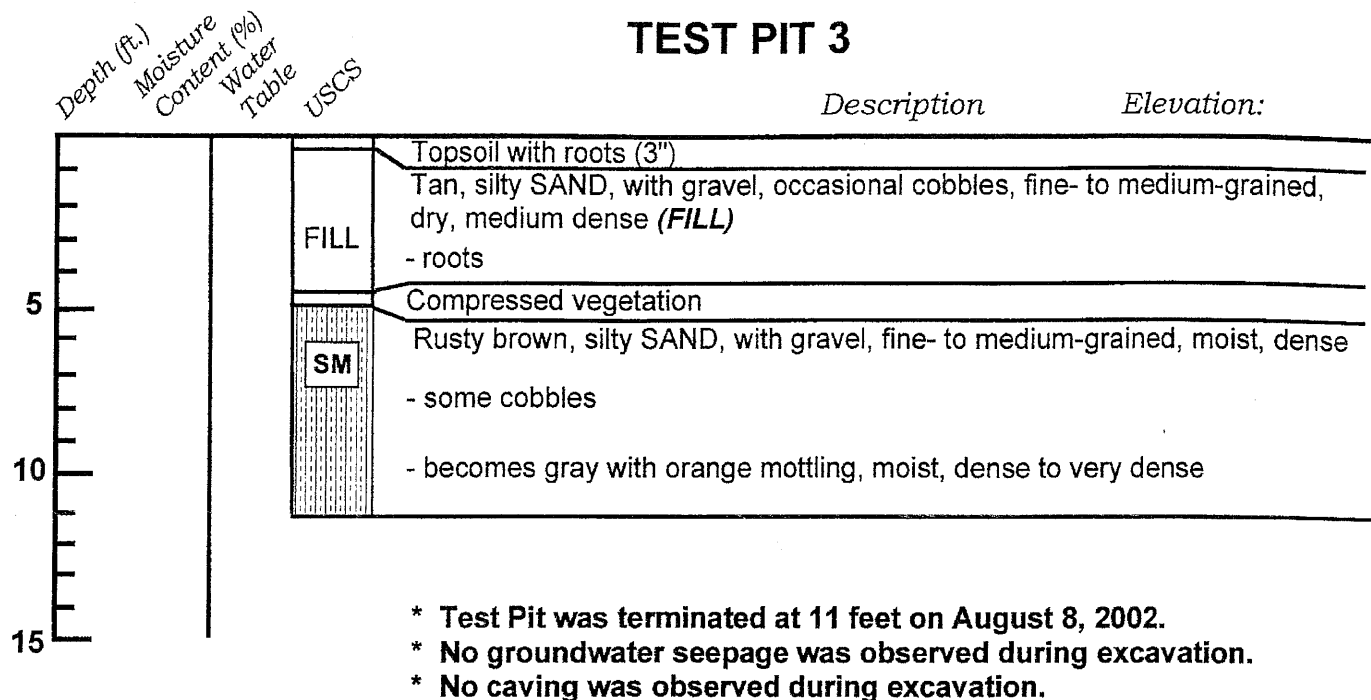
Proposed Windward Inn Hotel  
230 Madison Avenue South  
Winslow, Washington

Job No:  
02302

Date:  
November 2002

Logged By:  
T.A.J.

Plate:  
3



<b>TEST PIT LOGS</b>			
Proposed Windward Inn Hotel 230 Madison Avenue South Winslow, Washington			
<b>Job No:</b> 02302	<b>Date:</b> November 2002	<b>Logged By:</b> T.A.J.	<b>Plate:</b> 4

Depth (ft.)  
Moisture  
Content (%)  
Water  
Table

USCS

## TEST PIT 5

Description Elevation:

			Topsoil with roots (3")
	SM		Tan to rusty tan, silty SAND, fine- to medium-grained, dry, medium-dense - becomes dense
5	GP		Rusty gray, sandy GRAVEL, moist, very dense
	SM		Gray, silty SAND, with gravel, fine-grained, moist, very dense
10			
15			

- \* Test Pit was terminated at 8.5 feet on August 8, 2002.
- \* No groundwater seepage was observed during excavation.
- \* No caving was observed during excavation.

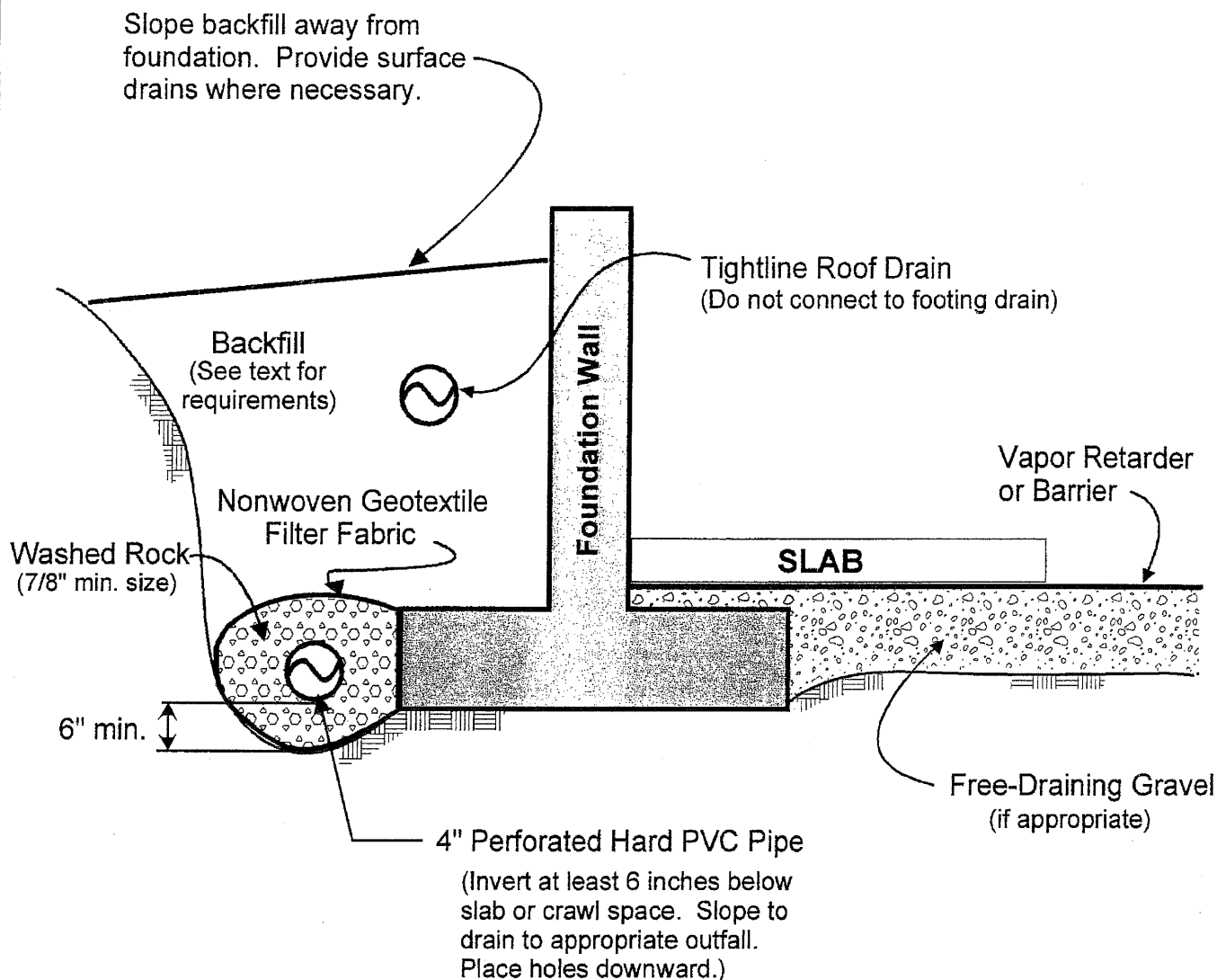


**GEOTECH**  
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### TEST PIT LOGS

Proposed Windward Inn Hotel  
230 Madison Avenue South  
Winslow, Washington

Job No:	Date:	Logged By:	Plate:
02302	November 2002	T.A.J.	5



**NOTES:**

- (1) In crawl spaces, provide an outlet drain to prevent buildup of water that bypasses the perimeter footing drains.
- (2) Refer to report text for additional drainage and waterproofing considerations.



**GEOTECH**  
CONSULTANTS, INC.

**FOOTING DRAIN DETAIL**

Proposed Windward Inn Hotel  
230 Madison Avenue South  
Winslow, Washington

Job No:  
02302

Date:  
November 2002

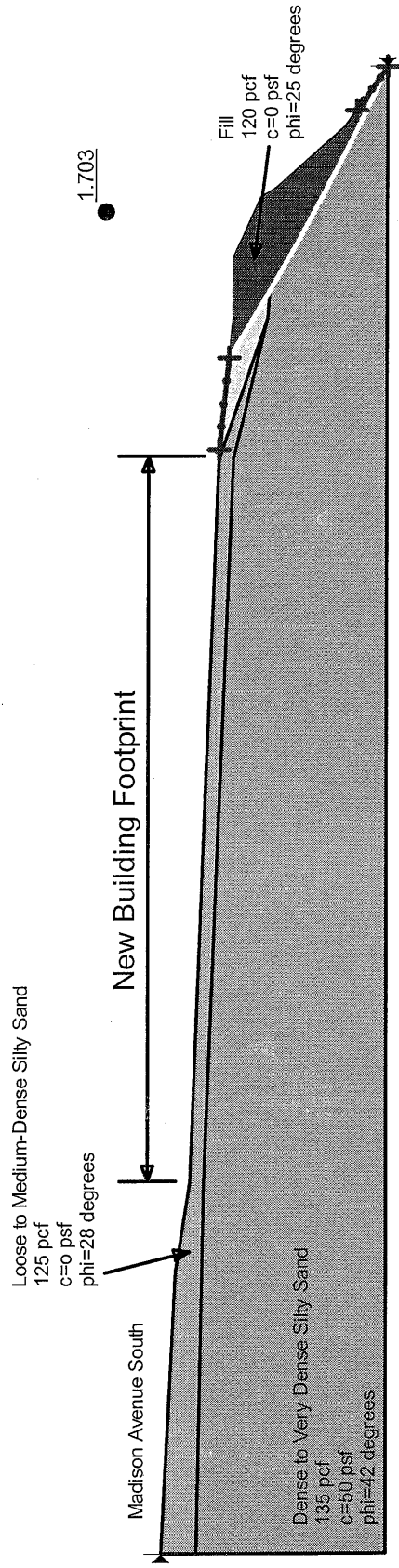
Plate:

6



**Appendix B - Slope Stability Analyses**  
**230 Madison Avenue South**  
**Bainbridge Island, Washington**

18485 - Cihan Anisoglu  
Static



# Static

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## File Information

File Version: 8.15  
Title: 18485 Cihan Slope Stability  
Created By: Matt McGinnis  
Last Edited By: Matt McGinnis  
Revision Number: 8  
Date: 10/4/2018  
Time: 12:33:45 PM  
Tool Version: 8.15.4.11512  
File Name: 18485 Slope stability - Existing with New Building Overlay.gsz  
Directory: S:\2018 Jobs\18485 Anisoglu (MRM)\  
Last Solved Date: 10/4/2018  
Last Solved Time: 12:33:47 PM

## Project Settings

Length(L) Units: Feet  
Time(t) Units: Seconds  
Force(F) Units: Pounds  
Pressure(p) Units: psf  
Strength Units: psf  
Unit Weight of Water: 62.4 pcf  
View: 2D  
Element Thickness: 1

## Analysis Settings

### Static

Kind: SLOPE/W  
Method: Morgenstern-Price  
Settings  
    Side Function  
        Interslice force function option: Half-Sine  
    PWP Conditions Source: (none)  
Slip Surface  
    Direction of movement: Left to Right  
    Use Passive Mode: No  
    Slip Surface Option: Entry and Exit  
    Critical slip surfaces saved: 1  
    Resisting Side Maximum Convex Angle: 1 °  
    Driving Side Maximum Convex Angle: 5 °  
    Optimize Critical Slip Surface Location: No  
    Tension Crack  
        Tension Crack Option: (none)  
F of S Distribution  
    F of S Calculation Option: Constant

**Advanced**

Number of Slices: 30

F of S Tolerance: 0.001

Minimum Slip Surface Depth: 0.1 ft

Search Method: Root Finder

Tolerable difference between starting and converged F of S: 3

Maximum iterations to calculate converged lambda: 20

Max Absolute Lambda: 2

## Materials

### Fill

Model: Mohr-Coulomb

Unit Weight: 120 pcf

Cohesion': 0 psf

Phi': 25 °

Phi-B: 0 °

### Loose to Medium-Dense Silty Sand

Model: Mohr-Coulomb

Unit Weight: 125 pcf

Cohesion': 0 psf

Phi': 28 °

Phi-B: 0 °

### Dense to Very Dense Silty Sand

Model: Mohr-Coulomb

Unit Weight: 135 pcf

Cohesion': 50 psf

Phi': 42 °

Phi-B: 0 °

## Slip Surface Entry and Exit

Left Projection: Range

Left-Zone Left Coordinate: (157, 27.8607) ft

Left-Zone Right Coordinate: (170, 26.56716) ft

Left-Zone Increment: 4

Right Projection: Range

Right-Zone Left Coordinate: (205.12103, 8.38068) ft

Right-Zone Right Coordinate: (211.4, 4) ft

Right-Zone Increment: 4

Radius Increments: 4

## Slip Surface Limits

Left Coordinate: (0, 36) ft

Right Coordinate: (211.4, 4) ft

## Seismic Coefficients

Horz Seismic Coef.: 0

## Points

	X (ft)	Y (ft)
Point 1	0	36
Point 2	40	34
Point 3	52.8	32
Point 4	155.6	28
Point 5	175.7	26
Point 6	184.2	26
Point 7	192.8	22
Point 8	194.2	20
Point 9	202.8	10
Point 10	211.4	4
Point 11	0	4
Point 12	155.6	26
Point 13	155.6	20
Point 14	175.7	21
Point 15	175.6	15
Point 16	52.8	30
Point 17	52.8	23.5
Point 18	4	4
Point 19	0	31

## Regions

	Material	Points	Area (ft <sup>2</sup> )
Region 1	Dense to Very Dense Silty Sand	18,10,9,8,14,12,16,19,11	4,684
Region 2	Loose to Medium-Dense Silty Sand	1,2,3,4,14,12,16,19	437.7
Region 3	Fill	4,5,6,7,8,14	127.8

## Current Slip Surface

Slip Surface: 121

F of S: 1.703

Volume: 185.05693 ft<sup>3</sup>

Weight: 23,752.794 lbs

Resisting Moment: 7,741,017.2 lbs-ft

Activating Moment: 4,544,669.2 lbs-ft

Resisting Force: 17,105.499 lbs

Activating Force: 10,042.829 lbs

F of S Rank (Analysis): 1 of 125 slip surfaces

F of S Rank (Query): 1 of 125 slip surfaces

Exit: (211.4, 4) ft

Entry: (170, 26.567164) ft

Radius: 397.36763 ft

Center: (380.55013, 363.56817) ft

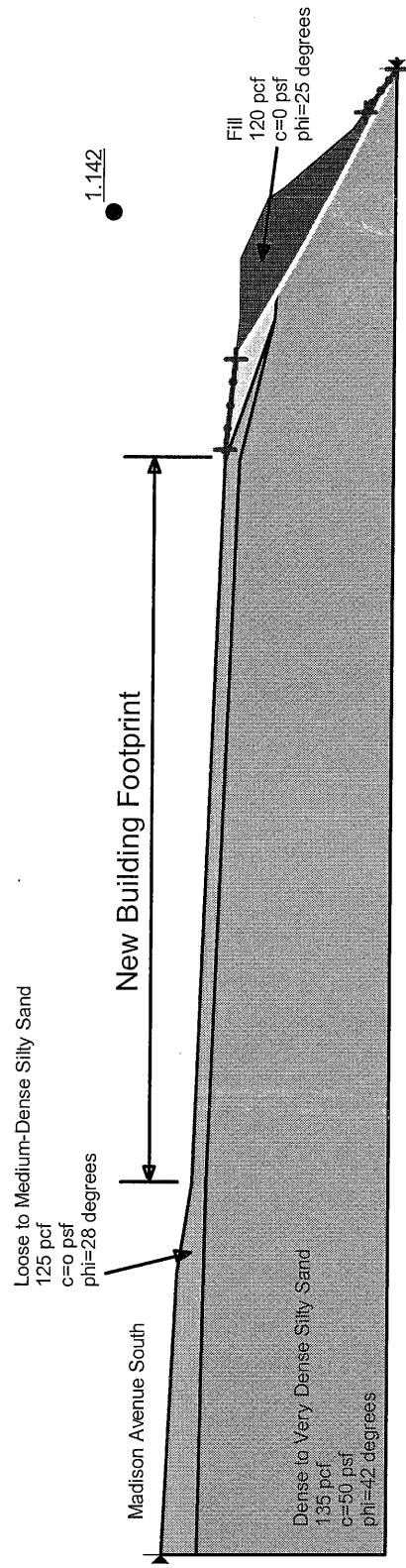
## Slip Slices

	X (ft)	Y (ft)	PWP	Base Normal Stress	Frictional Strength	Cohesive Strength
--	--------	--------	-----	--------------------	---------------------	-------------------

			(psf)	(psf)	(psf)	(psf)
Slice 1	170.7125	26.1241	0	37.334877	17.409539	0
Slice 2	172.1375	25.242128	0	108.67722	50.67702	0
Slice 3	173.5625	24.368436	0	175.3934	81.787287	0
Slice 4	174.9875	23.50296	0	238.30555	111.1237	0
Slice 5	176.33965	22.68907	0	301.2404	140.47071	0
Slice 6	177.61896	21.925925	0	364.90458	170.1578	0
Slice 7	178.89827	21.169262	0	426.9805	199.10428	0
Slice 8	180.31494	20.339246	0	491.47504	442.52611	50
Slice 9	181.86896	19.437346	0	587.11522	528.64092	50
Slice 10	183.42299	18.544802	0	682.80332	614.79887	50
Slice 11	184.91667	17.695498	0	744.72403	670.55253	50
Slice 12	186.35	16.888678	0	772.51625	695.57676	50
Slice 13	187.78333	16.089645	0	799.95558	720.28324	50
Slice 14	189.21667	15.298343	0	826.89265	744.53749	50
Slice 15	190.65	14.514721	0	853.15471	768.18395	50
Slice 16	192.08333	13.738727	0	878.54977	791.04977	50
Slice 17	193.5	12.979159	0	839.63534	756.01106	50
Slice 18	194.91667	12.227032	0	742.61413	668.65276	50
Slice 19	196.35	11.473448	0	650.35941	585.58624	50
Slice 20	197.78333	10.727297	0	555.53054	500.20194	50
Slice 21	199.21667	9.9885303	0	458.15788	412.52721	50
Slice 22	200.65	9.2571026	0	358.35369	322.66311	50
Slice 23	202.08333	8.5329684	0	256.30765	230.78045	50
Slice 24	203.51667	7.8160831	0	188.2236	169.4773	50
Slice 25	204.95	7.1064029	0	154.53567	139.14454	50
Slice 26	206.38333	6.403885	0	119.49406	107.59294	50
Slice 27	207.81667	5.708487	0	83.276793	74.982762	50
Slice 28	209.25	5.0201677	0	46.076468	41.487438	50
Slice 29	210.68333	4.3388863	0	8.0915334	7.2856494	50



18485 - Cihan Anisoglu  
Seismic



# Seismic

Report generated using GeoStudio 2012. Copyright © 1991-2015 GEO-SLOPE International Ltd.

## File Information

File Version: 8.15  
Title: 18485 Cihan Slope Stability  
Created By: Matt McGinnis  
Last Edited By: Matt McGinnis  
Revision Number: 8  
Date: 10/4/2018  
Time: 12:33:45 PM  
Tool Version: 8.15.4.11512  
File Name: 18485 Slope stability - Existing with New Building Overlay.gsz  
Directory: S:\2018 Jobs\18485 Anisoglu (MRM)\  
Last Solved Date: 10/4/2018  
Last Solved Time: 12:33:47 PM

## Project Settings

Length(L) Units: Feet  
Time(t) Units: Seconds  
Force(F) Units: Pounds  
Pressure(p) Units: psf  
Strength Units: psf  
Unit Weight of Water: 62.4 pcf  
View: 2D  
Element Thickness: 1

## Analysis Settings

### Seismic

Kind: SLOPE/W  
Method: Morgenstern-Price  
Settings  
    Side Function  
        Interslice force function option: Half-Sine  
    PWP Conditions Source: (none)  
Slip Surface  
    Direction of movement: Left to Right  
    Use Passive Mode: No  
    Slip Surface Option: Entry and Exit  
    Critical slip surfaces saved: 1  
    Resisting Side Maximum Convex Angle: 1 °  
    Driving Side Maximum Convex Angle: 5 °  
    Optimize Critical Slip Surface Location: No  
    Tension Crack  
        Tension Crack Option: (none)  
F of S Distribution  
    F of S Calculation Option: Constant

**Advanced**

Number of Slices: 30

F of S Tolerance: 0.001

Minimum Slip Surface Depth: 0.1 ft

Search Method: Root Finder

Tolerable difference between starting and converged F of S: 3

Maximum iterations to calculate converged lambda: 20

Max Absolute Lambda: 2

## Materials

### Fill

Model: Mohr-Coulomb

Unit Weight: 120 pcf

Cohesion': 0 psf

Phi': 25 °

Phi-B: 0 °

### Loose to Medium-Dense Silty Sand

Model: Mohr-Coulomb

Unit Weight: 125 pcf

Cohesion': 0 psf

Phi': 28 °

Phi-B: 0 °

### Dense to Very Dense Silty Sand

Model: Mohr-Coulomb

Unit Weight: 135 pcf

Cohesion': 50 psf

Phi': 42 °

Phi-B: 0 °

## Slip Surface Entry and Exit

Left Projection: Range

Left-Zone Left Coordinate: (157, 27.8607) ft

Left-Zone Right Coordinate: (170, 26.56716) ft

Left-Zone Increment: 4

Right Projection: Range

Right-Zone Left Coordinate: (205.12103, 8.38068) ft

Right-Zone Right Coordinate: (211.4, 4) ft

Right-Zone Increment: 4

Radius Increments: 4

## Slip Surface Limits

Left Coordinate: (0, 36) ft

Right Coordinate: (211.4, 4) ft

## Seismic Coefficients

Horz Seismic Coef.: 0.2

## Points

	X (ft)	Y (ft)
Point 1	0	36
Point 2	40	34
Point 3	52.8	32
Point 4	155.6	28
Point 5	175.7	26
Point 6	184.2	26
Point 7	192.8	22
Point 8	194.2	20
Point 9	202.8	10
Point 10	211.4	4
Point 11	0	4
Point 12	155.6	26
Point 13	155.6	20
Point 14	175.7	21
Point 15	175.6	15
Point 16	52.8	30
Point 17	52.8	23.5
Point 18	4	4
Point 19	0	31

## Regions

	Material	Points	Area (ft <sup>2</sup> )
Region 1	Dense to Very Dense Silty Sand	18,10,9,8,14,12,16,19,11	4,684
Region 2	Loose to Medium-Dense Silty Sand	1,2,3,4,14,12,16,19	437.7
Region 3	Fill	4,5,6,7,8,14	127.8

## Current Slip Surface

Slip Surface: 121

F of S: 1.142

Volume: 185.05693 ft<sup>3</sup>

Weight: 23,752.794 lbs

Resisting Moment: 7,059,671.3 lbs-ft

Activating Moment: 6,183,401.9 lbs-ft

Resisting Force: 15,619.499 lbs

Activating Force: 13,676.514 lbs

F of S Rank (Analysis): 1 of 125 slip surfaces

F of S Rank (Query): 1 of 125 slip surfaces

Exit: (211.4, 4) ft

Entry: (170, 26.567164) ft

Radius: 397.36763 ft

Center: (380.55013, 363.56817) ft

## Slip Slices

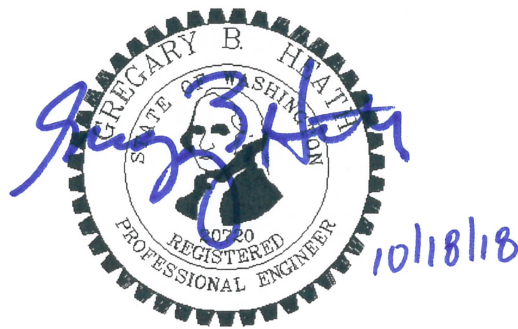
	X (ft)	Y (ft)	PWP	Base Normal Stress	Frictional Strength	Cohesive Strength
--	--------	--------	-----	--------------------	---------------------	-------------------

			(psf)	(psf)	(psf)	(psf)
Slice 1	170.7125	26.1241	0	33.513167	15.627446	0
Slice 2	172.1375	25.242128	0	92.600349	43.180252	0
Slice 3	173.5625	24.368436	0	141.08475	65.788897	0
Slice 4	174.9875	23.50296	0	181.00138	84.402331	0
Slice 5	176.33965	22.68907	0	217.46317	101.40474	0
Slice 6	177.61896	21.925925	0	252.05959	117.53732	0
Slice 7	178.89827	21.169262	0	283.20542	132.06086	0
Slice 8	180.31494	20.339246	0	392.23013	353.1656	50
Slice 9	181.86896	19.437346	0	477.19229	429.66587	50
Slice 10	183.42299	18.544802	0	563.51601	507.39209	50
Slice 11	184.91667	17.695498	0	623.1732	561.10767	50
Slice 12	186.35	16.888678	0	656.09133	590.74728	50
Slice 13	187.78333	16.089645	0	690.86542	622.05802	50
Slice 14	189.21667	15.298343	0	727.05259	654.6411	50
Slice 15	190.65	14.514721	0	763.98515	687.89532	50
Slice 16	192.08333	13.738727	0	800.79095	721.03541	50
Slice 17	193.5	12.979159	0	781.55315	703.71362	50
Slice 18	194.91667	12.227032	0	709.49899	638.83576	50
Slice 19	196.35	11.473448	0	637.79116	574.26974	50
Slice 20	197.78333	10.727297	0	559.26562	503.56502	50
Slice 21	199.21667	9.9885303	0	473.75615	426.57195	50
Slice 22	200.65	9.2571026	0	381.6419	343.63191	50
Slice 23	202.08333	8.5329684	0	283.78397	255.52024	50
Slice 24	203.51667	7.8160831	0	213.97379	192.66287	50
Slice 25	204.95	7.1064029	0	173.99659	156.66723	50
Slice 26	206.38333	6.403885	0	132.41969	119.23122	50
Slice 27	207.81667	5.708487	0	90.102252	81.128432	50
Slice 28	209.25	5.0201677	0	47.721625	42.968744	50
Slice 29	210.68333	4.3388863	0	5.7305448	5.1598057	50



CKCB MADISON AVENUE  
TRAFFIC IMPACT ANALYSIS

*City of Bainbridge Island, WA*



Prepared for: Mr. Cihan Anisoglu  
A2 Architects, LLC  
PO Box 10386  
Bainbridge Island, WA 98110

October 2018



CKCB MADISON AVENUE  
TRAFFIC IMPACT ANALYSIS

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# CKCB MADISON AVENUE TRAFFIC IMPACT ANALYSIS

## 1. PROJECT DESCRIPTION

This report summarizes anticipated traffic impacts related to the proposed CKCB Madison Avenue project in the City of Bainbridge Island. The project consists of constructing 8 one-bedroom apartment units and 2 townhouses for a total of 10 net new dwelling units on an undeveloped parcel: 262502-3-078-2006. The site area comprises approximately 0.39 acres and resides under an Urban Shoreline Designation situated on the east side of Madison Avenue South. Access to the site is proposed via one new driveway from Madison Avenue South to a below-grade parking garage. Figure 1 on the following page shows the general site location and roadway network serving the vicinity. A site plan for of the project is given on Figure 2.

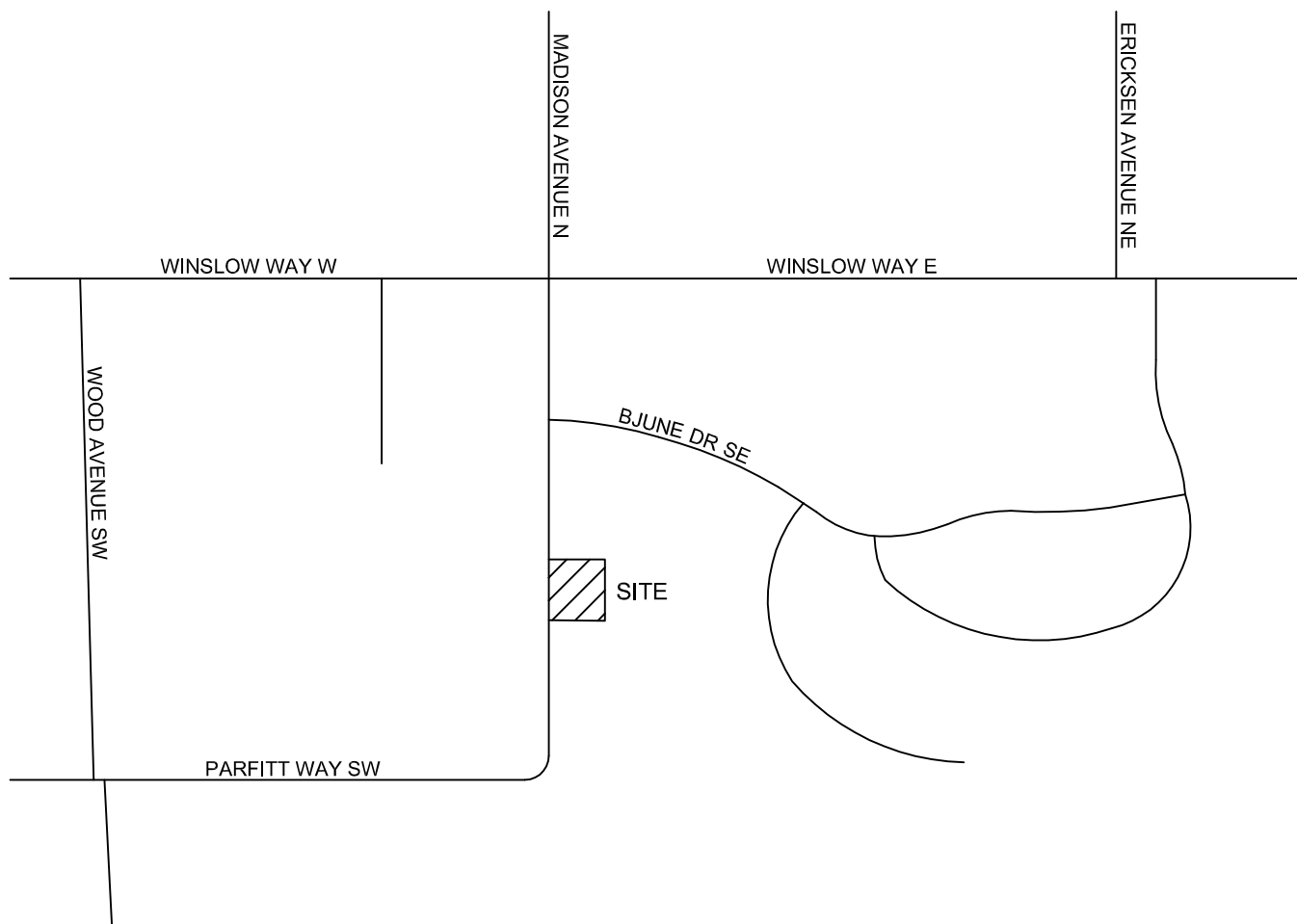
## 2. EXISTING CONDITIONS

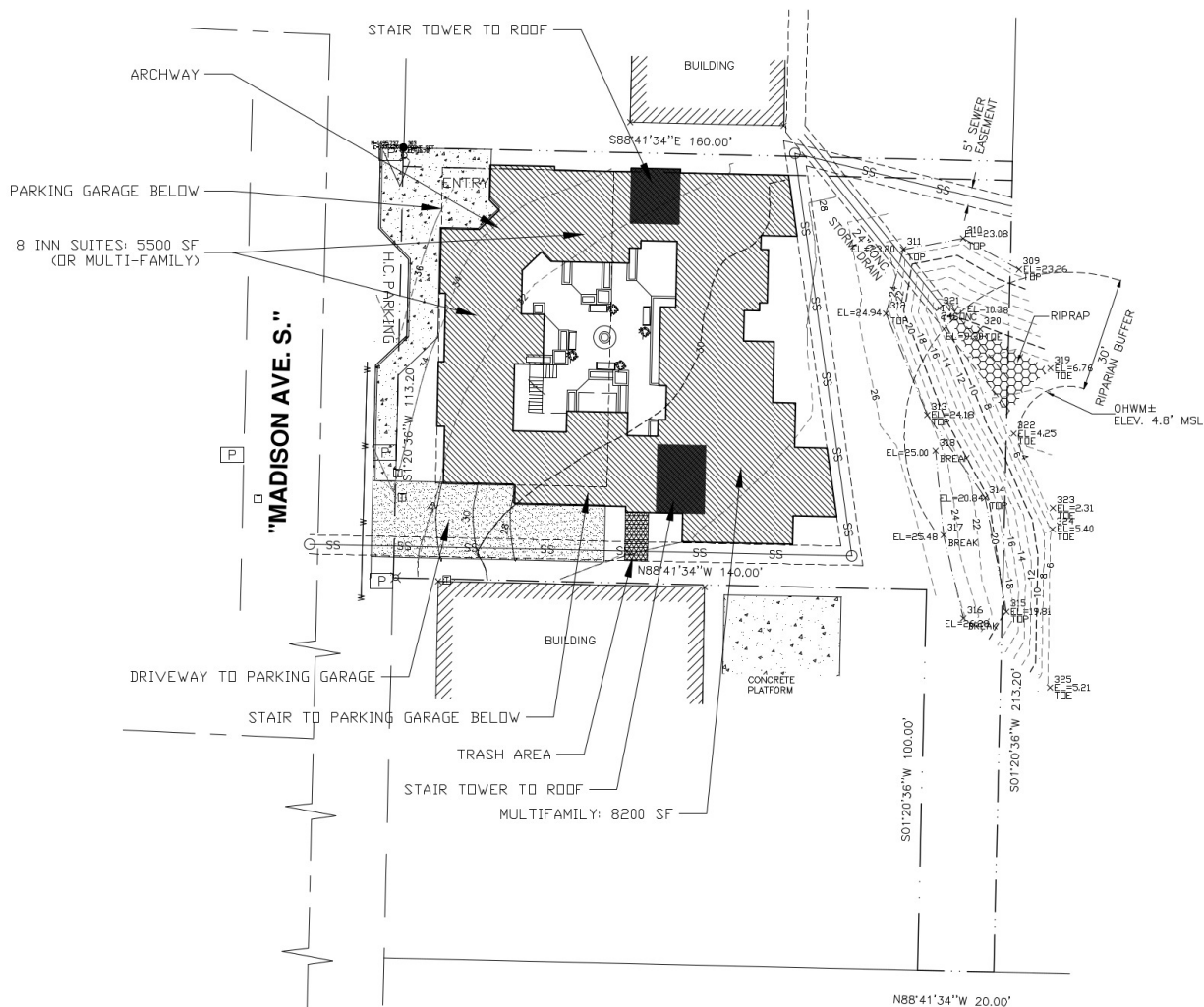
### 2.1. Existing Roadway Characteristics

The street network serving the proposed project consists of a variety of roadways. Characteristics for these roadways vary with respect to lane widths, grades, speeds, and function. The major roadways surrounding the site are listed and described below.

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

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





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SITE PLAN  
FIGURE 2

## 2.2. Transit Service

A review of the Kitsap Transit system indicates transit service is provided in the area. The nearest bus stops are approximately 0.25 miles walking distance or less to the project site. The northern most bus stop is located on Madison Avenue North at the Bainbridge Island City Hall and is served via Routes 90, 98, & 99. The northwest bus stop is located at the Winslow Way West/Wood Avenue SW intersection and is served via Route 97. The northeast bus stop is located on Winslow Way East at the Town & County Market and is served via Routes 90, 97, 98, & 99. Refer to the Kitsap Transit Routed Buses schedule for detailed Route information.

Moreover, the Bainbridge Island Ferry Terminal is less than one mile east with respect to the project site. Given the proximity to multiple transit routes servicing the surrounding areas and the ability for nearby ferry transport, a reduction in overall project traffic is anticipated.

## 2.3. Access Driveway Safety

Access to the site is proposed via one new driveway entrance on Madison Avenue South. Assessments of driveway sight distance are based on AASHTO's *Green Book* (2011), standards for outbound movements. Based on the 25 mph posted speed limit on Madison Avenue, 240 and 280 feet of unobstructed sight distance are needed for project traffic to safely enter Madison Avenue. Preliminary measurements of the approximate access location indicate sight distance requirements are met with lines of sight exceeding 300 feet in either direction. No safety issues are identified with the proposed access location.

## 2.4. Non-Motorist Traffic

The surrounding vicinity currently offers non-motorist facilities in the form of complete sidewalk networks, marked pedestrian crossings, and bicycle lanes/sharrows. Furthermore, a continuous sidewalk path is available from the project frontage to the nearest public transit routes. The downtown nature of the area and proximity to local amenities is anticipated to encourage non-vehicular modes of transportation.

## 2.5. Roadway Improvements

A review of the 2017 to 2022 City of Bainbridge Island Capital Improvement Program indicates an improvement project is planned in the vicinity.

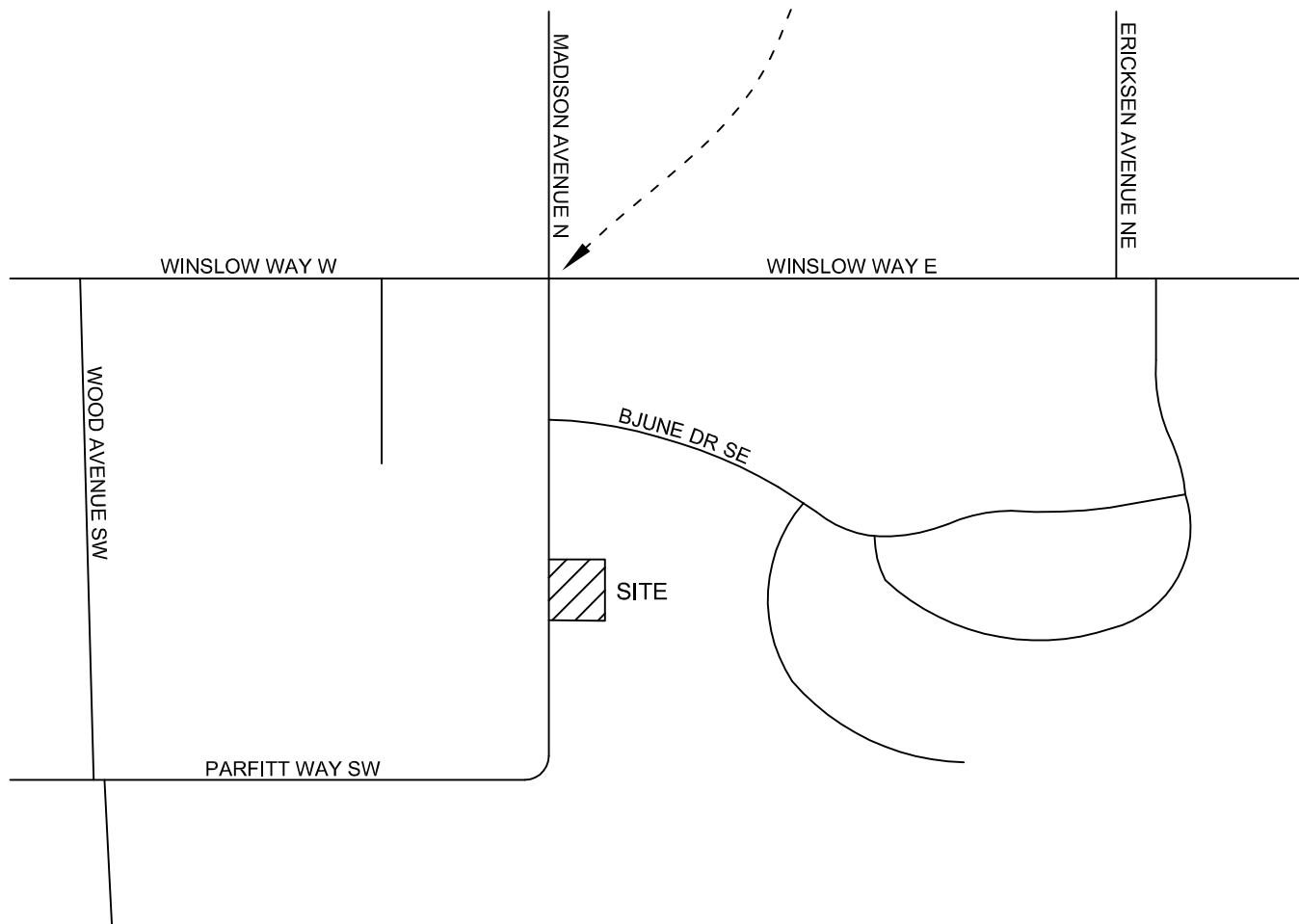
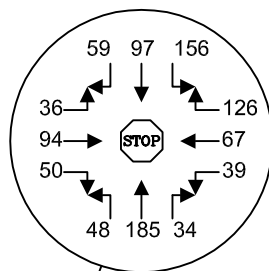
### Wyatt Way Reconstruction Phase 1

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

## 2.6. Existing PM Peak Hour Volumes and Travel Patterns

Field data for this study was obtained and collected in January of 2018 at the primary intersection of interest – Madison Avenue/Winslow Way. The traffic count was taken during the 4:00 PM – 6:00 PM timeframe which generally reflects the highest levels of congestion with respect to traffic and delays during a 24 hours period. The busiest one-hour is then derived from the two-hour field count, known as the peak hour, and is used for analysis to depict “worst case” conditions. Figure 3 on the following page shows the existing weekday PM peak hour volumes at the intersection of Madison Avenue/Winslow Way.





### 3. FUTURE TRAFFIC CONDITIONS

#### 3.1. Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. This is denoted by the quantity or specific number of new trips that enter or exit a project during a designated time period, such as a specific peak hour or an entire day. Data presented in this report was taken from the Institute of Transportation Engineer's publication *Trip Generation*, 10th Edition. The designated land use for the proposed project is defined as Multifamily Housing – Low-Rise (LUC 220). Table 1 below summarizes the estimated new trips. Included are the average weekday daily traffic (AWDT) and the AM and PM peak hours. Refer to the appendix for trip generation output.

**Table 1**  
Project Trip Generation

Land Use	Size (Dwelling Units)	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Multi-Family	10	73	1	4	5	4	2	6

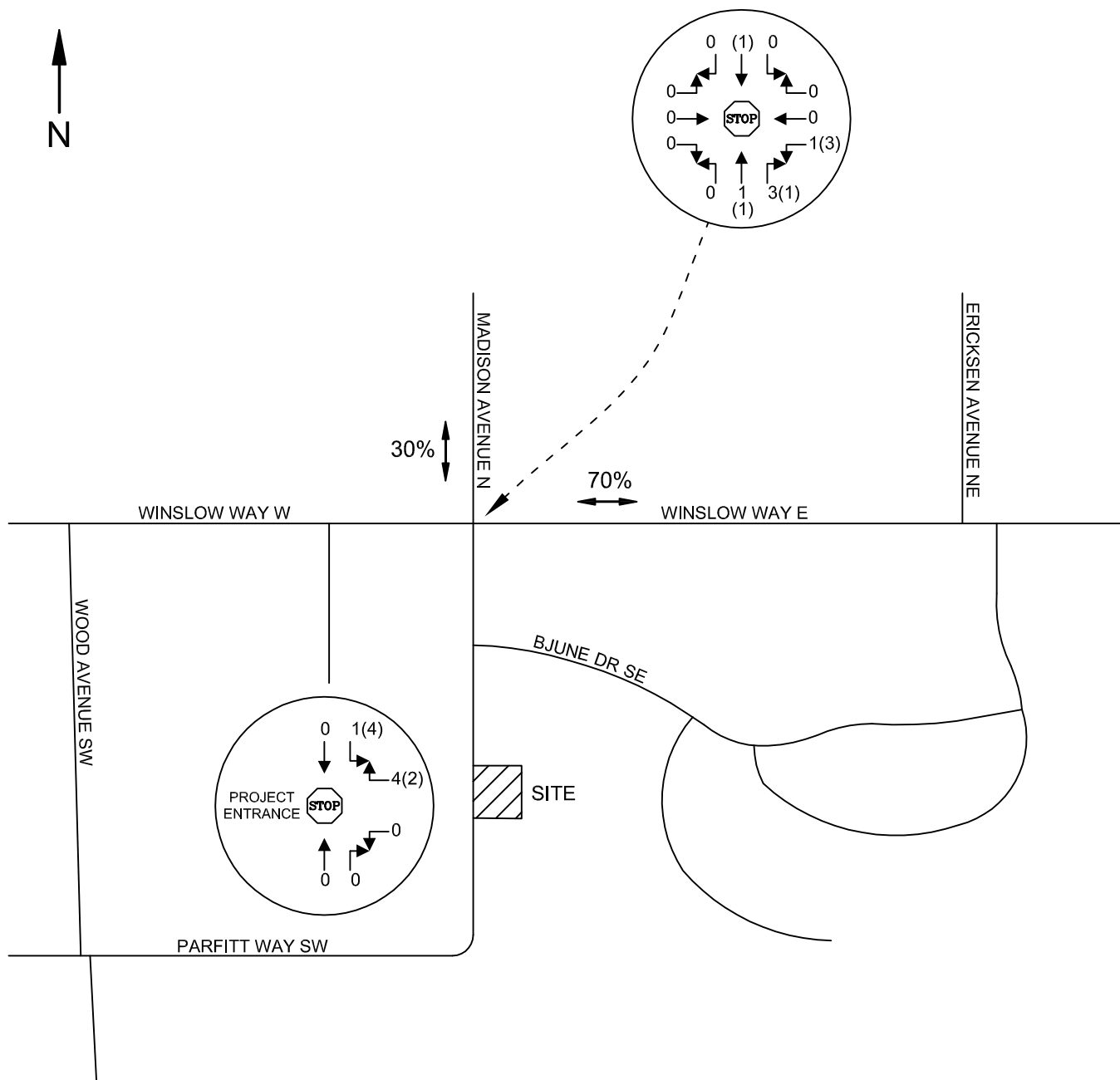
Based on Table 1 above the project is anticipated to generate 5 new trips in the AM and 6 new trips in the PM peak hours of travel. However, given the nature of the surrounding area, availability of pedestrian and bicycle facilities, and proximity to transit, actual observed daily and peak hour trips are anticipated to be lower.

#### 3.2. Distribution & Assignment

Trip distribution describes the process by which project trips are dispersed on the roadway network surrounding the site. The specific destinations and origins of the generated traffic primarily influences the key intersections, which will effectively receive the bulk of project impacts. Peak hour trips generated by the project are anticipated to follow the general patterns shown in Figure 4 on the following page. Distribution percentages are based on existing travel patterns and the location of nearby major roadways.

### 3.3. Future Peak Hour Volumes

A horizon year of 2020 was used for future traffic delay analysis to reflect conditions at the time of project buildout. A long-term horizon year of 2035 was used to assess, if any, potential adverse impacts to the intersection of study. Forecast background volumes were derived by applying a one percent annual compound growth rate to the existing volumes shown on Figure 3. This growth rate has been determined appropriate for the area and has been used in similar projects in the past. In addition, a number of nearby approved projects have been included as pipeline volumes. Projects include: Madison Grove, Wallace Cottages, Madison Place, Madison Landing, Wyatt Apartments, and Madrona Townhomes. Pipeline volumes traveling through the study intersection are shown in Figure 5. Forecast 2020 peak hour volumes are presented in Figure 6; Forecast 2035 peak hour volumes are presented in Figure 7.



#### PROJECT TRIP GENERATION

##### AM PEAK HOUR TRIPS

INBOUND: 1 VPH  
OUTBOUND: 4 VPH

##### PM PEAK HOUR TRIPS

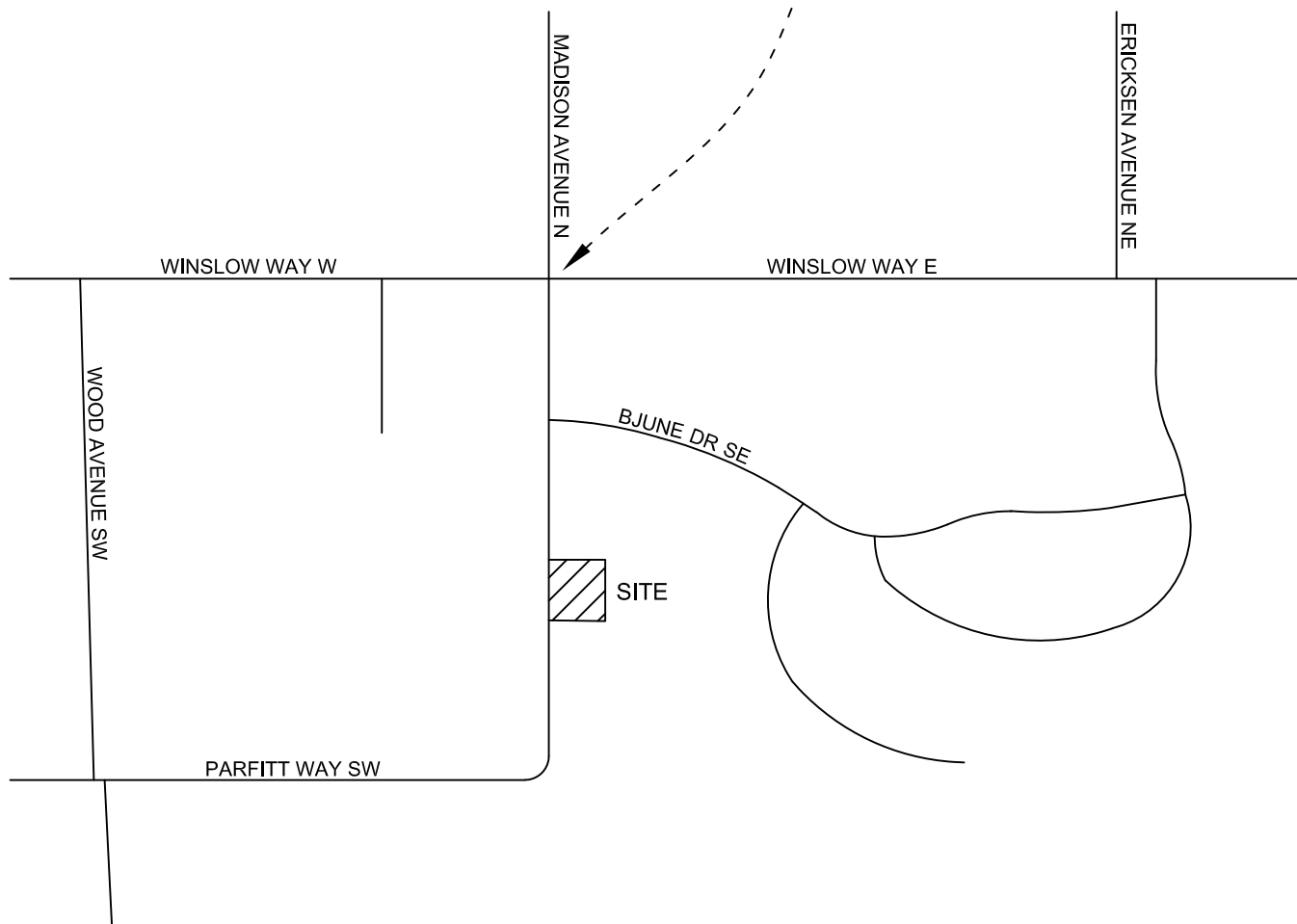
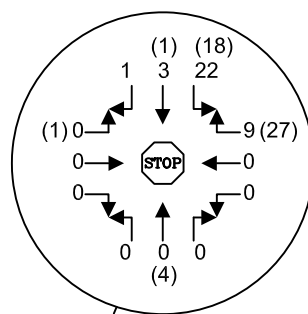
INBOUND: (4) VPH  
OUTBOUND: (2) VPH

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PEAK HOUR TRIP DISTRIBUTION  
FIGURE 4



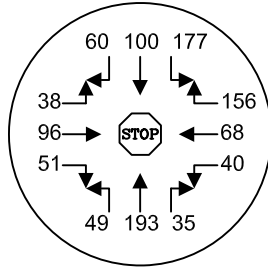
AM PEAK HOUR VOLUMES  
(PM PEAK HOUR VOLUMES)

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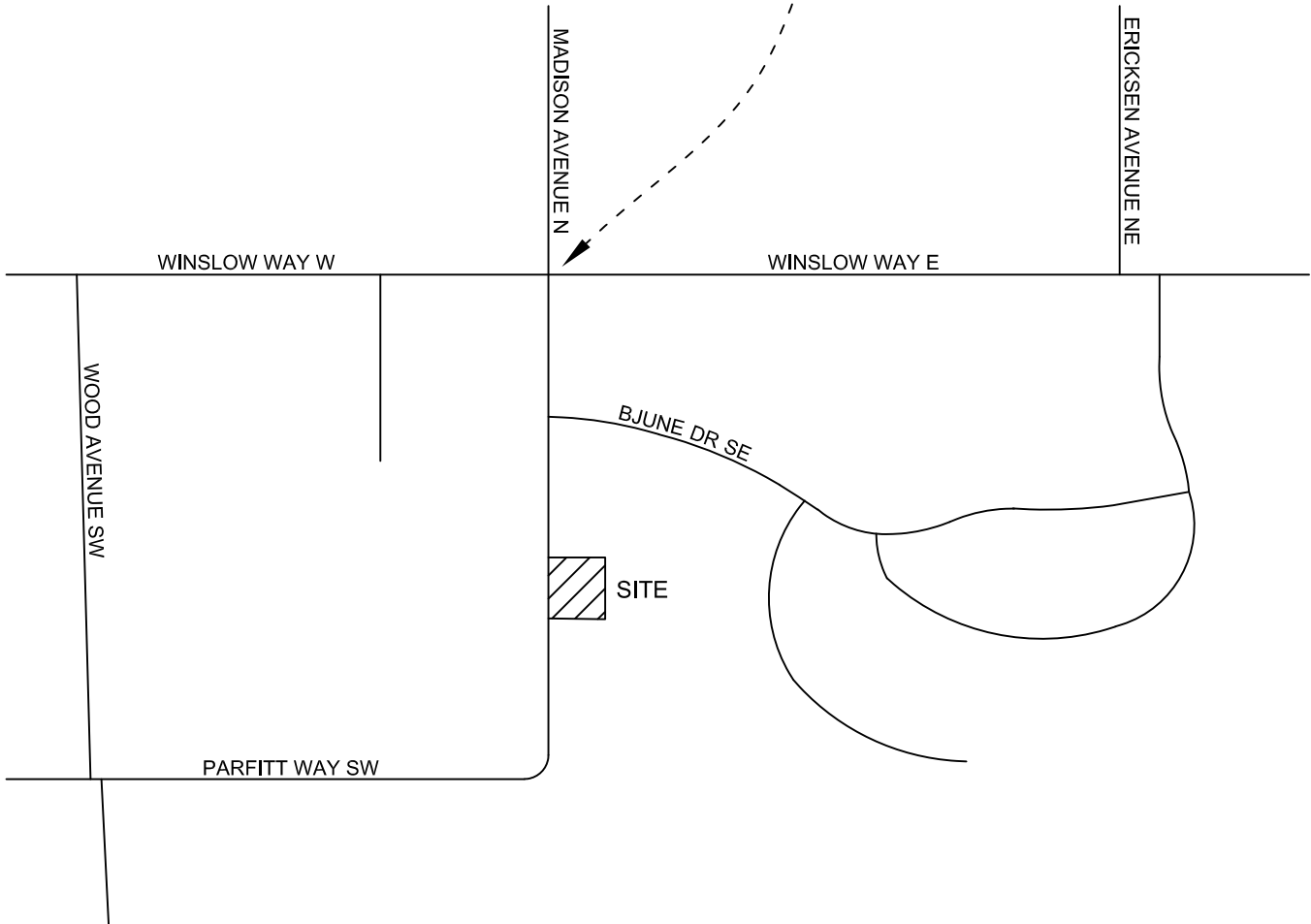
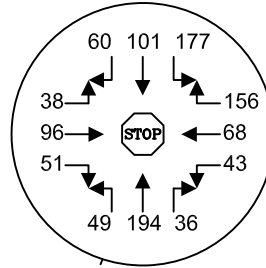
**CKCB - BAINBRIDGE ISLAND**  
PIPELINE VOLUMES  
FIGURE 5



BACKGROUND VOLUMES



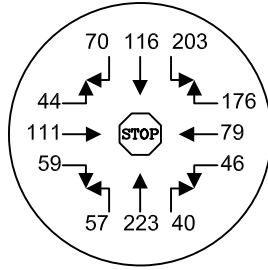
WITH PROJECT



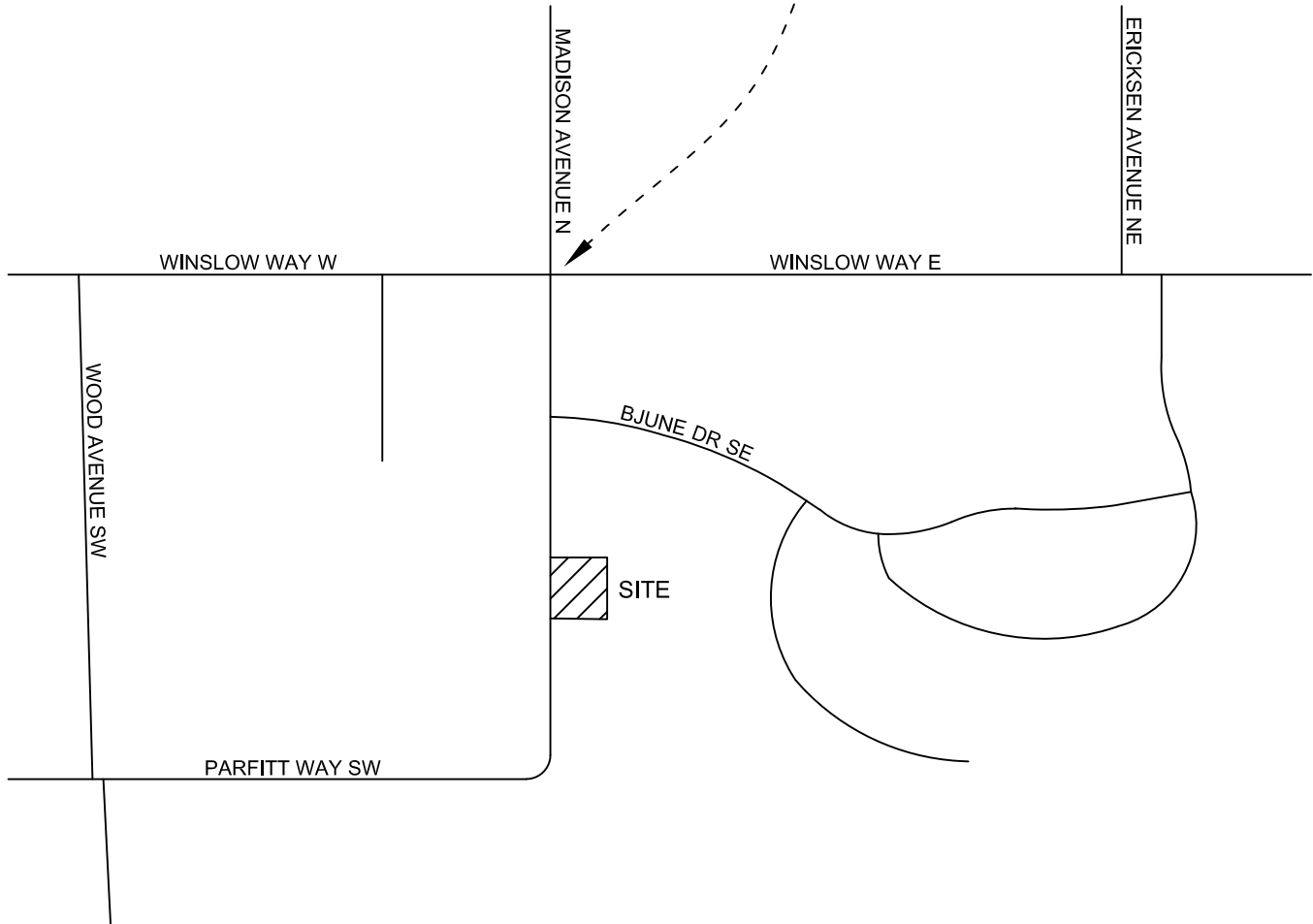
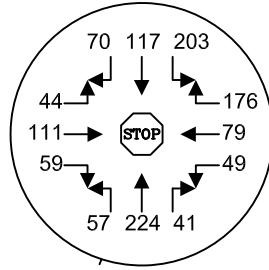




BACKGROUND VOLUMES



WITH PROJECT



### 3.4. Future Level of Service

Peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range<sup>1</sup> for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the Synchro 10 analysis program. Table 2 below portrays existing and forecast 2020 and 2035 peak hour delays for the key intersection of Madison Avenue/Winslow Way.

**Table 2**  
Peak Hour Level of Service  
*Delays Given in Seconds per Vehicle*

Intersection	Control	Time Period	LOS	Delay	<u>With Project Traffic</u>			
					Existing	2020	2035	
<b>Madison Avenue / Winslow Way</b>	AWSC	PM Peak Hour	B	13.5	B	14.9	C	19.1

AWSC: All-Way Stop Control

Existing delays and forecast 2020 delays with project traffic are anticipated to operate with mild delays in the overall LOS B range. Delays are shown to increase to LOS C for the forecast 2035 conditions. All scenarios are shown to operate to City of Bainbridge LOS D or better standards for arterial roadways. Overall the intersection has the existing and forecast capacity to support the incoming project's vehicular demand.

<sup>1</sup> *Signalized Intersections - Level of Service*

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

Highway Capacity Manual, 6th Edition

*Stop Controlled Intersections – Level of Service*

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

#### **4. SUMMARY**

The CKCB Madison Avenue project plans on constructing 10-units of multi-family on an undeveloped parcel (262502-3-078-2006) in the City of Bainbridge Island. The project site is located on the east side of Madison Avenue South and south of Bjune Drive SE. A site plan is presented on Figure 2 and indicates one new driveway access on Madison Avenue South to a below-grade parking garage.

The general vicinity offers non-motorist facilities with complete sidewalk networks and bicycle lanes along with nearby public transit routes. Based on ITE data, 5 AM and 6 PM peak hour trips may be expected without accounting for the anticipated utilization of nearby transit. Forecast 2020 and 2035 PM peak hour delay analyses project delays to operate with acceptable level of service at LOS B and LOS C, respectively. Based on the analysis provided, no off-site mitigation is identified at this time.

CKCB MADISON AVENUE  
TRAFFIC IMPACT ANALYSIS

*APPENDIX*

## Multifamily Housing (Low-Rise) (220)

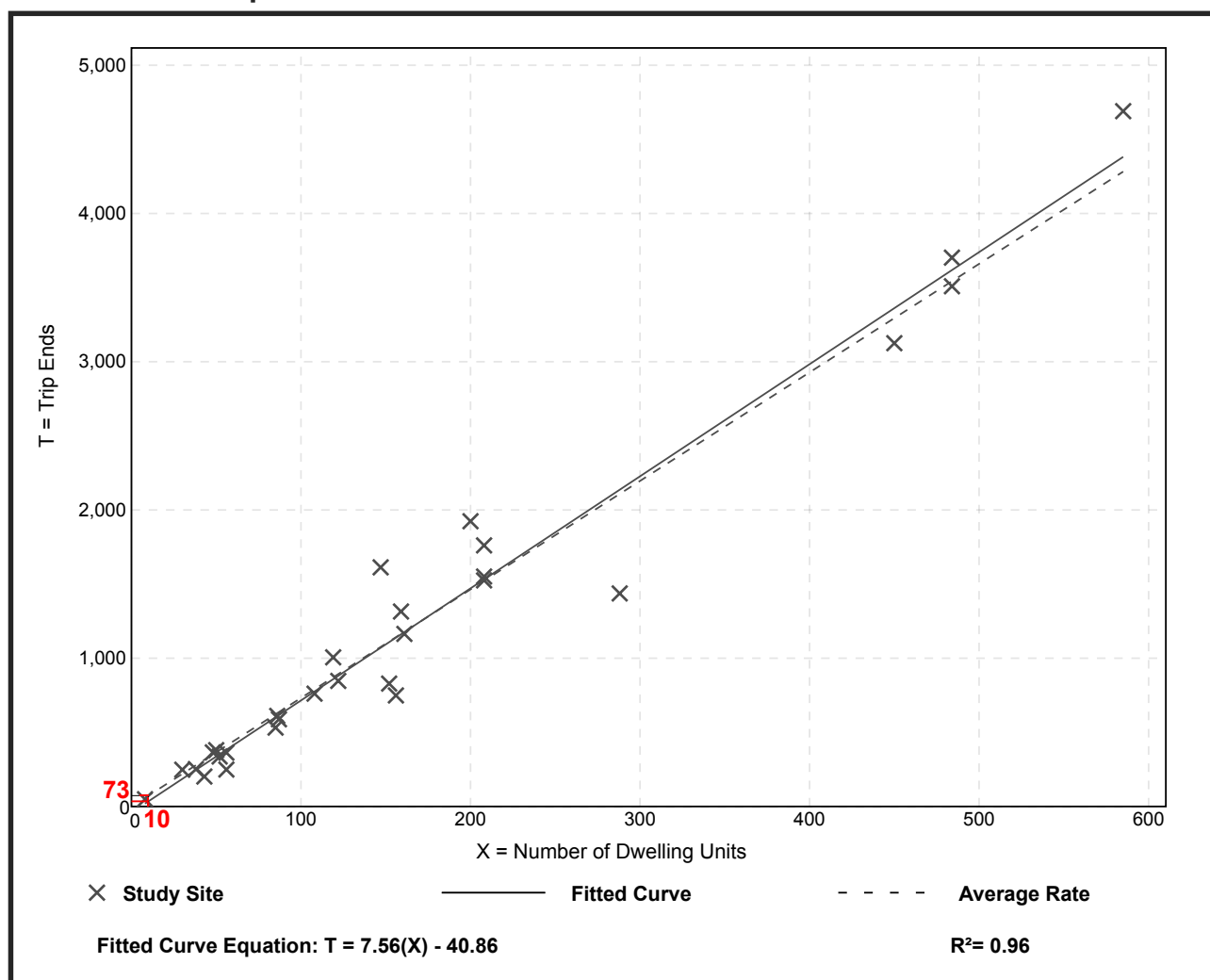
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 29  
Avg. Num. of Dwelling Units: 168  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

### Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

## Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

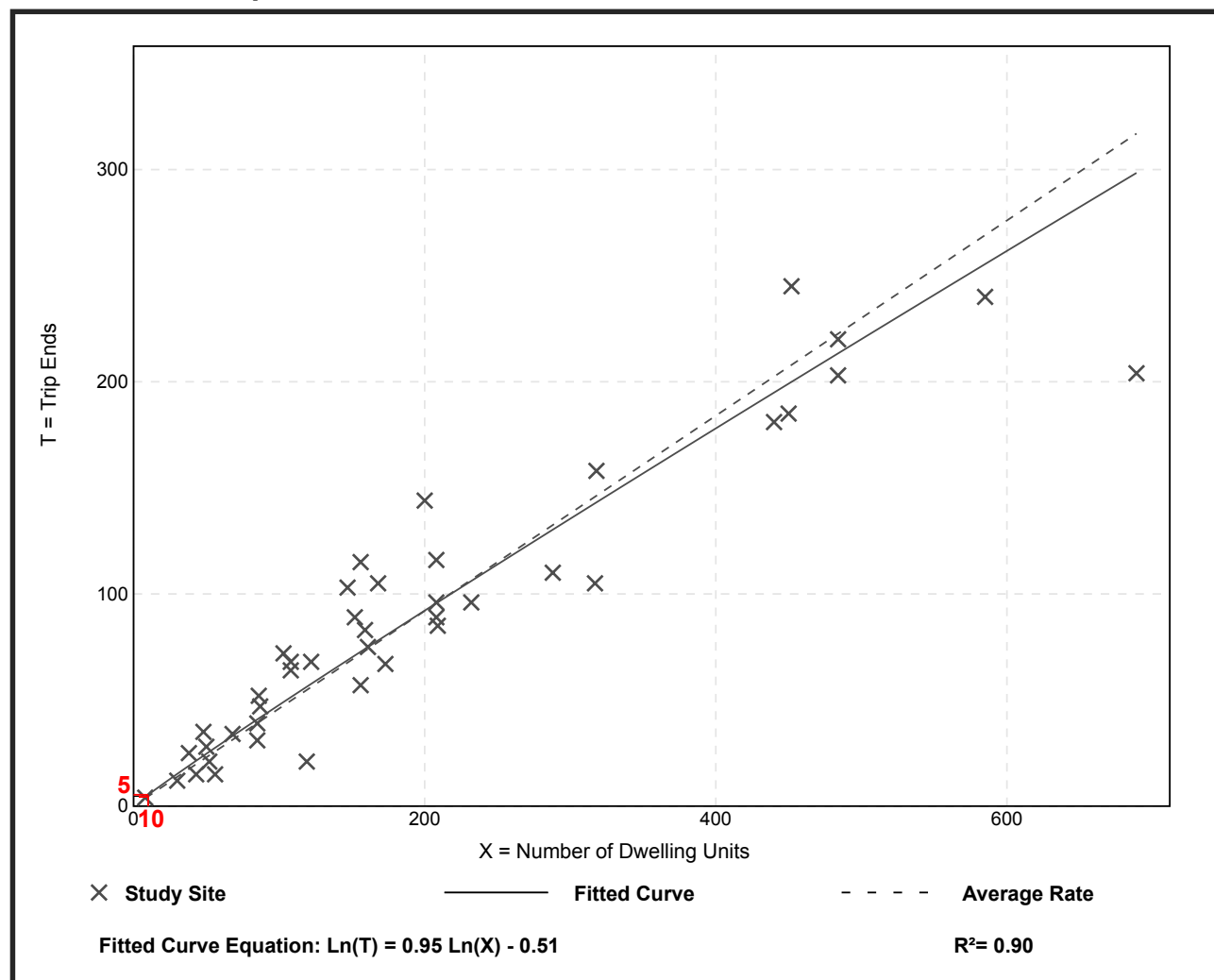
Avg. Num. of Dwelling Units: 199

Directional Distribution: 23% entering, 77% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

### Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

## Multifamily Housing (Low-Rise) (220)

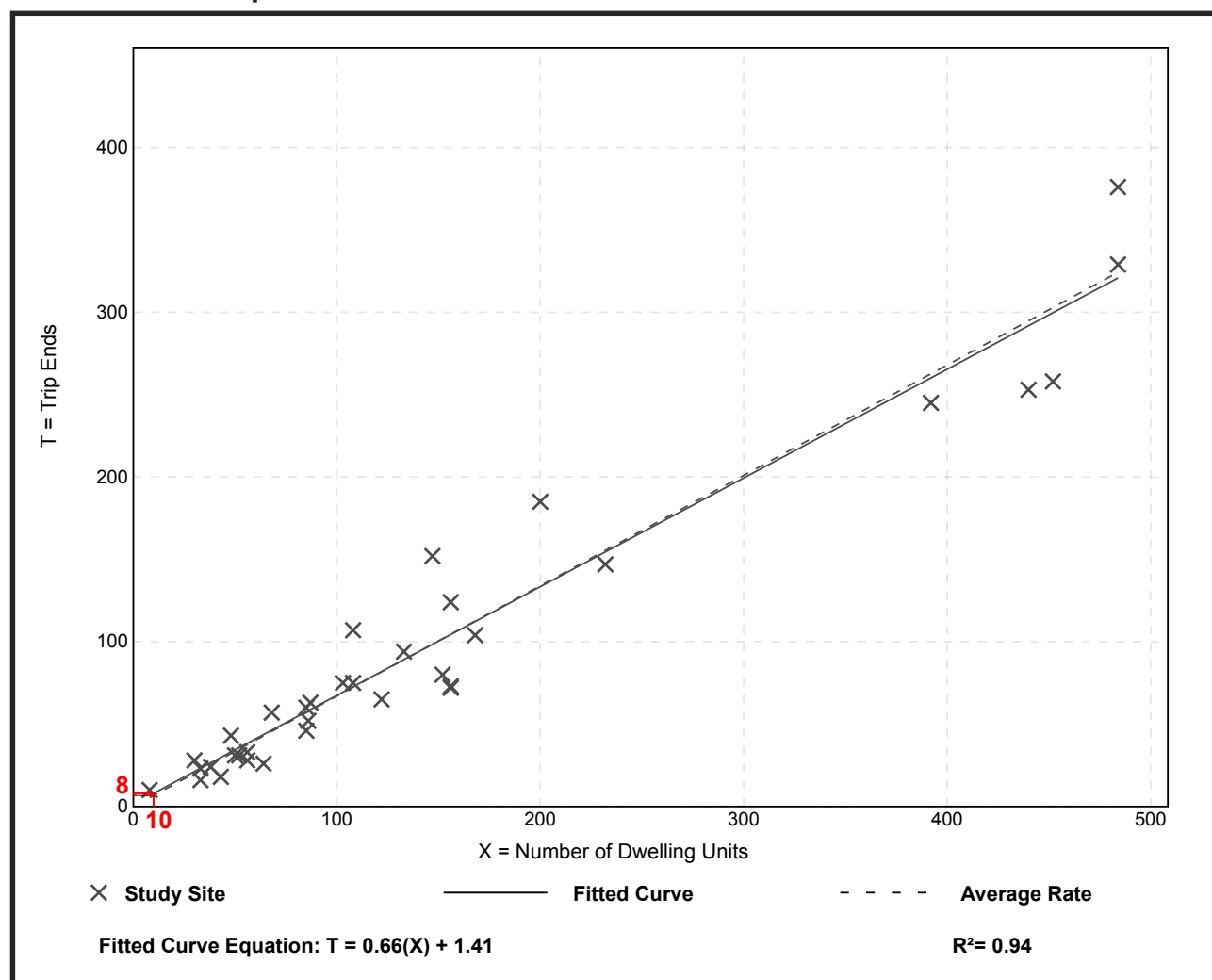
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 35  
Avg. Num. of Dwelling Units: 146  
Directional Distribution: 59% entering, 41% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.67	0.41 - 1.25	0.14

### Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers



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

**Project Name: CKCB Madison Avenue**

Intersection: Madison Avenue & Winslow Way

Jurisdiction: Bainbridge Island

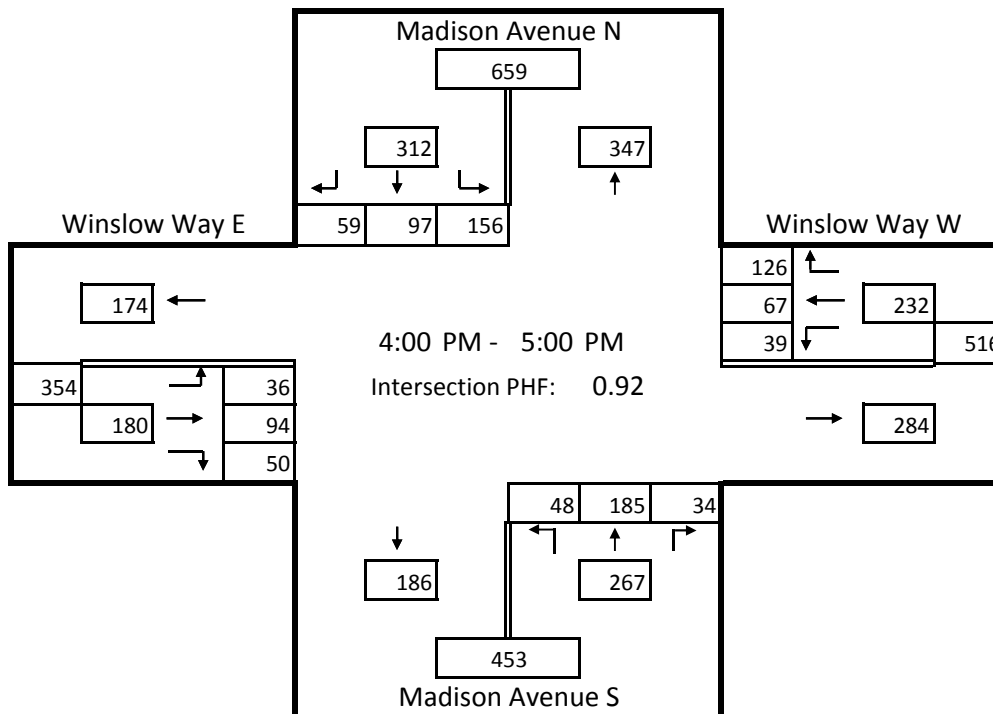
Date of Count: 1/25/2018

Project Number: 4057





Time Period	Southbound Madison Avenue N				Westbound Winslow Way W				Northbound Madison Avenue S				Eastbound Winslow Way E				Total
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	
4:00 PM	0	17	25	50	0	30	18	9	0	11	50	13	0	15	20	10	268
4:15 PM	0	11	29	45	0	29	17	10	0	6	52	10	0	12	19	7	247
4:30 PM	0	16	21	30	0	38	19	10	0	7	39	10	0	9	28	12	239
4:45 PM	0	15	22	31	0	29	13	10	0	10	44	15	0	14	27	7	237
5:00 PM	0	12	17	46	0	37	16	16	0	9	44	7	0	9	19	6	238
5:15 PM	0	9	23	45	0	38	16	6	0	9	29	10	0	7	20	12	224
5:30 PM	0	8	18	29	0	40	15	8	0	4	29	9	0	5	12	7	184
5:45 PM	0	7	17	27	0	30	9	10	0	9	33	5	0	9	9	9	174
<b>Total</b>	0	95	172	303	0	271	123	79	0	65	320	79	0	80	154	70	1,811

Peak Hour	<b>4:00 PM to 5:00 PM</b>																Total
Peak Total	0	59	97	156	0	126	67	39	0	34	185	48	0	50	94	36	991
Heavy Veh.	0.0%				0.0%				0.0%				0.0%				
PHF	0.85				0.87				0.90				0.92				



Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	36	94	50	0	39	67	126	0	48	185	34
Future Vol, veh/h	0	36	94	50	0	39	67	126	0	48	185	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	1	1	2	1	1	1	2	1	1	1
Mvmt Flow	0	39	102	54	0	42	73	137	0	52	201	37
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0



Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	2
HCM Control Delay	13.9	11.3	16.6
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	18%	20%	37%	0%	100%	0%
Vol Thru, %	69%	52%	63%	0%	0%	62%
Vol Right, %	13%	28%	0%	100%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	267	180	106	126	156	156
LT Vol	48	36	39	0	156	0
Through Vol	185	94	67	0	0	97
RT Vol	34	50	0	126	0	59
Lane Flow Rate	290	196	115	137	170	170
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.524	0.369	0.224	0.232	0.328	0.291
Departure Headway (Hd)	6.501	6.795	7.008	6.106	6.966	6.187
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	551	524	508	582	514	577
Service Time	4.586	4.894	4.803	3.9	4.752	3.973
HCM Lane V/C Ratio	0.526	0.374	0.226	0.235	0.331	0.295
HCM Control Delay	16.6	13.9	11.8	10.8	13.2	11.5
HCM Lane LOS	C	B	B	B	B	B
HCM 95th-tile Q	3	1.7	0.9	0.9	1.4	1.2

**Intersection**

Intersection Delay, s/veh

Intersection LOS







Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	156	97	59
Future Vol, veh/h	0	156	97	59
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	1	1
Mvmt Flow	0	170	105	64
Number of Lanes	0	1	1	0

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

Intersection

Intersection Delay, s/veh 14.9

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	96	51	43	68	156	49	194	36	177	101	60
Future Vol, veh/h	38	96	51	43	68	156	49	194	36	177	101	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	41	104	55	47	74	170	53	211	39	192	110	65
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0







Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	15	12.1	18.9	13.6
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	18%	21%	39%	0%	100%	0%
Vol Thru, %	70%	52%	61%	0%	0%	63%
Vol Right, %	13%	28%	0%	100%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	185	111	156	177	161
LT Vol	49	38	43	0	177	0
Through Vol	194	96	68	0	0	101
RT Vol	36	51	0	156	0	60
Lane Flow Rate	303	201	121	170	192	175
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.577	0.402	0.246	0.302	0.39	0.317
Departure Headway (Hd)	6.846	7.191	7.335	6.421	7.297	6.519
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	528	501	490	560	493	551
Service Time	4.888	5.238	5.081	4.166	5.04	4.263
HCM Lane V/C Ratio	0.574	0.401	0.247	0.304	0.389	0.318
HCM Control Delay	18.9	15	12.5	11.9	14.7	12.3
HCM Lane LOS	C	B	B	B	B	B
HCM 95th-tile Q	3.6	1.9	1	1.3	1.8	1.4

Intersection

Intersection Delay, s/veh 19.1

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	111	59	49	79	176	57	224	41	203	117	70
Future Vol, veh/h	44	111	59	49	79	176	57	224	41	203	117	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	48	121	64	53	86	191	62	243	45	221	127	76
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	18.8	14.1	27.5	16.3
HCM LOS	C	B	D	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	18%	21%	38%	0%	100%	0%
Vol Thru, %	70%	52%	62%	0%	0%	63%
Vol Right, %	13%	28%	0%	100%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	214	128	176	203	187
LT Vol	57	44	49	0	203	0
Through Vol	224	111	79	0	0	117
RT Vol	41	59	0	176	0	70
Lane Flow Rate	350	233	139	191	221	203
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.72	0.507	0.307	0.373	0.483	0.401
Departure Headway (Hd)	7.41	7.841	7.946	7.028	7.877	7.095
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	487	458	451	509	457	504
Service Time	5.489	5.928	5.727	4.809	5.658	4.875
HCM Lane V/C Ratio	0.719	0.509	0.308	0.375	0.484	0.403
HCM Control Delay	27.5	18.8	14.2	14	17.9	14.6
HCM Lane LOS	D	C	B	B	C	B
HCM 95th-tile Q	5.7	2.8	1.3	1.7	2.6	1.9



DEPARTMENT PUBLIC WORKS - ENGINEERING

## CERTIFICATE OF CONCURRENCY

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

Property Location or Description: **CKCB**  
**Madison Avenue South**  
**Bainbridge Island, WA**  
**Tax Parcel: 262502-3-078-2006**  
**Permit Number: PLN50958 SPR/SVAR**

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

Approved Uses: **Multi-Family Residential**

Approved Density: **8 apartments, 2 townhouses**

Approved Intensity: **6 PM Peak-Hour Trips/73 Average Daily Trips (ADT) at project completion**

Basis For Concurrence: **Attached traffic study, prepared by Heath & Associates, dated October, 2018**

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

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

BY: Peter S. Corelis, P.E.

2/7/2019

Date of Issuance

Attachments: ☐ 1: Concurrence Test; or  
☒ 2: Traffic Analysis

# CKCB MADISON AVE DEVELOPMENT HABITAT MANAGEMENT PLAN

FEBRUARY 5, 2018  
BGE18\_0110





# CKCB MADISON AVE DEVELOPMENT HABITAT MANAGEMENT PLAN

FEBRUARY 5, 2018

PROJECT LOCATION  
MADISON AVE S  
BAINBRIDGE ISLAND, WA 98110

TAX ACCOUNT  
262502-3-078-2006  
S 26, T 25 N, R 02E, SW QTR

PREPARED FOR  
CIHAN ANISOGLU  
PO BOX 10386  
BAINBRIDGE ISLAND, WA 98110

PREPARED BY  
BGE ENVIRONMENTAL <sup>LLC</sup>  
MAIN OFFICE: 2102 BRASHEM AVE  
(MAILING) BREMERTON, WA 98310

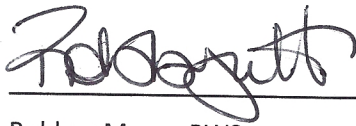
BAINBRIDGE OFFICE: 755 WINSLOW WAY EAST  
SUITE 101  
BAINBRIDGE ISLAND, WA 98110

360.710.6066  
[www.bgeenvironmental.com](http://www.bgeenvironmental.com)

BGE18\_0110

# CERTIFICATION

The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, as a professional wetland scientist licensed to practice as such, is affixed below.



Robbyn Myers, PWS  
Wetland Biologist/Environmental Planner



Date

CKCB MADISON AVE DEVELOPMENT  
HABITAT MANAGEMENT PLAN  
BGE18\_0110



**BGE ENVIRONMENTAL, LLC.**  
WETLAND CONSULTING AND LAND USE PLANNING

# INTRODUCTION

Cihan Anisoglu (Client) is proposing the construction of an 8 suite inn (multi-family housing) on a single parcel located on Madison Avenue S, Bainbridge Island, Washington. The parcel is undeveloped bound to the west by right-of-way to Madison Ave S and existing developments north and south. To the east, topography defines a steep ravine setting which hosts a tidal estuarine complex. The hydrology is supported from a storm water facility outlet. The outlet is a 24-in cmp to heavy rip-rap prior to the defining natural features of the ravine and estuary. A sewer line easement enters the parcel from the southwest corner and zig-zags north then east around the ravine.

Shoreline designation is Urban with a 30-ft standard buffer. The parcel is fully encumbered within the 200-ft shoreline jurisdiction. The proposed project includes underground parking and an interior courtyard. The footprint is delineated from the east and south by the sewer easement. The property line and right-of-way setbacks define the limits of development north and east.

The parcel vegetation consists of mostly noxious, invasive species, specifically Himalayan blackberry. Significant vegetation (mature trees) are concentrated to the ravine. The project respects the 30-ft shoreline buffer and 15-ft structural setback. The proposed development is setback a range of 50 to 70-ft from the Urban 30-ft buffer standard.

All shoreline development and activities shall be located, designed, constructed, and managed in a manner that will result in a no net loss of ecological function. To ensure achievement of no net loss standards, a site-specific analysis of potential impacts within the 200-ft shoreline jurisdiction and appropriate mitigation measures is provided through this Habitat Management Plan (HMP). This HMP is designed to meet the following criteria of the Site-Specific Vegetation Management section of the Bainbridge Island Municipal Code (BIMC) Chapter 16.12 Shoreline Master Program (SMP):

- Assessment of existing baseline environmental conditions;
- Assessment of priority habitat, species within the vicinity of the project;
- Project impact assessment;
- Analysis of mitigation sequencing; and
- Vegetation Management Plan.



# BASELINE ENVIRONMENTAL CONDITIONS

The subject parcel is located along Madison Avenue S, Bainbridge Island, Kitsap County, Washington. The parcel is flag shaped, facing west, with the extended acreage headed due south along the ravine. The parcel is 0.39 acres, undeveloped, and clear of significant vegetation outside of the ravine setting, see Exhibit A. Observed species include Himalayan blackberry, Scott's broom, common vetch, American holly, oceanspray, hawthorne, sword fern, grasses, and bracken fern. Mature trees are set at and along the top-of-slope and include red alder, big leaf maple, madrone, and Douglas fir. Additional species observed to the ravine include Oregon grape, flowering dogwood, baldhip rose, and predominate cover of Himalayan blackberry. English ivy is present from root to canopy among the mature trees.

The parcel is flat. The ravine has an immediate, steep break in slope with dense cover of mostly invasive species. There is a limited view to the bottom of the ravine. Developments to the opposite side are clearly visible. Rip-rap heavily covers the immediate cmp outfall and 30-ft waterward to the tidal region of the estuarine complex.

A public access is present as the eastern adjacent parcel. A trail extends from Bjune Dr SE to the start of the ravine. A sitting bench provides a resting place and peek-a-boo views through the ravine and Eagle Harbor. A heavily used path is present westward from the public access to Madison Ave S: established along the northern property line of the subject parcel.

The Washington Department of Fish and Wildlife Priority Habitat and Species within the vicinity of the project is limited to the estuary, as aquatic habitat.

# PROJECT DESCRIPTION

The proposed development is roughly 11,000 sq ft of structure and associated infrastructure, see Exhibit B. The project is delineated to the east by the existing sewer easement, resulting in a 50 to 70-ft setback from Ordinary High Water Mark (OHWM) to the estuary. The 30-ft shoreline buffer and 15-ft setback is maintained. No mature vegetation (< 15-ft in overall height) removal is required for the proposed development. A cluster of young alders and a single hawthorne are present within the action area. The remaining vegetation cover to be impacted is dominate Himalayan blackberry and smaller percentages of persistent noxious or weedy individuals.



# MITIGATION SEQUENCING

Permitted uses shall be designed and conducted to minimize, in so far as practical, any resultant damage to the ecology and environments. Impacts shall be mitigated according to BIMC 16.12.B.2.d, in a sequential analysis to avoid, minimize and mitigate. The mitigation analysis sequence for the shoreline in question is provided below.

MITIGATION MEASURE	MITIGATED ACTION(S)
AVOID the impact altogether by not taking a certain action or parts of an action	<ul style="list-style-type: none"><li>The proposed development maintains the 30-ft shoreline buffer and 15-ft setback. Impacts to the buffer avoided.</li></ul>
MINIMIZE impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology or by taking affirmative steps to avoid or reduce impacts	<ul style="list-style-type: none"><li>Development is designed landward of the sewer easement and all significant mature vegetation.</li></ul>
RECTIFY the impact by repairing, rehabilitating, or restoring the affected environment	<ul style="list-style-type: none"><li>Restoration of degraded shoreline buffer landward of top-of-slope to native complex</li><li>The fallow condition of the parcel has resulted in heavy accumulations of noxious, invasive species. Eradication of these species within the parcel boundaries is recommended, see Maintenance section of this report.</li></ul>
REDUCE or eliminate the impact over time by preservation and maintenance operations	<ul style="list-style-type: none"><li>Landscape structure and associated use with native vegetation where appropriate for lighting, soil structure, and wetness.</li><li>No fertilizer, insecticide, or pesticide use recommended.</li><li>Installation of directional lighting and timers recommended.</li><li>Stormwater collection and compliance with current manual standards.</li></ul>
COMPENSATE for the impact by replacing, enhancing, or providing substitute resources or environments	<ul style="list-style-type: none"><li>Restore degraded shoreline buffer landward of the top-of-slope</li><li>Restore and maintain a 10-ft vegetation buffer along the top-of-slope according to the <i>Vegetation Management Plan</i>.</li></ul>
MONITOR the impact and the compensation project and take appropriate corrective measures	<ul style="list-style-type: none"><li>Restoration area success, performance, maintenance and monitoring are defined in the <i>Vegetation Management Plan</i> section of this document.</li><li>As-built, five-year monitoring and final compliance documentation required.</li></ul>



# IMPACTS OF SITE DEVELOPMENT

There are no direct impacts to the 30-ft shoreline buffer. Vegetation disturbances within the 200-ft shoreline jurisdiction include a cluster of young red alder, one hawthorne, and a dominant cover of Himalayan blackberry. There is no significant vegetation removal with the new construction.

Vegetation replanting is required for all development, uses or activities within the 200-ft shoreline jurisdiction that either alters existing native vegetation or any vegetation in the required shoreline buffer, whether a permit is required or not. This includes invasive species removal (Chapter 16.12.030(B)(2)(c), COBI-SMP).

## VEGETATION MANAGEMENT PLAN

To meet the goals and policies of the City of Bainbridge Island Shoreline Master Program (COBI-SMP), the new construction shall ensure that the parcels site specific ecological functions and processes are managed to meet the no net loss standard. The parcels 30-ft shoreline buffer is degraded, mostly absent of shrubs and ground covers beyond the top-of-slope. The ravines interior is dominated by noxious, invasive Himalayan blackberry. English ivy threatens mature native trees in the vicinity.

This site-specific analysis has identified two functional deficiencies present to the ravine bound estuarine complex which may be rectified within the subject parcel. The first is the prominence of noxious, invasive Himalayan blackberry and English ivy. The second is the absence of native vegetation cover along the top-of-slope and the 30-ft shoreline buffer. A *Vegetation Management Plan* has been developed to rectify the identified functional deficiencies as mitigation for new construction within the shoreline parcel.

## INVASIVE SPECIES

Dense stands of Himalayan blackberry are observed along the northeastern corner of the parcel, landward of the top-of-slope. This species is equally present as individuals at and waterward of the top-of-slope for the western slope face within the property. Likewise, English ivy is dominating mature tree canopies and competing with blackberry for surface cover. Both species shall be aggressively targeted for removal and complete eradication from trees and surfaces landward of the top-of-slope. Where feasible, individuals along the slope face should also be removed to reduce the competitive cover. The action plan for eradication of these species is detailed in the Maintenance section of this report.



## VEGETATION MANAGEMENT AREA

The Vegetation Management Area (VMA) includes the portion of the 30-ft shoreline buffer landward of the top-of-slope and areas 10-ft from the western top-of-slope void of vegetation, see Exhibit C. The VMA recommends the restoration of complex, diverse native vegetation along the top-of-slope. Existing mature trees shall not be disturbed. Limitations to the restoration area are identified with the steep grade of the slope face, although if feasible, additional native materials would benefit functional attributes within the ravine and the estuarine complex downgrade.

The conceptual planting plan presumes a dominance of native species along the north eastern corner of the property. This corner of the property was not well discernable in the field and included dense Himalayan blackberry and mature native shrubs. The Vegetation Management Plan prescribes the removal of all blackberry thickets beyond the top-of-slope. Once removed, additional plantings may be warranted along the top-of-slope to ensure no adverse effects, direct or independent to the invasive species removal, are anticipated to the downgradient estuarine complex.

## PLANTING PLAN SPECIFICATIONS AND DETAIL

Individual species are depicted on Exhibit C for illustration of placement, distribution and density. A total of 69 individuals shall be installed within the VMA. The individuals shall be planted in groups as opposed to a symmetrical row crop pattern. Voids in the mitigation area are acceptable for natural spread and establishment of species to the mitigation area. Alternative species acceptable shall be native to the lower Puget Sound ecosystem and with prior approval by Restoration Specialist and/or City staff.

SPECIES	COMMON NAME	QUANTITY	SPACING	SIZE MIN.
<i>Vaccinium ovatum</i>	Evergreen huckleberry	23	4-ft o.c.	1-gal
<i>Pseudotsuga menziesii</i>	Douglas fir	3	10-ft o.c.	5-gal
<i>Holodiscus discolor</i>	Oceanspray	11	5-ft o.c.	1-gal
<i>Gaultheria shallon</i>	Salal	16	4-ft o.c.	1-gal

Plantings shall be established within the approximate locations indicated on Exhibit C. A conceptual planting plan is provided as guidance for calculated densities and distributions for healthy establishment and development of native vegetation. Field conditions overrule the prescribed planting plan and shall be recorded by the installation team and consultant for compliance reporting and as-built. Once invasive species have been removed from the northeast corner, the area shall be reevaluated for potential restoration to VMA vicinity.





# PERFORMANCE STANDARDS

Performance standards are necessary for the evaluation of success achieved with the implemented buffer restoration. If the standards are met at the end of the five-year monitoring period, the City shall issue release of the performance bond.

## SURVIVAL

- 100% survival of all tree and shrub plantings at the end of Year One. This standard may be met through establishment of installed plants or by replanting as necessary to achieve the required numbers.
- 100% survival of all tree plantings and 80% survival of all shrub plantings at the end of Year Five. This standard may be met through establishment of installed plants or by replanting as necessary to achieve the required numbers.

## COVERAGE

- Achieve at least 60% cover of native vegetation by the end of Year 3. This can be a combination of trees, shrubs and groundcover, but a minimum 40% must be composed of tree and shrub species. Volunteer species may count towards this standard.
- Achieve at least 80% cover of native vegetation by the end of Year 5. This can be a combination of trees, shrubs, and groundcover, but a minimum 60% must be composed of tree and shrub species. Volunteer species may count towards this standard.

## INVASIVE SPECIES

- Removal and eradication of English ivy and Himalayan blackberry landward of the top-of-slope. No tolerance of the presence or establishment of invasive species, including all Class A, B, or C noxious weeds as listed by the Washington state Noxious Weed Control Board, within the Vegetation Management Area is applied.
- Tolerance of invasive species on slope face is acknowledged.
  - However, when and if accessible, these species should be cut back and removed for establishing a beneficial native complex to the slope face.
  - Care shall be taken to minimize soil disturbances on the slope face.



# CONSTRUCTION AND SPECIFICATIONS

## GENERAL NOTES

The proposed mitigation actions are limited in area and complexity. The applicant should seek professional help from a Restoration Specialist with implementation of the mitigation plan yet may complete the actions independently. BGE Environmental personnel, or other persons qualified to evaluate environmental restoration projects (Restoration Specialist), shall monitor the following:

- 1) Invasive and nonnative species removal
- 2) Surface preparation for planting
  - a. Evaluation of density and distribution to potential restoration areas within the VMA. The VMA is defined as 10-ft landward of the top-of-slope and the 30-ft shoreline buffer.
- 3) Plant material inspection.

## PROJECT SEQUENCING

Planting shall occur during the dormant season, October 1 through March 31.

- 1) Independently remove invasive or weedy species.
- 2) Install vegetation materials according to specifications for species and spacing per planting detail.
- 3) Cover planting area with a two to three-inch layer of mulch.
- 4) As-built production and submittal to the City of Bainbridge Island within 60 days of planting.
- 5) Annual monitoring, late summer, and annual reporting City of Bainbridge Island for a minimum period of five-years.

## EROSION CONTROL, POLLUTION PREVENTION AND SITE PREPARATION

Temporary erosion and sediment control (TESC) measures shall be implemented under the guidance of approval conditions using BIMP's outlined in the project's Stormwater Pollution Prevention Plan (SWPPP) and TESC Plan prepared by the Project Engineer. Approval by the responsible Restoration Specialist prior to mowing, hand-clearing and planting activities on-site is recommended.

## PLANT SCHEDULING, SPECIES AND DENSITY

Planting should occur between October 1 and March 31. All materials to be used on the site will be nursery grown stock from a reputable, local source. Only native species are to be used; no hybrids or cultivars will be allowed. All plant material shall be inspected by the consultant/contractor upon delivery. Plant material provided will be typical of their species or variety and shall be sound, healthy, vigorous plants free from defects, and all forms of disease and infestation. Plant material not conforming to the specifications will be rejected and replaced by the contractor or supplier. Rejected plant materials shall be immediately removed from the site.



## PRODUCT HANDLING, DELIVERY, AND STORAGE

All precautions customary in good trade practice shall be taken in preparing plants for moving. Workmanship that fails to meet industry standards will be rejected. Plants will be packed, transported, and handled with care to ensure protection against injury and from drying out. If plants cannot be planted immediately upon delivery they should be protected with soil, wet peat moss, or in a manner acceptable to the project biologist. Plants, fertilizer, and mulch not installed immediately upon delivery shall be secured on the site to prevent theft or tampering. No plant shall be bound with rope or wire in a manner that could damage or break the branches. Plants transported on open vehicles should be secured with a protective covering to prevent windburn.

## PREPARATION AND INSTALLATION OF PLANT MATERIALS

Contractor shall verify the location of all elements of the mitigation plan with the materials count upon clearing of invasive and nonnative vegetation and prepping surface for installation. Plant quantities are based on field measurements and density calculations which have a standard error association with planning and implementation. Locations of proposed materials are accurate but may be moved as deemed necessary as the terraced conditions may restrict optimal root and species spacing requirements. All installed vegetation will be marked to a site plan for general areas and quantities. The documented actions will be used to produce an as-built once the mitigation actions are complete.

Circular plant pits with vertical sides will be excavated for all bare root and container stock. The pits should be at least 6 inches greater in diameter than the root mass or container. The pit should accommodate the entire root system. The bottom of each pit will be scarified to a depth of 4 inches. Add slow release Agroform tablet to planting pit. Set plant material upright in the planting pit to proper grade and alignment. Water plants thoroughly midway through backfilling. Water pits again upon completion of backfilling. No filling should occur around trunks or stems. Do not use frozen or muddy mixtures for backfilling. Form a ring of soil around the edge of each planting pit to retain water. Once planted, the entire area shall be covered with a minimum of two-inches of mulch with a diameter of 18-inches. Add additional mulch if existing grass or denuded soils are visible on the surface.



# MONITORING

BGE Environmental personnel, or other persons qualified to evaluate environmental restoration projects (Restoration Specialist), shall implement the Habitat Management Plan. Upon installation of vegetation, the Restoration Specialist shall create an as-built document and submit it to the City of Bainbridge Island within 60 days of completing the work. The document may consist of a summary of actions as they pertain to the restoration efforts defined in this mitigation plan to include alterations and deviations to species, placement, or other actions necessary for proper implementation. A list of planted species, time of installation and supporting photographs, before and after installation, should accompany the document.

Each year, for the following four monitoring years, the vegetation management area should be reviewed by the Restoration Specialist to ensure that the planted materials are healthy, vigorous, and present a high probability of success pursuant the Performance Standards. Conditions shall be documented with photographs during the same time frame. Late summer monitoring and documentation is required. Contingency efforts shall be implemented as deemed warranted by the Restoration Specialist to ensure a successful five-year response to mitigation efforts. Submittal of progress report to City of Bainbridge Island at the end of each monitoring year.

Five years post planting, a review of mitigation and compliance documents should be provided to the City of Bainbridge Island. The compliance documents should be a determination of success regarding vegetation coverage, health and sustainability. The assessment may evaluate, but not be limited to, observations of species survival, replacement vegetation since restoration and a summary of actions completed to support the success of the restored shoreline buffer (irrigation, trimming, fertilizer use, etc.). It may include an estimate of buffer area restoration and quantification of, if any, additional use of native vegetation which promotes ecoregional function within the landscape. The monitoring report shall include yearly photographs of the vegetation conditions and progression with a technical evaluation of success in achieving the no net loss standard.



# MAINTENANCE

Maintenance of the vegetation management area shall consist of all actions necessary to ensure that planted materials establish and thrive with the planted area, and that invasive species do not encroach, spread, or establish within the vegetation management area or vicinity. The prescribed maintenance plan shall be implemented for a minimum of five years following completion of the plant installation. However, proper stewardship of the shoreline buffer is the responsibility of the property owner in which effective implementation of this plan will restore natural function to the shoreline ecology which protects the integrity of environment and the residing structures and use.

Anticipated actions and necessary guidelines to meet the performance standards are as follows:

- 1) Replace each plant found dead in the summer monitoring visit after the first year of planting and subsequent years if mortality continues to occur.
- 2) Invasive species maintenance plan:
  - a. Himalayan blackberry, Japanese knotweed, Scot's broom, English ivy, and other invasive vegetation shall be grubbed out by hand on an ongoing basis, being careful to grub out roots where both safe and accessible. Such work should not result in heavy disturbance of soil surface or jeopardize the roots of installed native or volunteer native plants.
  - b. Where hand removal is observed to have no effect in control and spread, herbicide applications may be applied, particularly for Japanese knotweed. Application of Imazapyr is acceptable. Herbicide applications must be conducted only by a state-licensed applicator during the effective time frame between mid-spring and mid-summer. Applications should be a targeted method such as spot spray or wick.
- 3) At least twice a year, hand remove all competing weeds and weed roots from beneath each installed plant and any desirable volunteer vegetation to eighteen (18) inches from the main plant stem. Weeding should occur as needed during the spring and summer. Frequent weeding will result in lower mortality and lower plant replacement costs.
- 4) Do not weed the area near the plant bases with string trimmer (weed whacker).
- 5) Mulch the weeded areas beneath plant with wood chips as necessary to maintain a minimum two to three-inch thick mat to the planting area

Care shall be taken to promote survival of the planted species. This does not include cutting of vegetation within the shoreline buffer. Height of the shrub cover is not expected to inhibit the view corridor. Pruning is acceptable to maintain building setbacks for structure maintenance and to maintain plant health. Pruning should primarily involve removing all dead, broken, diseased, or problem limbs by trimming them at the point of origin or back to a strong lateral branch or shoot. Removing this material often opens the canopy sufficiently so that no further pruning is necessary.



When trimming and pruning vegetation, pile the debris in an area somewhere within the property to create a brush shelter. Tucking the trimmings beneath the shrubs is a perfect option. Downed wood, even a pile of twigs provides food and shelter to many species, while slowly returning nutrients to the soil. The pile can be in the sun or the shade, place it in an unused area of the property. Remove starts of invasive species immediately.

The use of herbicides, insecticides, or pesticides, particularly near the areas of berry, fruit or mast producing shrubs or trees, is not recommended. This will help ensure the availability of foraging for wildlife. Even fertilizing lawn can degrade nutrients and alter the decomposition process of the natural grasses. Limit the use of insecticides. Insect populations are important on many ecological levels particularly as a food source for insectivores.

## CONTINGENCY

If any part of the planting area fails to satisfy the goals and performance standards of this plan to such an extent that the failure cannot be adequately addressed through standard maintenance activities, a contingency plan shall be developed. A detailed contingency plan cannot be developed until the specific items that need to be addressed are known. Compliance with the installation procedures and maintenance plans are measures to properly promote a successful restoration. Where the performance is less than satisfactory, attention shall be given to, but not limited to, soil conditions, species installation, and temporal variations. Adaptive management actions taken to ensure success, when practical, are an acceptable means to ensure survival and growth of the planted species.







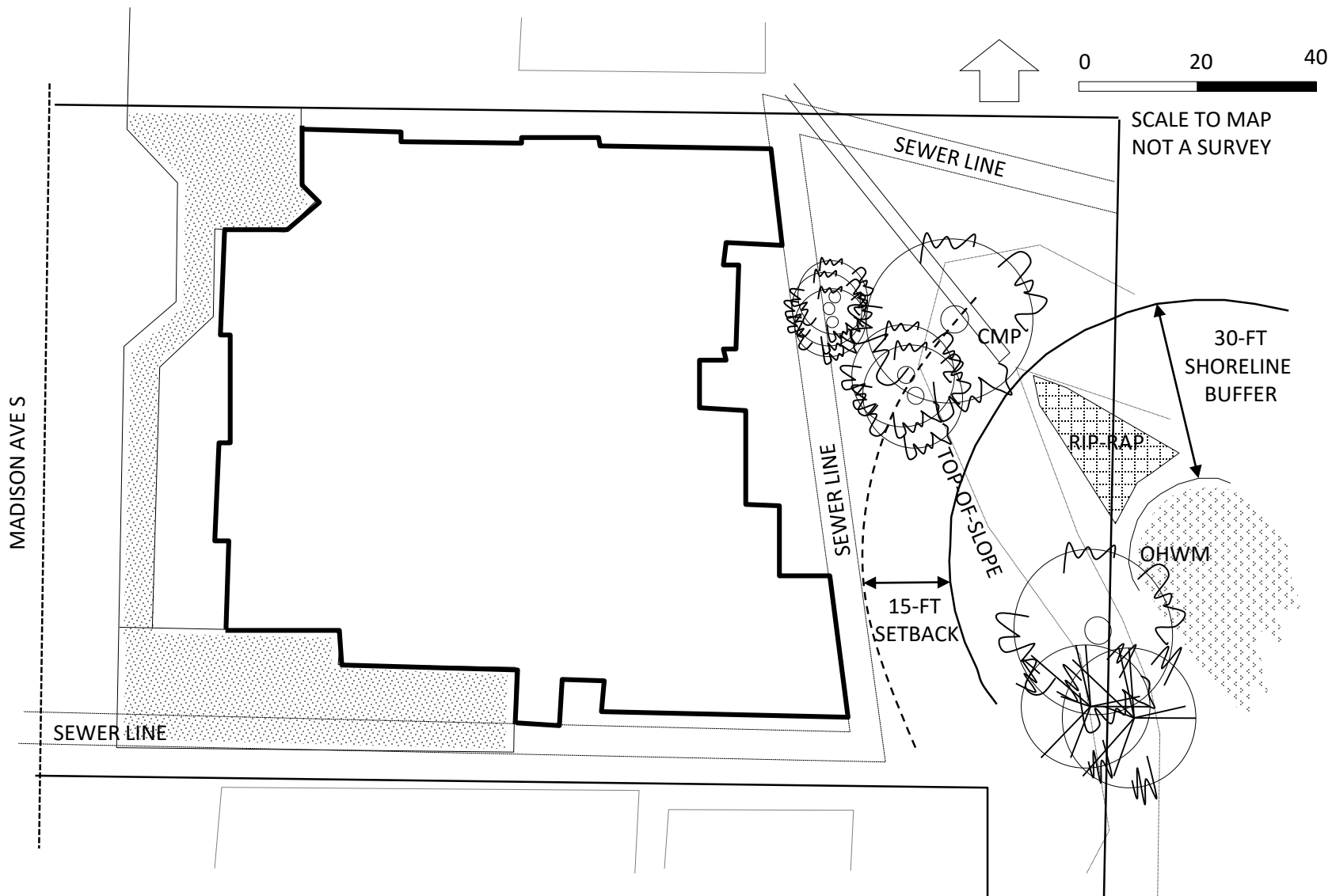


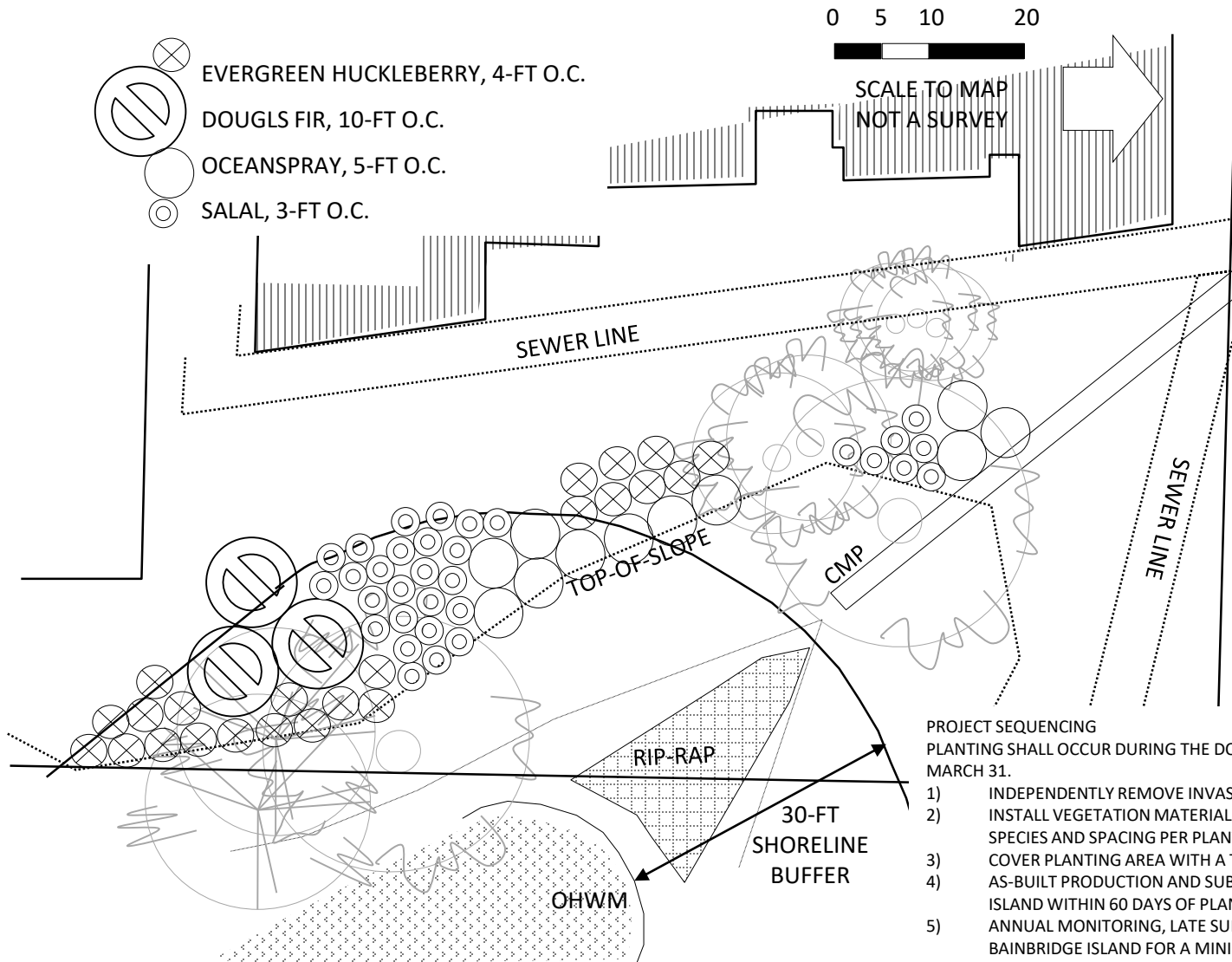
EXHIBIT B  
PROPOSED PROJECT

CKCB MADISON AVE DEVELOPMENT  
262502-3-078-2006



**BGE Environmental, LLC**

Wetland Consulting & Land Use Planning



GENERAL NOTES  
THE PROPOSED MITIGATION ACTIONS ARE LIMITED IN AREA AND COMPLEXITY. THE APPLICANT SHOULD SEEK PROFESSIONAL HELP FROM A RESTORATION SPECIALIST WITH IMPLEMENTATION OF THE MITIGATION PLAN YET MAY COMPLETE THE ACTIONS INDEPENDENTLY. BGE ENVIRONMENTAL PERSONNEL, OR OTHER PERSONS QUALIFIED TO EVALUATE ENVIRONMENTAL RESTORATION PROJECTS (RESTORATION SPECIALIST), SHALL MONITOR THE FOLLOWING:

1. INVASIVE AND NONNATIVE SPECIES REMOVAL
2. SURFACE PREPARATION FOR PLANTING
3. PLANT MATERIAL INSPECTION.

EVALUATION OF DENSITY AND DISTRIBUTION TO POTENTIAL RESTORATION AREAS WITHIN THE VMA. THE VMA IS DEFINED AS 10-FT LANDWARD OF THE TOP-OF-SLOPE AND THE 30-FT SHORELINE BUFFER.

PROJECT SEQUENCING  
PLANTING SHALL OCCUR DURING THE DORMANT SEASON, OCTOBER 1 THROUGH MARCH 31.

- 1) INDEPENDENTLY REMOVE INVASIVE OR WEEDY SPECIES.
- 2) INSTALL VEGETATION MATERIALS ACCORDING TO SPECIFICATIONS FOR SPECIES AND SPACING PER PLANTING DETAIL.
- 3) COVER PLANTING AREA WITH A TWO TO THREE-INCH LAYER OF MULCH.
- 4) AS-BUILT PRODUCTION AND SUBMITTAL TO THE CITY OF BAINBRIDGE ISLAND WITHIN 60 DAYS OF PLANTING.
- 5) ANNUAL MONITORING, LATE SUMMER, AND ANNUAL REPORTING CITY OF BAINBRIDGE ISLAND FOR A MINIMUM PERIOD OF FIVE-YEARS.

EXHIBIT C  
VEGETATION MANAGEMENT PLAN  
CONCEPTUAL PLANTING SCHEMATIC

CKCB MADISON AVE DEVELOPMENT  
262502-3-078-2006



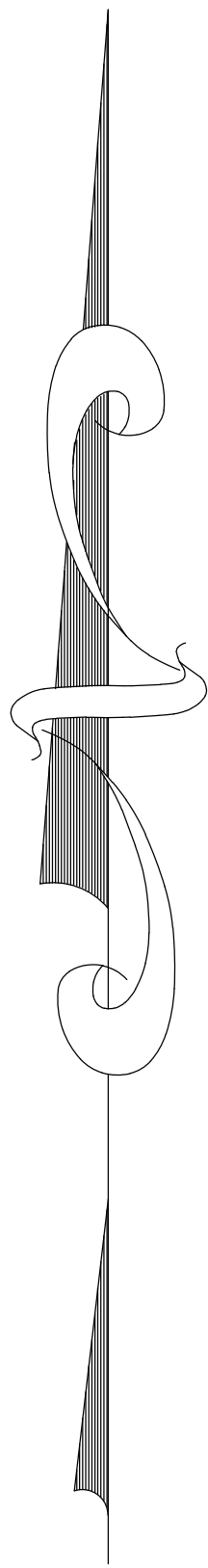
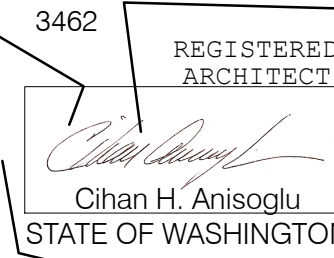
**BGE Environmental, LLC**

Wetland Consulting & Land Use Planning



ARCHITECTURE  
ART AND IDEAS  
271 WYATT WAY NE, SUITE 102  
BAINBRIDGE ISLAND, WA  
9 8 1 1 0  
p 2 0 6 2 2 6 8 3 1 3

cihan@anisoglu.com  
seanfancy@gmail.com



ZONING: MIXED-USE TOWN CENTER

LOT SIZE: 18112 SF (NOT COUNTING 20' STRIP)  
BASE FAR: COMMERCIAL: 60%=10,867  
RESIDENTIAL: 40%=7,244

#### DESCRIPTION

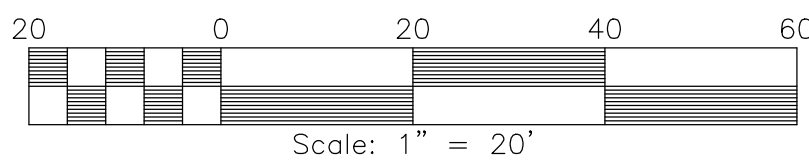
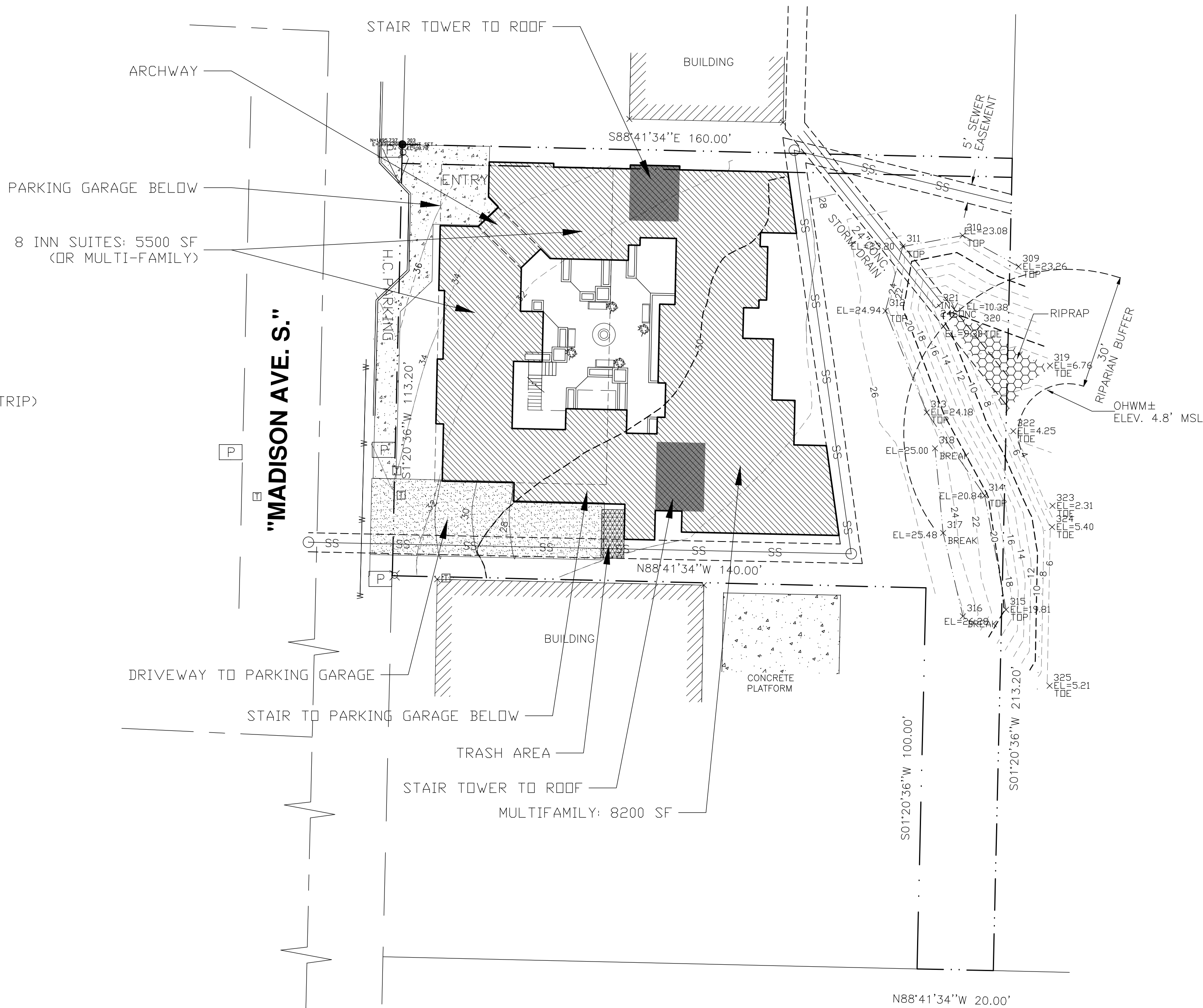
PARCEL B OF CITY OF WINSLOW SHORT PLAT (W-46) RECORDED UNDER AUDITOR'S FILE NO. 7801190137; THAT PORTION OF GOVERNMENT LOT 4, SECTION 26, TOWNSHIP 25 NORTH, RANGE 2 EAST, W.M., DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID GOVERNMENT LOT 4; THENCE S0°32'40" W ALONG THE WEST BOUNDARY OF SAID GOVERNMENT LOT 4; A DISTANCE OF 280.18 FEET; THENCE N89°30'E TO THE INTERSECTION OF THE EAST LINE OF MADISON STREET AND THE SOUTH LINE OF BJUNE DRIVE; THENCE S0°32'40" W 210.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE S0°32'40" W 113.20 FEET; THENCE S89°29'30" E 140.00 FEET; THENCE S0°32'40" W 100.00 FEET; THENCE S89°29'30" E 20.00 FEET; THENCE N0°32'40" E 213.20 FEET; THENCE N89°29'30" W 160.0 FEET TO THE POINT OF BEGINNING.

#### REFERENCES

STANDARD OIL 74-4168  
KING 86-8420  
MILLER 97-S2875  
LARSEN 98-S2986

#### LEGEND

---	PROPERTY LINE
---	ADJOINING PROPERTY LINE
---	RIGHT-OF-WAY
---	EDGE OF GRAVEL DRIVE
W W W	WATER LINE
---	CENTERLINE OF ROAD
---	TOE OF SLOPE
---	TOP OF SLOPE
---	CONTOUR LINE
○	SANITARY SEWER MAN HOLE
SS	SEWER LINE
---	EASEMENT
X	LIGHT POLE
□	TELEPHONE VAULT
P	POWER VAULT
●	SET 3/4" IRON PIPE YPC & 2"x2" STAKE



No.	Date	Description
	08.29.17	PRE-APPLICATION CONFERENCE
	10.27.17	PRE-APPLICATION CONFERENCE

OKCB  
MADISON AVE PROJECT

Project Drawn

Sheet Title

Sheet Number



# PHOTOGRAPHS



VIEW TO EAST, THROUGH PARCEL FROM MADISON AVE S



RAVINE SETTING OF MATURE TREES







PATH ALONG NORTHERN PROPERTY LINE



SOUTHERN VIEW THROUGH RAVINE







VIEW TO THE WEST; MADISON AVE S



SOUTHERN ADJACENT







NORTHERN ADJACENT



DENSE NOXIOUS, INVASIVE COVER. NOTE IVY TO MATURE TREES ON RIGHT







LANDWARD OF TOP-OF-SLOPE. VIEW TO THE SOUTH



VIEW FROM THE SOUTHEAST CORNER







IVY ESTABLISHED TO MATURE TREES ALONG TOP-OF-SLOPE







VIEW TO CMP



EASTERN SIDE OF RAVINE





BOND ESTIMATE WORKSHEET  
CKCB MADISON AVE DEVELOPMENT

5-Feb-18

PROJECT LOCATION:  
MADISON AVE S  
BAINBRIDGE ISLAND, WA 98110

BY: BGE ENVIRONMENTAL, LLC  
BREMERTON, WA 98310  
360.710.6066

PLANT MATERIALS					
Type	Unit Price	Unit	Quantity	Description	Cost
4" diameter		each			
1 gallon	\$11.00	each	23	E. huckleberry	\$253.00
	\$9.00	each	11	Oceanspray	\$99.00
	\$11.00	each	16	Salal	\$176.00
2 gallon					
5 gallon	\$20.00	each	3	Douglas fir	\$60.00
Stakes (cost/linear ft)		each			
Plugs (10 in <sup>3</sup> )		each			
Seed (lbs/sq ft)		LB			
				SUBTOTAL	\$588.00
INSTALLATION COSTS (LABOR, EQUIPMENT, & OVERHEAD)					
Type	Unit Price	Unit	Quantity	Description	Cost
Compost		CY			
Labor, area preparation	\$45.00	hr	20	invasive removal	\$900.00
Labor, landscaping	\$45.00	HR	6	plant installation	\$270.00
Labor, restoration specialist	\$80.00	HR	10	includes As-built	\$800.00
Operations, machinery (bulk)		day		as necessary	
Agroform, equivalent fertilizer	\$0.25	each	53		\$13.25
Mulch; straw, 2" deep		CY			
Mulch; wood chip, 2" deep	\$20.00	CY	8		\$160.00
Stabilizer; jute, waddle, etc		unit			
Turf Staples; biodegradable		1			
Irrigation; temporary		Acre			
				SUBTOTAL	\$2,143.25
MAINTENANCE & MONITORING					
	Unit Price	Unit	Quantity	Description	Cost
<b>Maintenance, annual</b>					
Less than 1,000 sq ft of buffer	\$350.00	each	8	Twice/year	\$2,800.00
Larger than 1,000 sq ft, but < 5,000 sq ft of buffer		each			
Larger than 5,000 sq ft buffer only		each			
<b>Monitoring, annual</b>					
Less than 1,000 sq ft of buffer	\$650.00	each	4	Once / year	\$2,600.00
Larger than 1,000 sq ft, but < 5,000 sq ft of buffer		each			
Larger than 1 acre but < 5 acres of buffer and/or wetland		day			
<b>Final Monitoring Report</b>	\$1,500.00	STD	1	Year 5	\$1,500.00

BGE18\_0110.BOND.jki

**TOTAL** \$12,362.50  
**BOND OF 150% OF TOTAL** \$18,543.75



## BGE ENVIRONMENTAL, LLC.

---

Wetland Consulting and Land Use Planning

MAIN OFFICE (MAIL):  
2102 BRASHEM AVE  
BREMERTON, WA 98310

BAINBRIDGE OFFICE:  
755 WINSLOW WAY EAST, SUITE 101  
BAINBRIDGE ISLAND, WA 98110

OFFICE: 360.710.6066  
[WWW.BGEENVIRONMENTAL.COM](http://WWW.BGEENVIRONMENTAL.COM)

**CITY OF BAINBRIDGE ISLAND**

**ENVIRONMENTAL (SEPA) CHECKLIST - UPDATED 2014**  
**FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE**  
**PENCIL WILL NOT BE ACCEPTED**



**PLEASE READ THE FOLLOWING CAREFULLY BEFORE FILLING OUT THE CHECKLIST**

**Purpose of checklist:**

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

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

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

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

**Instructions for Lead Agencies:**

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

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

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

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

FEB 28 2018

Planning and  
Community Development

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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

**A. background [help]**

1. Name of proposed project, if applicable: [help]

CKCB MADISON AVE. DEVELOPMENT

A

2. Name of applicant: [help]

CIHAN ANISOGLU

A

3. Address and phone number of applicant and contact person: [help]

PO BOX 10386, BAINBRIDGE ISL. WA 98110  
206 226 8313

A

4. Date checklist prepared: [help]

1/1/18

A

5. Agency requesting checklist: [help]

CITY OF BAINBRIDGE ISL.

A

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

CONSTRUCTION TO BEGIN SUMMER 2018  
1 YR CONSTRUCTION

A

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

NO

A

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

- SOIL TEST FOR CONTAMINANTS BY GEOTECH CONSULTANTS  
NOV. 15, 2002
- GEOTECH ENGINEERING STUDY-DEC. 4 2002
- PHASE 2 AMENDED REPORT DEC. 23 2011

A

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

NO

A



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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

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

COBI SITEPLAN REVIEW, SHORELINE SUBSTANTIAL  
DEVELOPMENT PERMIT, COBI BUILDING PERMIT

Shoreline Variance  
(for height)

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

10 UNIT MULTIFAMILY COURTYARD STYLE  
DEVELOPMENT W/ UNDER BUILDING PARKING

Public Trail  
(Waterfront Trail)

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

VACANT PARCEL OF LAND SOUTH OF 220 MADISON  
AVE. S, BAINBRIDGE ISL. WA 98110

TA#:  
262502-3-078-2006

**B. ENVIRONMENTAL ELEMENTS [help]**

**1. Earth**

a. General description of the site [help]

(circle one): Flat, rolling, hilly, steep slopes, mountainous,

RELATIVELY FLAT - GENTLE SLOPE ACROSS PROP.

Steep Slopes +  
Marine Bluff (east)

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

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ONLY

FOR STAFF USE

- b. What is the steepest slope on the site (approximate percent slope)? [help]  
100 % BUT LESS THAN 20' VERTICAL - JUST IN THE SHORELINE BUFFER
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]  
MEDIUM TO VERY DENSE SILTY SAND PER SOILS REPORT
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]  
No
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]  
EXCAVATION AREA: 10,000 SQ FT  
SOIL TO BE REMOVED:  $\approx$  800 CU YARDS
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]  
UNLIKELY
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]  
 $\approx$  10 000 SQ FT

A

A

A

A

Will be required to provide erosion control measures.

A

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

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ONLY

FOR STAFF USE

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

COVER EXCAVATED CUTS W/ POLY, STRAW BAILS/  
SILT FENCE @ LOW PORTIONS OF SITE

A

**2. Air**

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

EXHAUST EMISSIONS FROM VEHICLES, EXCAVATING  
EQUIP. MINIMAL

A

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

NO

A

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

NA

A

**3. Water**

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

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

INLET FROM EAGLE HARBOR

A



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

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ONLY

FOR STAFF USE

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

[help] PROPOSED PROJECT IS WITHIN 200 FEET  
OF INLET. BUT OUTSIDE OF BUFFER AREAS  
NO WORK OVER WATER

A

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

NONE

A

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

NO

A

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

NO

A

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

NO

A

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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

**b. Ground Water:**

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

NO

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

NA

**c. Water runoff (including stormwater):**

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

STORM WATER FROM ROOFS, COURTYARDS,  
DRIVEWAY WILL BE DIRECTED INTO COBI  
STORM SEWER SYSTEM.

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

NO

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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

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

NO

A

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

Will be required/  
conditioned by DE.

**4. Plants [help]**

a. Check the types of vegetation found on the site: [help]

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☐ crop or grain
- ☐ Orchards, vineyards or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☒ other types of vegetation

A

Blackberry Bushes  
cover the majority  
of the site.

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

INVASIVE PLANT MATERIAL (BLACKBERRY BUSHES)  
GRASSES, SHRUBS

A

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

NONE

A



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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

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

PROPOSED LANDSCAPING WILL BE URBAN LANDSCAPE  
MATERIALS PLANTED IN COURTYARD PLANTERS  
ALONG SIDEWALK AND 'BACK YARD' AREAS

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

BLACKBERRY BUSHES, IVY

A

Native trees + shrubs  
as mitigation

A

Scott's Broom

**5. Animals**

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

(birds): hawk, heron, eagle, songbirds, other: ROBIN, CROW  
mammals: deer, bear, elk, beaver, other:  
fish: bass, salmon, trout, herring, shellfish, other:

A

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

NONE

A

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

NO

A

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

NA

A

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

NONE

A

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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

**6. Energy and natural resources**

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

ELECTRIC, LP, SOLAR PANELS

ELEC. & SOLAR PANELS FOR HEAT.

A

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

If so, generally describe. [help]

NO

A

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

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

HIGH EFFICIENCY HEATERS, LED LIGHTING

A

**7. Environmental health**

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

NO

A

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

NONE

A

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

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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

vicinity.

NONE

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

LP TANKS

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

POLICE, FIRE, EMT

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

**b. Noise**

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

TRAFFIC, TRUCK DELIVERY, GARBAGE TRUCKS

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

- CONSTRUCTION NOISE DURING CONSTRUCTION  
- TRAFFIC (CARS PULLING IN & OUT OF PARKING GARAGE)

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

- CONSTRUCTION NOISE LIMITED TO HOURS OF OPERATION DICTATED BY COBI

**8. Land and shoreline use**

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



CITY OF BAINBRIDGE ISLAND  
ENVIRONMENTAL (SEPA) CHECKLIST

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

CURRENTLY SITE IS VACANT PARCEL - NEIGHBORING  
BUILDINGS HOUSE OFFICE/RETAIL USES.

A

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

A

NO

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

A

NO

- c. Describe any structures on the site. [help]

A

SEWER LINES, MANHOLES - OTHERWISE  
NO STRUCTURES

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

A

NO

- e. What is the current zoning classification of the site? [help]

A

CORE - MIXED USE TOWN CENTER

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

A

MIXED USE TOWN CENTER

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

A

URBAN

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

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

NO

Marine Bluff +  
Steep Slopes

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

14 - 22

A

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

NONE

A

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

NA

A

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

MEET ZONING & DESIGN GUIDELINES

A

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

NA

A

**9. Housing**

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

10 UNITS - MIDDLE/HIGH

A

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

NONE

A

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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

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

NA

A

**10. Aesthetics**

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

35' ABOVE AVE. GRADE - EXT. MATLS: STUCCO,  
METAL SIDING, BRICK

A

Shoreline Variance  
requested to increase  
height from 30' → 35'

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

VIEWS FROM THE NORTH LOOKING SOUTH &  
FROM ACROSS THE STREET LOOKING AT THE  
PROPERTY WOULD BE ALTERED

A

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

COMPATIBLE WITH OTHER BUILDING IN  
THE AREA

A

**11. Light and glare**

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

LIGHT FROM THE RESIDENCES AT NIGHT. SUN  
REFLECTION OFF OF SOME WINDOWS

A

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

NO

A

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

LIGHT FROM ADJ. BUILDINGS AT NIGHT, SUN  
REFLECTION OFF OF WINDOWS

A



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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

**12. Recreation**

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

PARKS, MARINAS, THEATERS NEARBY

A

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

NO

A

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

NA

A

Completion of a  
section of the  
Waterfront Trail.

**13. Historic and cultural preservation**

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

NO

A

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

NO

A

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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

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

NA

A

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

NA

A

**14. Transportation**

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

DRIVEWAY ACCESS TO MADISON AVE S.

A

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

YES - BUS, FERRY

A

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

ADD 14-15 PARKING SPACES

A

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

No

A

Some frontage improvements required.

CITY OF BAINBRIDGE ISLAND  
ENVIRONMENTAL (SEPA) CHECKLIST

LEFT COLUMN TO BE COMPLETED BY APPLICANT.  
ONLY

FOR STAFF USE

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

WASH ST. FERRY SERVICE

A within  
Walking Distance

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

TRAFFIC ENGINEER INDICATED THAT PROJECT  
WOULD GEN. 5 TRIPS PER HOUR, PEAK VOLUMES  
WOULD BE 52 TRIPS. NO COMMERCIAL  
VEHICLE EXCEPT 1/WEEK GARBAGE ANTICIPATED

A

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

NO

A

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

TRAFFIC IMPACT FEE

A

13. Public services

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

MINIMAL - ADDITION OF 10 RESIDENCES

A

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

NA

A



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

LEFT COLUMN TO BE COMPLETED BY APPLICANT.

FOR STAFF USE

**16. Utilities**

a. Circle utilities currently available at the site: [help]  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other STORM SEWER


A

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

- SANITARY & STORM SEWER CONNECTION - COBI
- ELECTRIC - PSE
- TELEPHONE / CABLE - CENTURY LINK / COMCAST
- GARBAGE - BAINBRIDGE DISPOSAL

**C. Signature [HELP]**

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

Signature: 

Name of signer CIHAN ANISOGLU

Position and Agency/Organization OWNER / ARCHITECT

Date Submitted 2.28.2018

CHECKLIST REVIEWED BY:

  
Project Manager, Department of Planning and Community Development

4. Decision Criteria. Pursuant to WAC [173-27-170](#) and [173-27-210](#) or their successors, the criteria below constitute the minimum criteria for review and approval of a shoreline variance permit:

a. Shoreline variance permits for development and/or uses that will be located landward of the ordinary high water mark (OHWM), and/or landward of any wetland, as defined in Chapter [16.12](#) BIMC, may be authorized, provided the applicant can demonstrate all of the following:

- i. The strict application of the bulk, dimensional or performance standards set forth in the applicable master program precludes, or significantly interferes with, reasonable use of the property;
- ii. The hardship described in subsection G.4.a.i of this section is specifically related to the property, and is the result of unique conditions such as irregular lot shape, size, or natural features and the application of the master program, and not, for example, from deed restrictions or the applicant's own actions;
- iii. The design of the project is compatible with other authorized uses within the area and with uses planned for the area under the comprehensive plan and shoreline master program and will not cause adverse impacts to the shoreline environment;
- iv. The variance will not constitute a grant of special privilege not enjoyed by the other properties in the area;
- v. The variance requested is the minimum necessary to afford relief; and
- vi. The public interest will suffer no substantial detrimental effect.



## **Response to the Decision Criteria**

In this development we are proposing to provide for the public waterfront trail across the east side of the property. This is a public benefit, which compromises the privacy for the two townhouses on the east of the property. This is a hardship unique to this particular piece of property, to the installation of a new segment of the waterfront trail, and the public exposure that the new trail will create. To mitigate that, we have designed private space on the roof of the building in rooftop decks. It is the desire of the owners of the two townhouses to provide handicapped access to the rooftop decks for themselves and future owners. The only way to do that is to provide an elevator/stair tower, which needs another 5 ft. of height to be able to go to this rooftop level. This is why we have applied for this variance. This variance for an extra 5 feet in height allowance is limited to the two elevator/stair towers in the two townhouses. The variance is not requested for the entire building – it represents approximately 5% of the roof area of the building proposed and would be a minimum impact to surrounding properties.

Request for a 5 foot height variance.

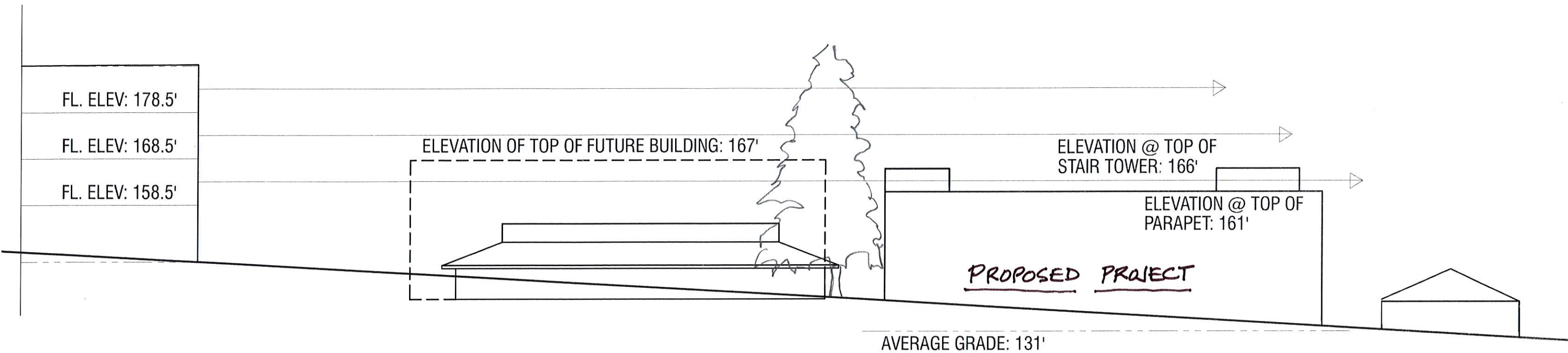
We are proposing a 10 unit building with two units in the back that face the ravine to the east. This would have been a very private back yard for these units and one that other similar developments have enjoyed. However the city is requiring a public path as close as 15-20 feet from the homes. Because of this requirement all privacy is lost. In order to mitigate this we decided to create a private rooftop deck for these units and in order to access them with stairs and an elevator we are requesting an additional 5 feet in height, from the base height of 30 feet to 35 feet – only for these stair towers.

It should be noted that although an additional 5 foot height variance could be requested for the entire building we are asking for a minimum amount - only 5% of the building footprint.

From the sidewalk at the north corner of the property this building is only 23 feet above the sidewalk, and the stair tower is set back into the middle of the building so it's impact is really minimal from the street.

I can understand that there are objections from owners in the Seabreeze Building. But there are some things that should be considered. First that building enjoyed a building height of 45 foot because it is right up against 200 foot to the shoreline, which puts them outside the shoreline jurisdiction. Second, most of the units will be able to look over the top of the stair tower, and those on the lower floor would be affected even with a 30 foot height. Also there is a piece of property between the two properties and the average grade for that building is more than 5 feet above the average grade for ours, so future development on that property even at 30 foot height limit will be higher than our stair towers.

As an additional benefit we have offered to not put any mechanical equipment on the roof. Looking out over finished terraces will be much more attractive than a roof full of equipment.



## RELATIVE ELEVATIONS ALONG MADIOSON AVE S.









Exhibit 16



## Design Review Board Design Guideline Checklist

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

☐ "Pre-App" Meeting Checklist

☐ "Post-App" Meeting Checklist

Project Name/Case #: CKCB MADISON AVE. DEVELOPMENT / PLN 50958 SPR, SSDP & SVAR

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

SITEPLAN REVIEW, SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT, SHORELINE VARIANCE

Project Description:

DEVELOPMENT OF A COURTYARD STYLE 10 UNIT RESIDENTIAL BLDG  
WITH UNDERBUILDING PARKING

Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
1. Parking Lot Location	To have parking lots be as visually unobtrusive as possible.	Parking lots should not front upon intersections. Parking lots should be located behind or to the side of buildings.	Parking is proposed underneath the building.	
2. Outdoor Open Spaces and Amenities	To establish, over time, a variety of open spaces within the town center	New development and redevelopment should provide facilities near or visible from the sidewalk for outdoor public use. Examples of such facilities include seating areas, courtyards, and small plaza spaces. Generally, the larger the development, the greater the number and size of such spaces. Furthermore, it is desirable to locate these spaces where they can receive sun and where they can easily be connected to adjacent concentrations of land use.	Outdoor seating is proposed in the expanded entry to the project.	

## Design Review Board Design Guideline Checklist

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

<b>3. Pedestrian Connections</b>	To create a network of safe, comfortable and attractive linkages for people on foot	New development and redevelopment should include pedestrian walkways, raised and/or separated from traffic lanes, that offer access from the public sidewalk to the main entrance to the building. (Locating a building entrance directly on the sidewalk satisfies this guideline.) In addition, connections to adjoining properties should be provided. Furthermore, within parking lots, there should be pedestrian walkways that allow people to traverse the lot without being forced to use vehicular aisles.	<b>The archway entrance to the interior courtyard provides this.</b>	
<b>4. Shielded Lighting</b>	To ensure that the source of lighting for parking, service and loading areas is not visible from neighboring development.	Freestanding light fixtures should not exceed 14' in height. All exterior lighting fixtures should incorporate cutoff shields to prevent spillover.	<b>All exterior lighting will comply with the outdoor lighting regulations in BIMC 18.15.040.</b>	
<b>5. Screen Service Areas</b>	To conceal loading, trash, and storage areas from view.	Trash containers should be enclosed on all sides with solid walls and gates. Loading docks, outdoor storage and staging areas should be screened with fencing and vegetation, such as evergreen hedges. Chain link fencing is not acceptable.	<b>Located along south side of building.</b>	
<b>6. Common Open Space</b>	To ensure that open spaces within a development containing dwelling units are truly usable by all residents.	While some portions of common open space may be dedicated to specific amenities such as pools and tennis courts, most of it should be designed in such a manner as to allow walking throughout the development, to any adjacent commercial or recreational areas, and to surrounding streets. Except for designated senior housing, some place for children to play should also be provided.	<b>Outdoor seating and interior courtyard.</b>	

## Design Review Board Design Guideline Checklist

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

<b>6a. Conceal Garage Doors</b>	To ensure that street frontages are not dominated by vehicular storage facilities.	Entrances to parking garages and structures should be from alleys, access lanes, or minor side streets, rather than from principal through streets. If access from a principal street is unavoidable, such access should be restricted to a single, two-way curb cut for each development.	<b>Located along south side of building.</b>	
<b>7. Overall Form</b>	To create visual continuity among buildings having potentially different styles.	Buildings should utilize elements such as massing, materials, windows, canopies, and pitched or terraced roof forms to create both a visually distinct “base” as well as a “cap”.	THESE ELEMENTS ARE INCORPORATED IN THE DESIGN	
<b>8. Entrances</b>	To make it apparent from the street where major entrances to buildings are located.	Principal entrances to buildings should be visually prominent and located within close proximity to the public sidewalk. Entrances should incorporate elements such as setbacks, recesses, balconies, porches, arches, trellises, or other architectural devices.	THE ARCHWAY ENTRANCE IS RECESSED BACK WITH AN ENLARGED ENTRY PLAZA	
<b>9. Conceal Mechanical Equipment</b>	To ensure that larger pieces of mechanical equipment are visually unobtrusive.	Rooftop mechanical equipment should be concealed by and integrated within the roof form of a building. Simply surrounding it with a parapet wall is not sufficient.	MECH EQUIP. WILL BE SCREENED FROM STREET AS WELL AS VIEW FROM RESIDENCES ABOVE	
<b>10. Structured Parking</b>	To diminish the visual impact of parking as viewed from streets.	Any level of parking contained within or under a structure that is visible from a public street shall fully screen the parking with either another use, a facade that incorporates artwork, or trees and other vegetation.	<b>Parking is proposed underneath the building.</b>	
<b>11. Encouraging Varied Details</b>	To ensure that denser types of housing include details that create a sense of human scale and that break down the bulk of larger buildings.	Buildings containing residential dwellings should incorporate most, if not all, of the following elements: <ul style="list-style-type: none"> <li>• Front porches or stoops</li> <li>• Bay windows or dormers</li> <li>• Visible trim around windows and building</li> </ul>	THE ELEMENTS ARE INCORPORATED IN THE DESIGN	

## Design Review Board Design Guideline Checklist

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

		corners <ul style="list-style-type: none"> <li>Base articulation, such as a plinth or first floor raised above grade</li> </ul>		
--	--	---	--	--

<b>12. Integration</b>	To ensure that signage is a part of the overall design approach to a project and not an afterthought.	The design of signs should be integrated with the architecture and site design of a project.	<b>The Residential nature of the project does not require signage.</b>	
<b>13. Creativity</b>	To encourage interesting and even unusual approaches to graphic design.	Signs should be expressive and even whimsical, exhibiting a graphic design approach to form and lighting. Standard, back-lighted, metal frame and plastic panel signs are discouraged.	<b>The Residential nature of the project does not require signage.</b>	
<b>14. Awning Signs</b>	To produce a visual effect that emphasizes buildings and vegetation, not advertising.	Signs painted on awnings are allowed, but awnings should not be internally illuminated.	<b>The Residential nature of the project does not require signage.</b>	

**Guidelines Requiring  
Action per DRB:**

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**DRB Summary Motion  
on Actions:**

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## **Design Review Board Design Guideline Checklist**

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



# Design Review Board Design Guideline Checklist

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

☐ "Pre-App" Meeting Checklist

☐ "Post-App" Meeting Checklist

Project Name/Case #: CKCB Madison Ave. Project

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

Pre-app

Project Description:

See the enclosed project description. Due to the conflict between the Shoreline Code and the Mixed Use Town Center zone, we are revising the application from Mixed Use – which is not allowed under the current Shoreline Code – to and 'All Residential ' project, which is allowed under both codes. The city is trying to rectify this conflict, which would allow 8 of the residential units to revert to 'Hotel' use. The design works either way.

Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
1.	To develop variation in façade treatment to provide visual interest.	Vary building materials or patterns to produce variations in texture.	Exposed steel structure, brick, stucco, dark metal siding and wood soffits in overhangs provides variation in materials.	
2.	To modulate the scale of building masses.	Building elevations shall be vertically modulated in no more than 20' increments or horizontally in no more than 30' increments. Modulation is defined as a change in plane or articulation (such as bands, cornices, setbacks or changes in	Building elevations to a large extent does this.	

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

		material).		
<b>Applicable Design Guidelines</b>				
<b>Design Guideline</b>	<b>Intent</b>	<b>Description</b>	<b>Applicant Response</b>	<b>DRB Action (Y/N)</b>
<b>3.</b>	To limit the visual impact of blank walls and facades and better assure aesthetic appeal.	Blank walls shall not be visible to public spaces. Blank facades should otherwise be limited to the back of buildings or where required by the building code. Treatments to alleviate blank walls shall be similar in materials to facades normally in view of the public.	<b>This is accomplished in the design</b>	
<b>4.</b>	To establish visually prominent ground floor facades.	The first floor of multi-storied buildings should be taller than upper floors. Minimum ceiling height should be at least 10' to allow transom or larger display windows. Other elements such as transom windows, canopies, cornices, and prominent entries are encouraged. First floor uses shall be pedestrian oriented and include substantial shop windows. Display windows on the first floor of retail and commercial buildings should be the predominant surface of the first floor.	<b>This project does not have commercial storefront so the 10 ft. ceiling height does not apply in this case. The all-residential units have 9' ceiling heights.</b>	
<b>5.</b>	To maintain pedestrian scale along facades facing public ways.	Facades facing public ways shall incorporate setbacks or articulation that establishes a pattern of bays or window openings. Facades shall include features such as display windows, columns or bays, recessed entries or canopies	<b>This project achieves much of this. Multiple entries do not apply with the use proposed.</b>	

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

		or other recesses. The use of a variety of materials at the sidewalk level is encouraged. Multiple building entrances are encouraged.		
<b>Applicable Design Guidelines</b>				
<b>Design Guideline</b>	<b>Intent</b>	<b>Description</b>	<b>Applicant Response</b>	<b>DRB Action (Y/N)</b>
<b>6.</b>	To maintain the pedestrian activities by encouraging continuous frontages along sidewalks.	Where parking fronts onto a public street, the maximum separation between buildings shall be 80 feet. Greater separations are permitted if landscape setbacks are increased or other design features such as low walls, trellises and public spaces are created along the street frontage.	<b>All parking is under the building.</b>	
<b>7.</b>	To reduce overall scale of the building into multiple building masses.	Facades over 128' in length shall be separated by pedestrian passage or open space. Passages should be at least 12' wide and two stories in height if covered. Façade setback should be expressed at the roof line by changes in plane. Passage should connect to public open space.	<b>Building is less than 128' long.</b>	
<b>8.</b>	To encourage the creation of public outdoor spaces.	Building setbacks may be increased for the creation of public outdoor seating areas. Entry alcoves and small outdoor spaces may be located between the building and the sidewalk.	<b>Outdoor seating is proposed in the expanded entry to the project.</b>	
<b>9.</b>	To soften the impact of the built environment.	Encourage public pedestrian passageways and vegetation between buildings.	<b>This is accomplished in the proposed design.</b>	

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

10.	To encourage compatibility of development with both community and neighborhood characteristics.	Building designs should respond to nearby buildings that meet the upgraded design standards by using shared elements, materials or massing.	The design is somewhat dictated by the low height limit in the shoreline zone - although the design might be described as 'Classic Modern' the wide range of designs in this neighborhood makes this complimentary to the overall neighborhood.	
<b>Applicable Design Guidelines</b>				
<b>Design Guideline</b>	<b>Design Guideline</b>	<b>Design Guideline</b>	<b>Design Guideline</b>	<b>Design Guideline</b>
11.	To minimize the intrusiveness of commercial signage.	Signage, corporate colors and other icons of the business may not dominate the exterior of the building. including canopies and separate outdoor structures covering activities associated with the business. Color should be used to express changes in detail or material but exterior building or structure colors may not be used as signs, or the extension of signs. When businesses are sold or tenants are changed, any sign modification shall trigger this requirement.	The Residential nature of the project does not require signage.	
12.	To improve the pedestrian environment around buildings and minimize curb cuts.	Where a drive through facility is allowed, drive throughs must be in conjunction with a parking lot that serves the same business, must be to the side or rear of the building and should not be visible from public streets. Drive throughs should consist of no more than a single vehicle lane.	NA	
13.	To provide pedestrian access to buildings.	Provide multiple entrances along streets. Pedestrian passageways are encouraged.	The archway entrance to the interior courtyard provides this.	

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

14.	To provide weather protection for pedestrians.	Recessed entries and/or overhead weather protection above the sidewalk entrances shall be used.	Although the archway provides some weather protection at the entrance to the courtyard, the residential use is incompatible with this requirement.	
15.	To maintain smaller scale commercial buildings.	Buildings in excess of a 10,000 square foot footprint should be visually split into two or more distinct elements.	NA	
<b>Applicable Design Guidelines</b>				
Design Guideline	Design Guideline	Design Guideline	Design Guideline	Design Guideline
16.	To reduce the visual impact of parking areas.	Create small parking clusters connected by vegetated landscaping and pedestrian walkways. Internal streets that connect or serve parking areas shall be designed as streets with sidewalks, planters and pedestrian scale lighting.	Parking is under the building so this is NA.	

**Guidelines Requiring  
Action per DRB:**

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**DRB Summary Motion  
on Actions:**

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Call to Order (Attendance, Agenda, Ethics)  
Review & Approve Minutes  
Bainbridge Island Child Care Center  
CKCB Madison Avenue Development  
New/Old Business  
Adjourn

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**Call to Order (Attendance, Agenda, Ethics)**

Chair Alan Grainger called the meeting to order at 2:03 pm. Design Review Board (DRB) members in attendance were Alan Grainger, Jim McNett, Joe Dunstan and Jason Wilkinson. Chris Gutsche and Peter Perry were absent and excused. Council member Ron Peltier was present. Planning Commission members in attendance were Kim McCormick Osmond, Jon Quitslund and Bill Chester. City staff in attendance were David Greetham Senior Planner, Christy Carr Senior Planner, Olivia Sontag Planner and Administrative Specialist Carla Lundgren who recorded the meeting and prepared minutes.

**Review & Approve Minutes**

**Motion:** I move to approve the April 2, 2018 minutes.

**Wilkenson/Dunstan:** Motion passed 4-0.

**Bainbridge Island Child Care Center**

**Project Manager:** David Greetham, Senior Planner

DRB recommendation:

- Discuss intention with neighbors of property at earliest convenience
- Sidewalk down driveway to separate from driveway
- Use landscaping to create boundaries for an outside play area
- Incorporate environmental learning through design
- Awareness of potential increased cost in separation of vehicle and pedestrian areas, as well as, a fenced/contained outdoor play area

**CKCB Madison Avenue Development ([PLN50958 SPR/SSDP/SVAR](#))**

**Project Manager:** Olivia Sontag, Planner

DRB Recommendation: *\*Condition of recommendation*

- Green Screen over brick for ivy to grow up to protect the mortar
- Consideration for a lift or elevator from basement parking to units
- Look into the Fair Housing Act and how the project meets the requirements\*

- Move bedroom window on lower level over to the right so the bed isn't right up against the window and create more of a secluded area for the bed\*
- Check the grade next to the handicap parking spot
- More street trees in front of the blank walls
- Prepare a landscape plan for DRB review\*
- Add additional windows to the master bedroom of the southeast facing the harbor\*
- Discuss with neighboring property if you can move the handicap parking spot more north
- Paint color to be more creamy than white
- Confirm code requirement for square footage vs. number of exits required
- Bring color and building material samples for DRB review before project is built\*

**Public Comment:** Charles Schmid asked about impact on the waterfront trail.

**Motion:** I recommend approval with the stated conditions and additional review of building materials and landscape site plan prior to permitting.

**Grainger/Wilkenson:** 4-0

#### **Design Standards and Subdivision Review Process**

Christy Carr, Senior Planner (*Discussion Only*)

#### **New/Old Business**

Chair, Alan Grainger, began a discussion on the absence of DRB member, Chris Gutsche for the past five consecutive meetings with no communication regarding the reason(s) for the absences. Mr. Grainger revealed that the City Code states that after three consecutive absences from any DRB member can be cause for removal from the DRB.

**Motion:** I move that Chris Gutsche be removed from the Design Review Board and for his vacancy to be posted for the remainder of his term.

**Grainger/Wilkenson:** Motion passed 4-0.

#### **Adjourn**

The meeting adjourned at 4:56pm.

Approved by:



Alan Grainger, Chair



Carla Lundgren, Administrative Specialist





CITY OF  
BAINBRIDGE ISLAND

**CITY OF BAINBRIDGE ISLAND  
DESIGN REVIEW BOARD – SPECIAL MEETING  
April 23, 2018**

**PLEASE PRINT**

**Join  
ListServ  
Yes/No**

Name	Affiliation	Phone/ E-Mail	Join ListServ Yes/No
MAN GRANGER	DRB		
JOE DUNSTAN	DRB		
JASON WILKINSON	DRB		
BRIAN KILLY	BI Review	editor@bainbridgereview.com	
David Greenham	COBI-PCD	dgreenham@bainbridge.wa.gov	
JAMES MURPHY	DRB		
CHARLIE SCHMIDT	ABC		
Ron Peltier	City Council	r.peltier@bainbridge.wa.gov	
Rebecca Hodge	BICCC	accounts@biccc.org	NO
PATRICK BANKS	COATES DESIGN	PATRICK@COATESDESIGN.COM	
Shelley Long	BICCC	slong@biccc.org	
MATTHEW COATES	COATES DESIGN	matthew@coatesdesign.com	Yes.
Olivia Sontag	COBI-PCD		
CIHAN ANISOGLU	CKCB MADISON AVE	CIHAN@ANISOGLU.COM	
Jon Quitslund	Planning Comm.	jonquitslund@patt.net	Yes - already
BILL CHESTER	" "	bill@chescoarchitecture.com	
Kim McCormick Osmond	Planning Commission	Kimberly.mccormick.osmond@cobicommunity.com	Yes - already
		Cobi committee email	

ONATHAN DAUER  
ARCHITECT

ARCHITECT

charlie@wennauschirder.com

## Olivia Sontag

---

**From:** David Freeburg  
**Sent:** Wednesday, July 11, 2018 9:04 PM  
**To:** Shannon Glass; Olivia Sontag  
**Cc:** Chris Hammer  
**Subject:** Re: Waterfront Trail / Madison Ave development

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Olivia, here's the final language approved the committee, which will be reflected in our July minutes:

The Committee voted 6-0 to recommend City Staff require the owner of Parcel B of the City of Winslow Short Plat W-46 fulfill its duty to provide public access under the Shoreline Management Plan, including visual access to the shoreline and completion of the Waterfront Trail, in the following ways:

(a) one easement providing pedestrian access to the public from north to south along and across the full length of the property's eastern boundary; (b) a second easement providing pedestrian access to the public from east to west along and across the southern edge of the proposed building; (c) construction of a public trail in the first easement, connecting to existing segments of the Waterfront Trail and extending to the maximum length deemed feasible by City Staff; and (d) instillation of wayfinding signage noting the public's ongoing right to access across both easements.

thanks for all of your hard work on this!

---

**From:** Shannon Glass  
**Sent:** Monday, July 9, 2018 11:36:36 AM  
**To:** Olivia Sontag; David Freeburg  
**Cc:** Chris Hammer  
**Subject:** Re: Waterfront Trail / Madison Ave development

Hi Olivia,

I understood that David Freeburg met was scheduled to meet on site with the interested parties on Saturday, June 23, which would inform further MTAC review. I've copied him here in case he wants to weigh in. Thanks!

Shannon

Shannon Glass, PLA

---

**From:** Olivia Sontag  
**Sent:** Thursday, July 5, 2018 12:01:01 PM  
**To:** Shannon Glass

**Cc:** Chris Hammer

**Subject:** RE: MTAC development review proposals - please provide by COB Fri 7/6

Hi Shannon,

The CKCB Madison Avenue Development (PLN50958 SPR/SSDP/SVAR) needs review and recommendations from MTAC. At the meeting on June 13, you indicated that additional documentation would be helpful for MTAC review. In addition to the site plans provided for the last meeting, what else would you like to see?



**Olivia Sontag**

City Planner

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---

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206.780.3760 (office) 206.780.0955 (fax)

---

**From:** Shannon Glass

**Sent:** Monday, July 2, 2018 11:40 AM

**To:** Ellen Fairleigh <[efairleigh@bainbridgewa.gov](mailto:efairleigh@bainbridgewa.gov)>; Ann Hillier <[ahillier@bainbridgewa.gov](mailto:ahillier@bainbridgewa.gov)>; Olivia Sontag <[osontag@bainbridgewa.gov](mailto:osontag@bainbridgewa.gov)>

**Cc:** Chris Hammer <[chammer@bainbridgewa.gov](mailto:chammer@bainbridgewa.gov)>

**Subject:** MTAC development review proposals - please provide by COB Fri 7/6

Hi Ellen, Ann, and Olivia,

If you have any projects needing MTAC review this month, please send them to me by COB this Friday, July 6.  
Thanks!

Shannon

Shannon Glass, PLA



---

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure  
REVIEW OF MINUTES – January 10, 2019  
PUBLIC COMMENT – Accept public comment on off agenda items  
CKCB MADISON SPR AND SSDP – Recommendation  
SUBDIVISION STANDARDS – Study Session  
NEW/OLD BUSINESS  
ADJOURN

---

**CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure**

Chair William Chester called the meeting to order at 7:00 PM. Commissioners in attendance were Kimberly McCormick Osmond, J. Mack Pearl, Jon Quitslund and Don Doman. Lisa Macchio was absent and excused. City Staff present were Planning Director Gary Christensen, Long Range Senior Planner Christy Carr, Planner Olivia Sontag and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

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

**REVIEW OF MINUTES – January 10, 2019**

**Motion: I move approval of the minutes for the January 10 meeting. Approval of the minutes as distributed.**

**Quitslund/Doman: Passed Unanimously**

**PUBLIC COMMENT – Accept public comment on off agenda items**

None.

**CKCB MADISON SPR, SSDP and SVAR – Recommendation**

Planner Olivia Sontag presented the project for review.

Public Comment

**Holden Wittington, Citizen** – Spoke about height limits and asked the Commissioners to be very responsible and look at the codes carefully. He also mentioned a Madrona tree at the south end of the property.

**Charles Schmid, Citizen** – Spoke against lowering the buffer from 65 feet to 25 feet and in favor of the waterfront trail.

**John Kist, Citizen** – Spoke against the height variance.

**Ed Aleks, Citizen** – Spoke against the height variance.

**Jonathan Davis, Citizen** – Spoke about the hardships the site had overall and in favor of the height variance.

**Motion: I move that we not support the shoreline variance as presented to us.**

**(Commissioner McCormick Osmond amended to add) The reasons that I think we would not support granting the height variance are because Decision Criteria 1 and 2 have not been met and potentially Decision Criteria 6 which is that the public interest will suffer no substantial detrimental effect.**

**Quitslund and McCormick Osmond/Pearl: Passed 3-2 (Chester, Doman)**

**Motion: We move to recommend approval of the project as reflected in the Staff Report subject to the amendments we have proposed for Conditions 3, 19, 27 and 44 and we further recommend that the height variance be denied based on a lack of, be denied because Decision Criteria 1, 2 and 6 have not been met.**

**McCormick Osmond/Quitslund: Passed Unanimously**

Planning Director Gary Christensen made a statement saying he would defer the decision on this project to a Staff member as he was a resident of the neighboring condominium.

#### **SUBDIVISION STANDARDS – Study Session**

Moved to the next meeting agenda.

#### **NEW/OLD BUSINESS**

Mr. Christensen provided a look at the future Planning Commission schedule and update on City Council actions.

#### **ADJOURN**

The meeting was adjourned at 9:10 PM.

Approved by:

---

William Chester, Chair

---

Jane Rasely, Administrative Specialist



## MEMO

**Date:** March 19, 2018

**To:** Olivia Sontag, Planning Department

**From:** Assistant Chief Luke Carpenter, Fire Marshal

**Re:** CKCB

PLN50958SPR

The submittal has been reviewed resulting in the following comments:

1. The proposed project shall comply with all provisions of the adopted Fire Code.
2. Fire flow is required for this project. Fire flow shall be not less than 1500 gpm as provided by the City of Bainbridge Island.
3. Fire sprinklers are required for this project.
- 4.

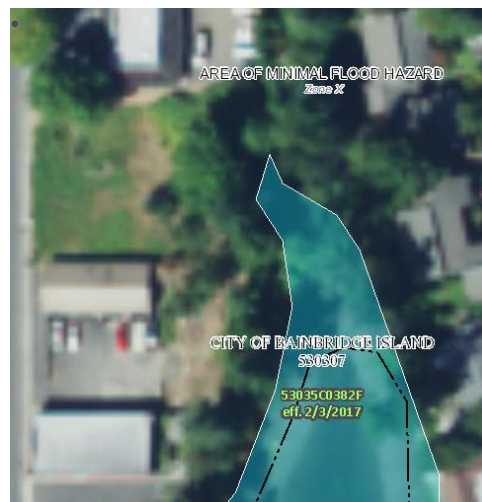
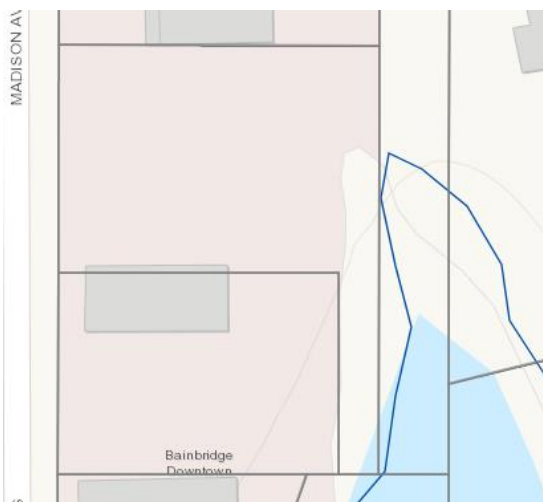
PLN50958 SPR

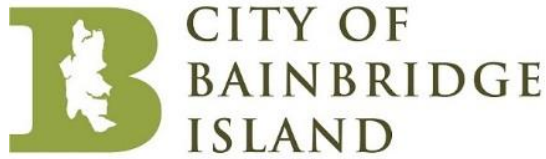
Comments from Building Official

01-17-2019

The Building Official has the following comments related to this project; this list is not all-inclusive as a complete plan review package has not been submitted.

1. The project shall comply with the provisions of the 2015 International Codes as currently adopted by the City of Bainbridge Island per the Bainbridge Island Municipal Code (BIMC) Chapter 15.04 and shall include any State of Washington Amendments.
2. The project shall comply with the provisions of the 2015 International building Code, Chapter 11 and ANSI 117.1-2009 for disabled access compliance.
3. A soils report is required for this project which shall address soils conditions and all foundation and building design criteria per the International Building Code and State of WA Code Amendments. The Soils and Structural Engineer shall coordinate design criteria for all structures for submittal and submit a complete design analysis and recommendations at time of plans examination.
4. Flood Zone AE 13 exists on or in the area of this project. An analysis of the elevations relative to the Base Flood Elevation of 14' shall be provided. Should it be discovered that the project area is within the flood hazard area; FEMA compliance and compliance with the BIMC for flood damage protection may be required. (ref attached pics):





## DEPARTMENT OF PUBLIC WORKS – ENGINEERING

### MEMORANDUM

Date: February 7, 2019  
To: Olivia Sontag, Planner, Planning and Comm. Development  
From: Peter Corelis, P.E., Development Engineer  
Subject: PLN50958 SPR – CKCB

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#### **Project Description:**

The proposal is to develop a vacant waterfront parcel in the Winslow core with a 10-unit multifamily building. The subject parcel is identified by tax id 2625023078-2006 and is located on Madison Avenue South in the City of Bainbridge Island (COBI).

#### **Comments:**

1. The project is part of an application that was first reviewed at the City before October 1<sup>st</sup>, 2017. Therefore, the project is exempt from the Site Assessment Review (SAR) process for subsequent building permits as part of this proposal.
2. Development of the site will require non-motorized improvements as shown on the Non-Motorized Transportation Plan Map D: Winslow System Plan (Minimum Standards) in the adopted Islandwide Transportation Plan. A 6-foot wide connecting path per the City of Bainbridge Island Design and Construction Standards and Specifications (DCSS) standard drawing DWG. 8-360 shall be constructed along the water front side of the project for the full width of the lot to the southern most portion of the flag as terrain and trees allow. A 20-foot wide public trail easement shall be granted to the City centered on the trail construction. Any boardwalk proposed in lieu of the standard connecting pathway shall not be placed over the existing sewer line or easement.
3. The project shall re-construct frontage improvements disturbed during construction consistent with the standard road section for an urban collector roadway per DWG. 7-030. A 3-foot planter strip adjacent to the back of curb may be installed at the back of a minimum 5-foot wide walk so as to maintain streetscape corridor consistency. Right-of-way (ROW) dedication along the full lot frontage of the property from the existing property line to a straight line at the back of the furthest portion of sidewalk resulting from the construction of on-street parallel parking stalls
4. A 5-foot wide Right-of-Way (ROW) dedication to the City along the full frontage width is required to meet the minimum road standard, or, a ROW dedication of the strip of land resulting from



construction of on-street parallel parking stalls described by a line running along the back of walk projected along the full lot width, whichever is greater.

5. Minor development within the buffer for a marine bluff is allowed for trails. The geotechnical report should demonstrate that trail construction would result in no impact to the slope stability below the acceptable levels.
6. With the submittal of the building permit, the applicant shall provide Step Forms 1 & 2: Construction in a Geologically Hazardous Area.
7. Prior to the certificate of occupancy for the structure, the applicant shall provide the City with Step Form 3: Certification for Final Inspection.
8. The site plan review/conditional use permit application shall demonstrate how storm water shall be handled in conformance with current BIMC 15.20 regulations.
9. An outfall for a direct-discharge of stormwater to Eagle Harbor is allowed where no other alternative exists. The project should attempt to connect to the storm drain system in Madison Avenue where feasible to avoid further shoreline impacts.
10. The easement serving the sewer main through the parcel is a substandard width of 5 feet. The City's standard utility easement width is 20 feet. The applicant shall dedicate an additional 15 feet of sewer easement on the eastern side of the existing easement (waterward and away from the buildings), and provide a total minimum width of 15 feet along the southern lot line to provide adequate setback from the edge of the sewer main to the proposed structure foundation walls (stairwell structure) and superstructure to avoid disturbance during construction.
11. The 15/20-foot sanitary sewer main easement shall remain wholly unobstructed for purposes of access, maintenance, repairs, replacement, etc. No permanent structures or trash enclosures that would interfere with the City's easement rights shall be constructed over the easement. Building roof eaves, overhangs, footings, etc. that encroach into the easement shall be evaluated so as not to impact the ability to operate heavy construction equipment, including excavators, lifts, backhoes, etc. Please submit a section drawing(s) showing any encroachments into the easement for evaluation.
12. With the submittal of the building permit, the applicant shall demonstrate how storm water will be handled in conformance with current BIMC 15.20 regulations. An outfall for a direct-discharge of stormwater to Eagle Harbor is allowed where no other alternative exists. The project should attempt to connect to the existing Multiple Separate Storm Sewer System (MS4) in Madison Avenue or to the 24" culvert located to the northeast where feasible to avoid further shoreline impacts.
13. Low impact development for stormwater should be incorporated into the site to the maximum extent feasible.

## Olivia Sontag

---

**From:** Peter Corelis  
**Sent:** Thursday, February 7, 2019 12:55 PM  
**To:** Olivia Sontag  
**Subject:** FW: 18485 - Rerun of Slope Stability Analyses - Anisoglu

---

**From:** Steve Siebert <[ssiebert@aesgeo.com](mailto:ssiebert@aesgeo.com)>  
**Sent:** Tuesday, January 15, 2019 9:34 AM  
**To:** Peter Corelis <[pcorelis@bainbridgewa.gov](mailto:pcorelis@bainbridgewa.gov)>  
**Subject:** RE: 18485 - Rerun of Slope Stability Analyses - Anisoglu

Peter,

We have reviewed the additional seismic stability analysis using the increased PGA and find it to be acceptable. No other concerns.

Thanks,  
Steve

Stephen A. Siebert, P.E. | Associate Geotechnical Engineer



[ssiebert@aesgeo.com](mailto:ssiebert@aesgeo.com) | [www.aesgeo.com](http://www.aesgeo.com)

Associated Earth Sciences, Inc.

911 5<sup>th</sup> Avenue | Kirkland, Washington 98033

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**From:** Peter Corelis <[pcorelis@bainbridgewa.gov](mailto:pcorelis@bainbridgewa.gov)>  
**Sent:** Monday, January 14, 2019 8:22 AM  
**To:** Steve Siebert <[ssiebert@aesgeo.com](mailto:ssiebert@aesgeo.com)>  
**Subject:** FW: 18485 - Rerun of Slope Stability Analyses - Anisoglu

Steve,

Attached is a rerun of the seismic slope stability analysis for CKCB. Please review and provide and comments or closing remarks.

Regards,



PETER CORELIS, P.E.

Development Engineer

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206.780.3759

---

**From:** Geotech <[geotech@geotechnw.com](mailto:geotech@geotechnw.com)>

**Sent:** Monday, January 14, 2019 8:07 AM

**To:** [cihan@anisoglu.com](mailto:cihan@anisoglu.com)

**Cc:** Peter Corelis <[pcorelis@bainbridgewa.gov](mailto:pcorelis@bainbridgewa.gov)>; Marc McGinnis <[marcm@geotechnw.com](mailto:marcm@geotechnw.com)>; Geotech <[geotech@geotechnw.com](mailto:geotech@geotechnw.com)>

**Subject:** 18485 - Rerun of Slope Stability Analyses - Anisoglu

Attached is the Rerun of Slope Stability Analyses for the project located at **230 Madison Avenue South, Bainbridge Island.**

Please do not hesitate to contact us with any questions.

Thank you,

**Kalindi Gutierrez**

*Office Administrator*

*Geotech Consultants, Inc.*

*2401 – 10<sup>th</sup> Avenue E*

*Seattle, WA 98102*

*425-747-5618*

## Olivia Sontag

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**From:** Marc McGinnis <marcm@geotechnw.com>  
**Sent:** Wednesday, January 9, 2019 5:25 PM  
**To:** Peter Corelis  
**Cc:** cihan anisoglu; Mike Michael; Olivia Sontag  
**Subject:** Re: CKCB (Anisoglu) Geotechnical Review

Peter,

Thank you for explaining the City's position, even though i don't agree with it. In glacially-consolidated soils, or even competent granular soils, the geotechnical consensus has been that while soil strain will occur in a large earthquake, the deformation will not be sufficient to cause a soil strength loss.

That said, we will rerun the analysis using the higher peak ground acceration.

If I could make a suggestion, because the City has taken an interpretation that is not consistent with typical local practice, it would be nice if this requirement was clearly specified in the Code, so that work doesn't have to be redone.

Thank you.

Marc McGinnis  
Geotech Consultants, Inc.  
(425) 260-1116  
Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

**From:** Peter Corelis <pcorelis@bainbridgewa.gov>  
**Date:** 1/9/19 4:04 PM (GMT-08:00)  
**To:** Marc McGinnis <marcm@geotechnw.com>  
**Cc:** cihan anisoglu <cihan@anisoglu.com>, Mike Michael <mmichael@bainbridgewa.gov>, Olivia Sontag <osontag@bainbridgewa.gov>  
**Subject:** CKCB (Anisoglu) Geotechnical Review

Hello Marc,

My name is Peter Corelis and I am the development engineer for the City of Bainbridge Island performing the review of Mr. Anisoglu's project – CKCB – here in lower Winslow for which you wrote the geotechnical report. Thank you for your response to the third-party reviewer's comments. Your responses make sense and I understand your position on the seismic pseudo-static analysis of the slope. I have come across many reports utilizing the  $MCE_R$  and removal of the 1.5 FS by taking the design acceleration to be 2/3rds the maximum and then using the customary  $\frac{1}{2}$  to get the seismic coefficient yielding a 0.2g such as is the case of the analysis for Mr. Anisoglu's property.

Dating back a few years the City started looking at the IBC provisions and gravitated towards utilizing the  $PGA_M$  for the  $MCE_G$  prescribed in ASCE 7 section 11.8.3. The policy decision was based on the City's interpretation of the code that the maximum considered earthquake (geometric mean peak ground acceleration) is used as the standard evaluation of,

among other things, soil-related issues and that slope failure is a form of strained-induced soil strength loss, not strength loss of a structure covered by the risk-targeted earthquake events per se. As such, development on the island has been required to meet the seismic slope stability analysis standards using the more conservative result.

While I fully appreciate your position and recognizing the IBC is not crystal clear that the slope instability is to be analyzed in this fashion, the City requests that an additional run be computed utilizing equation 11.8-1 and Fig. 22-9. If nothing else, evaluating the project in this matter puts it on a level playing field with so many other steep slope buffer reductions that have been granted on the island.

Thank you're your time in addressing this issue. My hope is that the building site is really dictated by the location of the City's sanitary sewer line and easement and not the results of the slope stability analysis, but we must be sure.

Respectfully,



**PETER CORELIS, P.E.**

Development Engineer

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206.780.3759



January 14, 2019

JN 18485

Cihan Anisoglu  
P.O. Box 10386  
Bainbridge Island, Washington 98110  
via email: [cihan@anisoglu.com](mailto:cihan@anisoglu.com)

Subject: **Rerun of Slope Stability Analyses**  
Proposed New Multi-Family Building  
230 Madison Avenue South  
Bainbridge Island, Washington

Dear Mr. Anisoglu:

In their January 9, 2019 email, the City of Bainbridge Island communicated to us that they require slope stability analyses to be conducted using a seismic peak ground acceleration equivalent to that of the 1-in-2,475-year earthquake, also known as the Maximum Considered Earthquake (MCE). Unfortunately, this is not stated in Bainbridge Island Code. The typical practice in the Pacific Northwest has been to utilize a 1-in-500-year seismic event for slope stability analyses, and that is what we used for our October 17, 2018 *Critical Area Report*. Our rationale for the use of the 1-in-500-year seismic ground motion was discussed in our December 26, 2018 *Response to Geotechnical Review Documents* letter.

In order to satisfy the City's requirements, we reran the stability analyses for the steep slope on the eastern side of the site using the substantial stronger ground motion for the MCE. From the USGS website, we determined the peak ground acceleration for the MCE to be 0.6g, as opposed to 0.4g for the 1-in-500-year event. Even using this extremely high peak ground acceleration, we determined that the proposed building would still be situated outside of a critical failure surface having a safety factor of 1.1. This is depicted on the attached copies of the slope stability results.

As discussed in our previous reports, the foundations of the new building will be supported on dense to very dense glacial till, which will protect the structure from any shallow failures during static or seismic events, even during an extremely unlikely MCE event. Also, this will prevent the building from surcharging the steep eastern slope.

Please contact us if you have any questions regarding this letter.

Respectfully submitted,

GEOTECH CONSULTANTS, INC.

Marc R. McGinnis, P.E.  
Principal

Attachments:

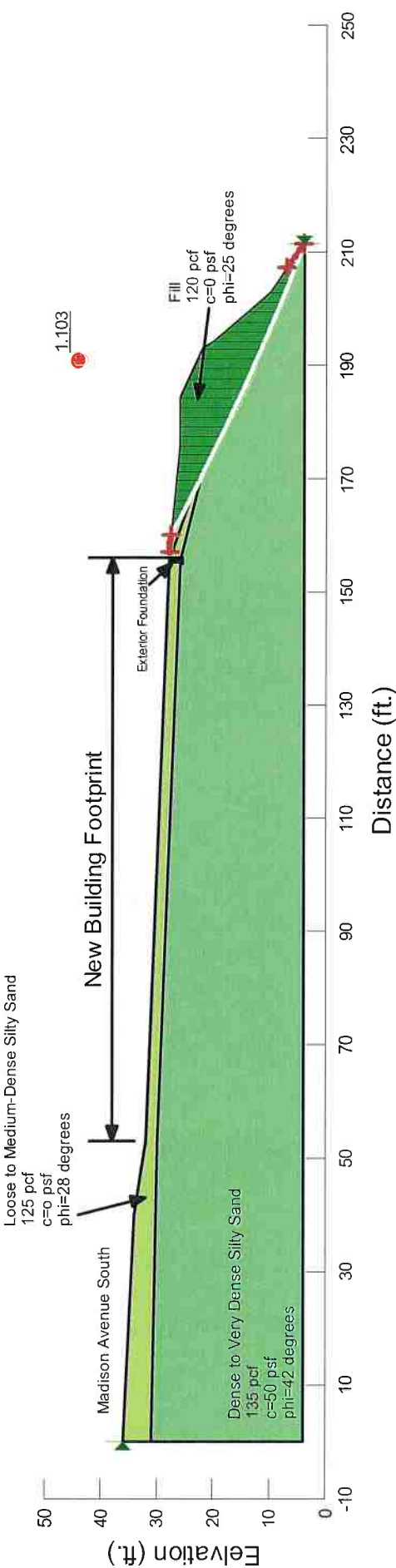
- Slope Stability Analyses

cc: **City of Bainbridge Island** – Peter Corelis  
via email: [pcorelis@bainbridgewa.gov](mailto:pcorelis@bainbridgewa.gov)



01/14/19

18485 - Cihan Anisoglu  
Seismic  
PGAm=0.6g



# Seismic

Report generated using GeoStudio 2012. Copyright © 1991-2015 GEO-SLOPE International Ltd.

## File Information

File Version: 8.15  
Title: 18485 Cihan Slope Stability  
Created By: Matt McGinnis  
Last Edited By: Matt McGinnis  
Revision Number: 16  
Date: 1/11/2019  
Time: 10:55:07 AM  
Tool Version: 8.15.4.11512  
File Name: 18485 Slope stability - Existing with New Building Overlay.gsz  
Directory: S:\2018 Jobs\18485 Anisoglu (MRM)\  
Last Solved Date: 1/11/2019  
Last Solved Time: 10:55:09 AM

## Project Settings

Length(L) Units: Feet  
Time(t) Units: Seconds  
Force(F) Units: Pounds  
Pressure(p) Units: psf  
Strength Units: psf  
Unit Weight of Water: 62.4 pcf  
View: 2D  
Element Thickness: 1

## Analysis Settings

### Seismic

Kind: SLOPE/W  
Method: Morgenstern-Price  
Settings  
    Side Function  
        Interslice force function option: Half-Sine  
    PWP Conditions Source: (none)  
Slip Surface  
    Direction of movement: Left to Right  
    Use Passive Mode: No  
    Slip Surface Option: Entry and Exit  
    Critical slip surfaces saved: 1  
    Resisting Side Maximum Convex Angle: 1 °  
    Driving Side Maximum Convex Angle: 5 °  
    Optimize Critical Slip Surface Location: No  
Tension Crack  
    Tension Crack Option: (none)  
F of S Distribution  
    F of S Calculation Option: Constant

**Advanced**

Number of Slices: 30

F of S Tolerance: 0.001

Minimum Slip Surface Depth: 0.1 ft

Search Method: Root Finder

Tolerable difference between starting and converged F of S: 3

Maximum iterations to calculate converged lambda: 20

Max Absolute Lambda: 2

## Materials

**Fill**

Model: Mohr-Coulomb

Unit Weight: 120 pcf

Cohesion': 0 psf

Phi': 25 °

Phi-B: 0 °

**Loose to Medium-Dense Silty Sand**

Model: Mohr-Coulomb

Unit Weight: 125 pcf

Cohesion': 0 psf

Phi': 28 °

Phi-B: 0 °

**Dense to Very Dense Silty Sand**

Model: Mohr-Coulomb

Unit Weight: 135 pcf

Cohesion': 50 psf

Phi': 42 °

Phi-B: 0 °

## Slip Surface Entry and Exit

Left Projection: Range

Left-Zone Left Coordinate: (157, 27.8607) ft

Left-Zone Right Coordinate: (160, 27.56219) ft

Left-Zone Increment: 4

Right Projection: Range

Right-Zone Left Coordinate: (207.1, 7) ft

Right-Zone Right Coordinate: (211.4, 4) ft

Right-Zone Increment: 4

Radius Increments: 4

## Slip Surface Limits

Left Coordinate: (0, 36) ft

Right Coordinate: (211.4, 4) ft

## Seismic Coefficients

Horz Seismic Coef.: 0.3

## Points

	X (ft)	Y (ft)
Point 1	0	36
Point 2	40	34
Point 3	52.8	32
Point 4	155.6	28
Point 5	175.7	26
Point 6	184.2	26
Point 7	192.8	22
Point 8	194.2	20
Point 9	202.8	10
Point 10	211.4	4
Point 11	0	4
Point 12	155.6	26
Point 13	155.6	20
Point 14	175.7	21
Point 15	175.6	15
Point 16	52.8	30
Point 17	52.8	23.5
Point 18	4	4
Point 19	0	31

## Regions

	Material	Points	Area (ft <sup>2</sup> )
Region 1	Dense to Very Dense Silty Sand	18,10,9,8,14,12,16,19,11	4,684
Region 2	Loose to Medium-Dense Silty Sand	1,2,3,4,14,12,16,19	437.7
Region 3	Fill	4,5,6,7,8,14	127.8

## Current Slip Surface

Slip Surface: 121

F of S: 1.103

Volume: 289.47693 ft<sup>3</sup>

Weight: 37,218.67 lbs

Resisting Moment: 12,407,893 lbs-ft

Activating Moment: 11,248,175 lbs-ft

Resisting Force: 25,641.507 lbs

Activating Force: 23,261.431 lbs

F of S Rank (Analysis): 1 of 125 slip surfaces

F of S Rank (Query): 1 of 125 slip surfaces

Exit: (211.4, 4) ft

Entry: (160, 27.562189) ft

Radius: 441.05848 ft

Center: (369.11598, 415.89592) ft

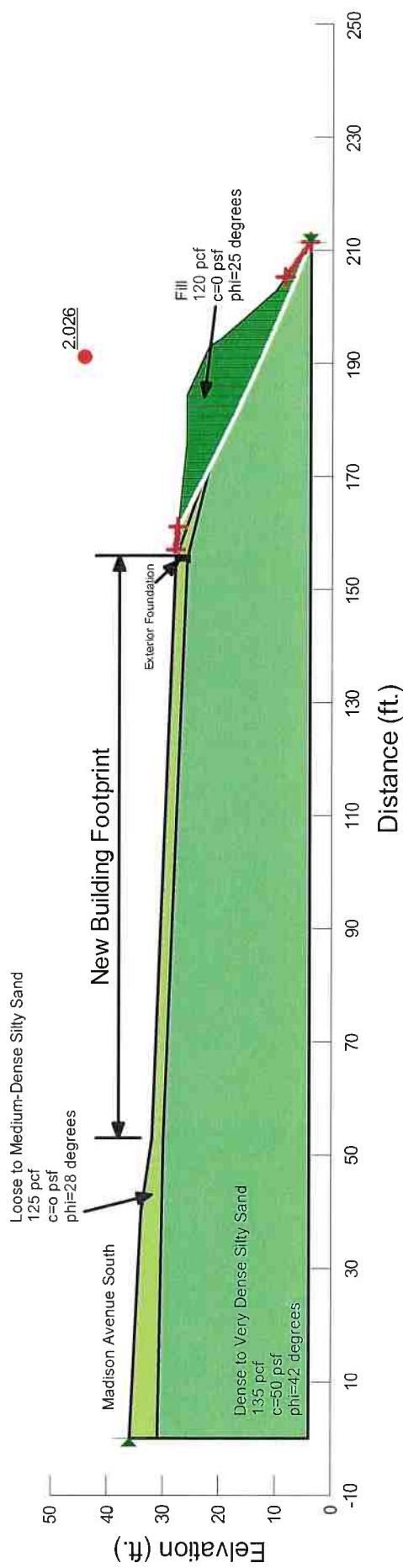
## Slip Slices

	X (ft)	Y (ft)	PWP	Base Normal Stress	Frictional Strength	Cohesive Strength
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			(psf)	(psf)	(psf)	(psf)
Slice 1	160.7591	27.155326	0	30.454249	14.20105	0
Slice 2	162.27731	26.345404	0	83.709712	39.03448	0
Slice 3	163.79551	25.543068	0	126.24482	58.868925	0
Slice 4	165.31372	24.74827	0	159.42901	74.342967	0
Slice 5	166.98008	23.884933	0	189.45256	100.73372	0
Slice 6	168.79459	22.954597	0	214.83896	114.2319	0
Slice 7	170.45162	22.113817	0	297.90694	268.23661	50
Slice 8	171.95115	21.360867	0	348.77801	314.04114	50
Slice 9	173.45069	20.615039	0	399.34521	359.57204	50
Slice 10	174.95023	19.876294	0	450.27678	405.43103	50
Slice 11	176.55	19.096184	0	513.86712	462.68803	50
Slice 12	178.25	18.275664	0	591.33725	532.44245	50
Slice 13	179.95	17.464086	0	672.51297	605.5334	50
Slice 14	181.65	16.661397	0	758.69093	683.12838	50
Slice 15	183.35	15.867544	0	850.78049	766.04619	50
Slice 16	185.06	15.077906	0	919.09413	827.55607	50
Slice 17	186.78	14.292536	0	961.42095	865.66732	50
Slice 18	188.5	13.516051	0	1,004.916	904.83045	50
Slice 19	190.22	12.7484	0	1,046.5992	942.36219	50
Slice 20	191.94	11.989533	0	1,083.4203	975.51603	50
Slice 21	193.5	11.308445	0	1,053.6162	948.68025	50
Slice 22	195.06	10.635239	0	951.73756	856.94835	50
Slice 23	196.78	9.9008258	0	833.76563	750.72595	50
Slice 24	198.5	9.175012	0	702.4877	632.52276	50
Slice 25	200.22	8.4577522	0	560.66678	504.82664	50
Slice 26	201.94	7.7490011	0	411.69197	370.68912	50
Slice 27	203.66	7.0487147	0	299.83898	269.97623	50
Slice 28	205.38	6.3568494	0	228.23697	205.50549	50
Slice 29	207.1	5.6733627	0	157.41894	141.74065	50
Slice 30	208.82	4.9982126	0	87.997228	79.23306	50
Slice 31	210.54	4.3313583	0	20.137675	18.132044	50

18485 - Cihan Anisoglu  
Static



# Static

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## File Information

File Version: 8.15  
Title: 18485 Cihan Slope Stability  
Created By: Matt McGinnis  
Last Edited By: Matt McGinnis  
Revision Number: 16  
Date: 1/11/2019  
Time: 10:55:07 AM  
Tool Version: 8.15.4.11512  
File Name: 18485 Slope stability - Existing with New Building Overlay.gsz  
Directory: S:\2018 Jobs\18485 Anisoglu (MRM)\  
Last Solved Date: 1/11/2019  
Last Solved Time: 10:55:09 AM

## Project Settings

Length(L) Units: Feet  
Time(t) Units: Seconds  
Force(F) Units: Pounds  
Pressure(p) Units: psf  
Strength Units: psf  
Unit Weight of Water: 62.4 pcf  
View: 2D  
Element Thickness: 1

## Analysis Settings

### Static

Kind: SLOPE/W  
Method: Morgenstern-Price  
Settings  
    Side Function  
        Interslice force function option: Half-Sine  
    PWP Conditions Source: (none)  
Slip Surface  
    Direction of movement: Left to Right  
    Use Passive Mode: No  
    Slip Surface Option: Entry and Exit  
    Critical slip surfaces saved: 1  
    Resisting Side Maximum Convex Angle: 1 °  
    Driving Side Maximum Convex Angle: 5 °  
    Optimize Critical Slip Surface Location: No  
Tension Crack  
    Tension Crack Option: (none)  
F of S Distribution  
    F of S Calculation Option: Constant

**Advanced**

Number of Slices: 30

F of S Tolerance: 0.001

Minimum Slip Surface Depth: 0.1 ft

Search Method: Root Finder

Tolerable difference between starting and converged F of S: 3

Maximum iterations to calculate converged lambda: 20

Max Absolute Lambda: 2

## Materials

### Fill

Model: Mohr-Coulomb

Unit Weight: 120 pcf

Cohesion': 0 psf

Phi': 25 °

Phi-B: 0 °

### Loose to Medium-Dense Silty Sand

Model: Mohr-Coulomb

Unit Weight: 125 pcf

Cohesion': 0 psf

Phi': 28 °

Phi-B: 0 °

### Dense to Very Dense Silty Sand

Model: Mohr-Coulomb

Unit Weight: 135 pcf

Cohesion': 50 psf

Phi': 42 °

Phi-B: 0 °

## Slip Surface Entry and Exit

Left Projection: Range

Left-Zone Left Coordinate: (157, 27.8607) ft

Left-Zone Right Coordinate: (161, 27.46269) ft

Left-Zone Increment: 4

Right Projection: Range

Right-Zone Left Coordinate: (205.12103, 8.38068) ft

Right-Zone Right Coordinate: (211.4, 4) ft

Right-Zone Increment: 4

Radius Increments: 4

## Slip Surface Limits

Left Coordinate: (0, 36) ft

Right Coordinate: (211.4, 4) ft

## Seismic Coefficients

Horz Seismic Coef.: 0

## Points

	X (ft)	Y (ft)
Point 1	0	36
Point 2	40	34
Point 3	52.8	32
Point 4	155.6	28
Point 5	175.7	26
Point 6	184.2	26
Point 7	192.8	22
Point 8	194.2	20
Point 9	202.8	10
Point 10	211.4	4
Point 11	0	4
Point 12	155.6	26
Point 13	155.6	20
Point 14	175.7	21
Point 15	175.6	15
Point 16	52.8	30
Point 17	52.8	23.5
Point 18	4	4
Point 19	0	31

## Regions

	Material	Points	Area (ft <sup>2</sup> )
Region 1	Dense to Very Dense Silty Sand	18,10,9,8,14,12,16,19,11	4,684
Region 2	Loose to Medium-Dense Silty Sand	1,2,3,4,14,12,16,19	437.7
Region 3	Fill	4,5,6,7,8,14	127.8

## Current Slip Surface

Slip Surface: 121

F of S: 2.026

Volume: 278.89994 ft<sup>3</sup>

Weight: 35,843.121 lbs

Resisting Moment: 13,337,873 lbs-ft

Activating Moment: 6,582,325.3 lbs-ft

Resisting Force: 27,746.636 lbs

Activating Force: 13,693.425 lbs

F of S Rank (Analysis): 1 of 125 slip surfaces

F of S Rank (Query): 1 of 125 slip surfaces

Exit: (211.4, 4) ft

Entry: (161, 27.462687) ft

Radius: 436.45839 ft

Center: (370.02839, 410.61156) ft

## Slip Slices

	X (ft)	Y (ft)	PWP	Base Normal Stress	Frictional Strength	Cohesive Strength
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			(psf)	(psf)	(psf)	(psf)
Slice 1	161.90697	26.970663	0	42.088854	19.626355	0
Slice 2	163.72092	25.992144	0	122.98332	57.348063	0
Slice 3	165.53487	25.024642	0	199.20298	92.889876	0
Slice 4	167.34881	24.068074	0	271.54644	126.62418	0
Slice 5	168.94657	23.233937	0	331.34245	176.17791	0
Slice 6	170.32814	22.519904	0	384.25627	204.31268	0
Slice 7	171.7991	21.766719	0	430.9531	388.03191	50
Slice 8	173.35946	20.975196	0	498.75063	449.07708	50
Slice 9	174.91982	20.191514	0	566.16707	509.77912	50
Slice 10	176.55	19.381269	0	646.7708	582.35505	50
Slice 11	178.25	18.545136	0	740.73675	666.96237	50
Slice 12	179.95	17.718138	0	834.66871	751.53909	50
Slice 13	181.65	16.900217	0	928.62969	836.14193	50
Slice 14	183.35	16.091318	0	1,022.6298	920.78	50
Slice 15	185.06	15.286731	0	1,077.8843	970.53142	50
Slice 16	186.78	14.486508	0	1,093.7598	984.82579	50
Slice 17	188.5	13.695352	0	1,108.6181	998.20425	50
Slice 18	190.22	12.913208	0	1,122.2402	1,010.4696	50
Slice 19	191.94	12.140024	0	1,134.4054	1,021.4232	50
Slice 20	193.5	11.446095	0	1,076.3536	969.15317	50
Slice 21	195.06	10.760202	0	943.73297	849.74098	50
Slice 22	196.78	10.011954	0	804.56444	724.43308	50
Slice 23	198.5	9.2724719	0	662.49293	596.51132	50
Slice 24	200.22	8.5417078	0	517.70827	466.14662	50
Slice 25	201.94	7.8196141	0	370.48349	333.58483	50
Slice 26	203.66	7.1061445	0	267.10414	240.50165	50
Slice 27	205.38	6.4012531	0	208.04005	187.32011	50
Slice 28	207.1	5.7048951	0	147.57133	132.87382	50
Slice 29	208.82	5.0170267	0	85.916451	77.35952	50
Slice 30	210.54	4.3376047	0	23.29957	20.979027	50

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## NOTICE OF INTENT TO REDUCE THE MINIMUM BUFFER IN A LANDSLIDE HAZARD AREA

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The following application was noticed on June 8, 2018 with a 30 day comment period. All comments submitted regarding this application are still in effect. This Notice of Intent is required when proposing to reduce the minimum buffer in a landslide hazard area pursuant to BIMC 16.12.060.K.4.a.ii.

**Date of Issuance:** January 11, 2019  
**Project Name:** CKCB Madison Avenue Development  
**Project Number:** PLN50958 SPR/SSDP/SVAR  
**Project Type:** Site Plan and Design Review (SPR), Shoreline Substantial Development Permit (SSDP), Shoreline Variance (SVAR)  
**Owner:** CKCB Madison Avenue Development, LLC  
**Project Site Address:** (no site address) Madison Avenue S  
**Tax Parcel Number:** 262502-3-078-2006

**Project Description:** Proposal to develop a courtyard style 10-unit residential building with parking underneath. A 50-foot buffer from the top of the landslide hazard plus a 15-foot building setback are required. The applicant is proposing to reduce this buffer to 10-feet with a building setback of 15-feet, the minimum allowed per BIMC 16.12.060.K.5.c.i.(A). The proposal has been sent out for Third-Party Geotechnical Review to ensure that the buffer reduction will not reduce the level of protection to the proposed development, adjacent properties, and other associated critical areas.

Project also includes frontage improvements, completion of a segment of the waterfront trail, and request for a height increase for two stair towers to provide access to the rooftop.

**Environmental Review:** This proposal is subject to review under the State Environmental Policy Act (SEPA) pursuant to WAC 197-11-800 and was noticed with a SEPA comment period on June 8, 2018.

The City will not take a final action on the proposal for 21 days from the date of this notice. Any person may comment on the proposal. Comments must be submitted no later than 4:00 p.m. on **February 4, 2019**.

**If you have any questions, contact:**  
**Olivia Sontag**  
City of Bainbridge Island  
280 Madison Ave North  
Bainbridge Island, WA 98110  
206-780-3760 or [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov)



Owner	Mailing Address	Mailing City	Mailing	Mailing Zip
5789 LLC	1620 E HIGHLAND DR	SEATTLE	WA	98112
ALEKS EDMUND M TRUSTEE	123 BJUNE DR SE APT 401	BAINBRIDGE ISLAND	WA	98110
ANISOGLU CIHAN & DOROTHY M	PO BOX 10386	BAINBRIDGE ISLAND	WA	98110
BAINBRIDGE ISLAND WATERFRONT LLC	PO BOX 7455	BONNEY LAKE	WA	98391-0948
BAKER NEIL J	240 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
BARKER ROGER L	2916 44TH AVE SE	ALBANY	OR	97321
BCLUNE PROPERTY LLC	PO BOX 11736	BAINBRIDGE ISLAND	WA	98110
BELL CAROL H	175 PARFITT WAY SW UNIT NR	BAINBRIDGE ISLAND	WA	98110
BELLAMY EARL J	156 HALL BROTHERS LOOP UNIT 102	BAINBRIDGE ISLAND	WA	98110
BOUR ERIN JENNIFER FERGUSON	2362 BOYER AVE E	SEATTLE	WA	98112
BOWEN DEVELOPMENT CO	560 WOOD AVE	WINSLOW	WA	98110
BREWER THOMAS J & VIRGINIA L	5895 NE TOLO RD	BAINBRIDGE ISLAND	WA	98110
BROOKES CHRISTOPHER & JANET	123 BJUNE DR SE UNIT 205	BAINBRIDGE ISLAND	WA	98110
BURNETT WILLIAM G & VIVIAN L	PO BOX 3021	INCLINE VILLAGE	NV	89450
CAMPBELL THOMAS & SUSAN	PO BOX 386	GRATON	CA	95444
CAREY JAMES A & JOYCE E	1903 21ST AVE E	SEATTLE	WA	98112
CARMINE FAMILY TRUST	7001 SEAVIEW AVE NW STE 160-636	SEATTLE	WA	98117
CARROLL CAROLE R	3226 10TH AVE W	SEATTLE	WA	98119
CARTWRIGHT JOHN M & MARY ANN	207 PARFITT WAY SW UNIT 1A	BAINBRIDGE ISLAND	WA	98110
CARVETH LYNNE CHRISTINE	17905 3RD AVE NW	SHORELINE	WA	98177
CASEY & COOK INC	11021 WING POINT WAY NE	BAINBRIDGE ISLAND	WA	98110
CHANCE NEIL J & JANET S TRUSTEES	3601 S 284TH PL	AUBURN	WA	98001
CHANDLER ANNE O	PO BOX 366	PORT GAMBLE	WA	98364
CKCB MADISON AVENUE DEVELOPMENT LLC	826 ORANGE AVE STE 484	CORONADO	CA	92118-2619
CLARK JEFF M & BONNY G TRUSTEES	1766 SUSAN PL	BAINBRIDGE ISLAND	WA	98110
CROKER THOMAS R & LUANNE	9600 MILLER RD NE	BAINBRIDGE ISLAND	WA	98110
CUNNINGHAM FRANK L & CHERRY A	265 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
DANIEL WM	200 W HIGHLAND DR UNIT 102	SEATTLE	WA	98119
DELMONTE JAMES R	ONE KOKEE PL	HONOLULU	HI	96825
DENORMANDIE ROBERT & BARBARA	9690 BUCSIT LN NE	BAINBRIDGE ISLAND	WA	98110
DOCK ST BLDG CO LLC	PO BOX 11496	BAINBRIDGE ISLAND	WA	98110-5496
DOHERTY NEIL & CLARKE CAROLINE	234 PARFITT WAY SW	BAINBRIDGE ISLAND	WA	98110-2530
DOROW AL	1607 2ND AVE N	SEATTLE	WA	98109

January 11, 2019

Owner	Mailing Address	Mailing City	Mailing	Mailing Zip
DOWN JACOB W	PO BOX 11428	BAINBRIDGE ISLAND	WA	98110
DOWN NORMAN J & LISA W	PO BOX 11197	BAINBRIDGE ISLAND	WA	98110
DOWN RACHEL W	PO BOX 11197	BAINBRIDGE ISLAND	WA	98110
DULL GRANT L & MITCHELL NINA M	255 SHANNON DR UNIT 102	BAINBRIDGE ISLAND	WA	98110
DUNSTAN JOSEPH C & BILLIE J	8809 NE NEW LONDON CT	BAINBRIDGE ISLAND	WA	98110
EAGLE HARBOR CONG CHURCH	105 WINSLOW WAY W	WINSLOW	WA	98110-2511
EAGLE HARBOR COTTAGES LLC	PO BOX 10028	BAINBRIDGE ISLAND	WA	98110
EAGLE HARBOR MOORINGS LLC	13353 STONEBRIDGE LN NE	BAINBRIDGE ISLAND	WA	98110
EAST WINSLOW PROPERTIES LLC	207 LUDLOW BAY RD	PORT LUDLOW	WA	98365-8729
ECKINGER ALLAN & TECHLIN JODY	3220 SOUTH SHORE DR APT 23 C	PUNTA GORDA	FL	33955
EDDY JOHN W II & CONSTANCE T	6439 CRYSTAL SPRINGS DR NE	BAINBRIDGE ISLAND	WA	98110
EDGEWOOD VILLA ASSOCIATES	16400 SE 48TH CT	BELLEVUE	WA	98006-5823
FABERT KEN	10531 MANITOU BEACH DR NE	BAINBRIDGE ISLAND	WA	98110
FELDMANN ROBERT K & DIERDRE	41-21 20TH AVE	ASTORIA	NY	11105
FENNER RONALD P & CAROL J	5690 NE WILD CHERRY LN	BAINBRIDGE ISLAND	WA	98110
FINCH PLACE PARTNERS LLC	3924 CRYSTAL SPRINGS DR NE	BAINBRIDGE ISLAND	WA	98110-2076
FOXGLOVE	76211 VIA UZZANO ST	INDIAN WELLS	CA	92210
FRANZ & MITCHELL LLC	255 SHANNON DR SE UNIT 101	BAINBRIDGE ISLAND	WA	98110
FROTHINGHAM PHYLLIS	3 PROSPECT ST	SOUTH DARTMOUTH	MA	02748-3412
GACE LANGLEY R	11711 OLYMPIC TERRACE AVE	BAINBRIDGE ISLAND	WA	98110
GERLACH MARCUS & SUZANNE	579 STETSON PL SW	BAINBRIDGE ISLAND	WA	98110
GIBBONS ANTHONY P & JULIE A	261 MADISON AVE S STE 102	BAINBRIDGE ISLAND	WA	98110
GOLDFINCH LLC	10584 NE COUNTRY CLUB RD	BAINBRIDGE ISLAND	WA	98110-2347
GOSSAGE KRISTIN & CHARLES TRUSTEES	8136 ENTRADA DE LUZ E	SAN DIEGO	CA	92127
GREEN SPOT INVESTMENTS LLC	9466 GREEN SPOT PL NE	BAINBRIDGE ISLAND	WA	98110
GROSS EARL & NANCY	15728 CEDAR GROVE RD NE	POULSBO	WA	98370
HAMMOND PAMELA	207 PARFITT WAY SW UNIT 1B	BAINBRIDGE ISLAND	WA	98110
HEBARD DON W	13681 MANZANITA RD NE	BAINBRIDGE ISLAND	WA	98110
HELMS DAVID & GEER JULIE	19689 7TH AVE NE UNIT 101	POULSBO	WA	98370
HEYS P & L	267 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
IKON INVESTMENTS INC	PO BOX 10066	BAINBRIDGE ISLAND	WA	98110-0066
JAMES BRENDA & DARREN	9423 CAPSTAN DR	BAINBRIDGE ISLAND	WA	98110
JAY JOHN M	8211 NE BLAKELY CT W	BAINBRIDGE IS	WA	98110

January 11, 2019

Owner	Mailing Address	Mailing City	Mailing	Mailing Zip
JPMORGAN CHASE BANK	PO BOX 35605	DALLAS	TX	75235-0605
KELLOGG KENYON P & CAROLYN JO	5609 CRYSTAL SPRINGS DR NE	BAINBRIDGE ISLAND	WA	98110
KIST JOHN K	PO BOX 10704	BAINBRIDGE ISLAND	WA	98110
KITSAP COUNTY CONSOLIDATED HOUSING AUTHORITY	2244 NW BUCKLIN HILL RD	SILVERDALE	WA	98383-8303
KNAPP BILL & BARBARA	15086 SIVERTSON RD NE	BAINBRIDGE ISLAND	WA	98110
KORTEN DAVID C & FRANCES F TRUSTEES	123 BJUNE DR SE APT 303	BAINBRIDGE ISLAND	WA	98110
KRAFT TEDD & KATHLEEN TRUSTEES	16744 AGATE PT RD NE	BAINBRIDGE ISLAND	WA	98110
KROGER FRED T & ROBBIN C	PO BOX 11063	PIEDMONT	CA	94611
KUSHNER EDWARD & KAREN	8554 NE GORDON DR	BAINBRIDGE ISLAND	WA	98110-3003
LANDWEER JAMES R & SHIRLEY E	6748 WING POINT RD NE	BAINBRIDGE ISLAND	WA	98110
LAPINSKI JOHN & ANJALI	204 ROBERTS RD	ARDMORE	PA	19003
LAUTER DAVID & LYNNE	14026 RIVIERA PL NE	SEATTLE	WA	98125
LEGAN RONALD J & JENNIFER L	1074 HIGH SCHOOL RD NE	BAINBRIDGE ISLAND	WA	98110
LEWIS ELIZABETH M & EDWIN R	PO BOX 11589	BAINBRIDGE ISLAND	WA	98110
LILLE DANSER LLC	871 WYATT WAY NW	BAINBRIDGE ISLAND	WA	98110
LINDSLEY THOMAS R & JUDITH L TRUSTEES	7611 NE BAY HILL RD	BAINBRIDGE ISLAND	WA	98110
LINDSTRUM A L & T B	3058 PLEASANT BEACH DR	BAINBRIDGE ISLAND	WA	98110
LOVERICH GARY F & ELIZABETH J	8775 FLETCHER BAY RD NE	BAINBRIDGE ISLAND	WA	98110
LUNDIN LLOYD	218 WOOD AVE SW	BAINBRIDGE ISLAND	WA	98110-2522
LYONS JOANNA	77 SOLANO SQUARE #198	BENICIA	CA	94510
MACK ROBERT B TRUSTEE	11752 ARROW POINT DR NE	BAINBRIDGE ISLAND	WA	98110
MACLAY BRUCE	PO BOX 10958	BAINBRIDGE ISLAND	WA	98110
MADISON AVENUE BI LLC	7484 MADRONA DR NE	BAINBRIDGE ISLAND	WA	98110
MADISON AVENUE DEVELOPMENT INC	2930 WESTLAKE AVE N STE 300	SEATTLE	WA	98109-1968
MADISON AVENUE RETIREMENT CTR	285 MADISON AVE S	BAINBRIDGE ISLAND	WA	98110
MAGANA BRIAN R & JANET A	15281 HARVEY RD NE	BAINBRIDGE ISLAND	WA	98110
MAGNUSON GREGG E & SHARON	7750 BERGMAN RD	BAINBRIDGE ISLAND	WA	98110-1291
MAHONEY RICHARD L & HARTMAN LOIS L TRUSTEES	1850 BEANS BIGHT RD NE	BAINBRIDGE ISLAND	WA	98110
MALBON A SIDNEY	2431 AVIS COURT	SIGNAL HILL	CA	90755
MCCRARY WINSLOW PROPERTIES LLC	19136 VIKING WAY NW	POULSBO	WA	98370
MCKNIGHT PHILIP K JR & SANDRA N	207 PARFITT WAY SW UNIT 3	BAINBRIDGE ISLAND	WA	98110
MCQUERRY DENNIS L & MAUREEN S	82 THOMAS ST	RICHLAND	WA	99354
MERRILL M CRAIG & HELEN	PO BOX 11792	BAINBRIDGE ISLAND	WA	98110



January 11, 2019

Owner	Mailing Address	Mailing City	Mailing	Mailing Zip
MEYDENBAUER BAY YACHT CLUB	PO BOX 863	BELLEVUE	WA	98009
MITCHELL MARILYN BASKERVILLE	255 SHANNON DR SE 101	BAINBRIDGE ISLAND	WA	98110
MOORE RONALD R & SUSAN W	7394 MADRONA DR NE	BAINBRIDGE ISLAND	WA	98110
MOORE THOMAS A	120 SADIE LN NW	BAINBRIDGE ISLAND	WA	98110
MOORINGS AT WHARFSIDE OWNERS ASSOC	911 HILDEBRAND LN NE STE 102	BAINBRIDGE ISLAND	WA	98110-2824
MORTENSEN KIRK	6782 WING POINT RD NE	BAINBRIDGE ISLAND	WA	98110
MOULUN RENEE	9416 SW 4TH AVE	PORTLAND	OR	97219
NECE JOHN G	6801 31ST AVE NE	SEATTLE	WA	98115
NICOL THOMAS S & EILEEN A	9780 NE MURDEN COVE DR	BAINBRIDGE ISLAND	WA	98110
OCONNOR BRUCE & JANET	2021 1ST AVE G6	SEATTLE	WA	98121
OLD MILL PLACE PROPERTIES LLC	16304 EUCLID AVE NE	BAINBRIDGE ISLAND	WA	98110-1189
OLD MILL PLACE PROPERTIES LLC	PO BOX 10220	BAINBRIDGE ISLAND	WA	98110-0220
ORTENDAHL VELMA	PO BOX 8174	PORT ORCHARD	WA	98366
PBSC LLC	197 PARFITT WAY SW STE 120	BAINBRIDGE ISLAND	WA	98110
PEGASUS BUILDING LLC	127 PARFITT WAY SW	BAINBRIDGE ISLAND	WA	98110
PHILLIPS JEFFREY W & MARGARET	15117 KOMEDAL RD	BAINBRIDGE ISLAND	WA	98110
PONICSAN DARRYN & CECILIA TEES	PO BOX 1322	SONOMA	CA	95476
PRICE WILLIAM B & SHARON R	8699 NE TRIPLE CROWN DR	BAINBRIDGE ISLAND	WA	98110
QUAY BAINBRIDGE LLC	901 HILDEBRAND LN NE UNIT 102	BAINBRIDGE ISLAND	WA	98110-2826
QUEEN CITY YACHT CLUB	2608 BOYER E	SEATTLE	WA	98102-3958
RABINOWITZ ADAM & ELIZABETH	9566 MANDUS OLSON RD NE	BAINBRIDGE ISLAND	WA	98110
RAINE MARK & LEAH C	PO BOX 6484	KETCHIKAN	AK	99901
REGAN BRIAN J	8 BOSTON ST UNIT 1	SEATTLE	WA	98109
Resident	101 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	123 BJUNE DR SE	BAINBRIDGE ISLAND	WA	98110
Resident	124 Bjune Dr SE	Bainbridge Island	WA	98110
Resident	125 PARFITT WAY SW	BAINBRIDGE ISLAND	WA	98110
Resident	133 Parfitt Way SW	Bainbridge Island	WA	98110
Resident	145 FINCH PL SW	BAINBRIDGE ISLAND	WA	98110
Resident	151 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	155 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	175 PARFITT WAY SW	BAINBRIDGE ISLAND	WA	98110
Resident	181 WINSLOW WAY E	Bainbridge Island	WA	98110

PLN50958 SPR/SSDP/SVAR CKCB Madison Ave Development  
January 11, 2019

Owner	Mailing Address	Mailing City	Mailing	Mailing Zip
Resident	191 Winslow Way W	Bainbridge Island	WA	98110
Resident	215 FINCH PL SW	Bainbridge Island	WA	98110
Resident	220 MADISON AVE S	Bainbridge Island	WA	98110
Resident	220 PARFITT WAY SW	BAINBRIDGE ISLAND	WA	98110
Resident	231 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	233 MADISON AVE S	BAINBRIDGE ISLAND	WA	98110
Resident	249 WINSLOW WAY E	BAINBRIDGE ISLAND	WA	98110
Resident	251 WINSLOW WAY W	BAINBRIDGE ISLAND	WA	98110
Resident	265 Brien Dr SE	Bainbridge Island	WA	98110
Resident	265 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
Resident	270 Madison Ave S	BAINBRIDGE ISLAND	WA	98110
Resident	271 BJUNE DR SE	BAINBRIDGE ISLAND	WA	98110
Resident	287 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
Resident	289 Shannon Dr SE	Bainbridge Island	WA	98110
Resident	301 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
Resident	310 Madison Ave S	Bainbridge Island	WA	98110
Resident	330 Madison Ave S	Bainbridge Island	WA	98110
Resident	403 Madison Ave S	BAINBRIDGE ISLAND	WA	98110
REVELEY THOMAS L & EVELYN TEITA TRUSTEES	9466 GREEN SPOT PL NE	BAINBRIDGE ISLAND	WA	98110
RODRIGUEZ MICHAEL	500 WEST ROY ST STE 408	SEATTLE	WA	98119
ROSS JERI J TRUSTEE	PO BOX 10755	BAINBRIDGE ISLAND	WA	98110
ROSS WILLIAM B	PO BOX 10612	BAINBRIDGE ISLAND	WA	98110
RUCKER LESLIE C	1013 FELLOWS DR	YAKIMA	WA	98908
SAMEK PAMELA R & PAUL N	3450 CRYSTAL SPRINGS DR	BAINBRIDGE ISLAND	WA	98110
SAVETT BRUCE DAVID & SUSAN MALLARD TRUSTEES	1627 LAS CANOAS RD	SANTA BARBARA	CA	93105
SCHULTZ JERRY	PO BOX 358	WINTHROP	WA	98862
SEABREEZE OWNERS ASSOC	P O BOX 3915	SEATTLE	WA	98124-3915
SEATTLE YACHT CLUB	1807 E HAMLIN ST	SEATTLE	WA	98112
SHARPE HENRY & SUZANNE	3962 W BLAKELY AVE NE	BAINBRIDGE ISLAND	WA	98110
SHELDON DAVID F REV TRUST	207 PARFITT WAY SW UNIT 2	BAINBRIDGE ISLAND	WA	98110
SIMPSON J FRED	5815 ROSE LOOP NE	BAINBRIDGE ISLAND	WA	98110
SING JEANNE M	825 STEPHENS DR STE 9	EUGENE	OR	97404
SKALAK THOMAS & SUSAN	8560 GRAND AVE	BAINBRIDGE ISLAND	WA	98110

January 11, 2019

Owner	Mailing Address	Mailing City	Mailing	Mailing Zip
SLEEPER WILLIAM & LYNNE B	7754 BERGMAN RD NE	BAINBRIDGE ISLAND	WA	98110
SPAHI NADIM	7800 SE 27TH ST UNIT 403	MERCER ISLAND	WA	98040
SPILLINGER RALPH S & JACQUES ROBERT A	7524 MADRONA DR NE	BAINBRIDGE ISLAND	WA	98110
STAFFORD JOHN E	1723 13TH AVE S UNIT 404	SEATTLE	WA	98144
STANDLEY WILLIAM	123 BJUNE DR SE STE 206	BAINBRIDGE ISLAND	WA	98110
SUPLEE SEARLE C JR & IRMA M	PO BOX 10865	BAINBRIDGE ISLAND	WA	98110
SWOLGAARD LINDA	9012 WOODBANK DR NE	BAINBRIDGE ISLAND	WA	98110
TATUM LEIGH	4231 PLEASANT BEACH DR NE	BAINBRIDGE ISLAND	WA	98110
TEMPLEMAN SYLVAIN D & MICHELLE L	432 W LOCUST ST	LODI	CA	95240
THAIDIGSMAN JAMES H	10901 176TH CIR NE APT 1321	REDMOND	WA	98052
THOMAS DAVID RICHARD & CATHERINE CAMPBELL	10685B HAZELHURST DR #13945	HOUSTON	TX	77043
THOMPSON GALE E & KATHY L	175 PARFITT WAY SW UNIT SR	BAINBRIDGE ISLAND	WA	98110
TOWN & COUNTRY MARKET INC	130 5TH AVE S STE 126	EDMONDS	WA	98020-3652
TWO CLANS LLC	PO BOX 11496	BAINBRIDGE ISLAND	WA	98110
ULRICH JULIE A	9785 OLYMPUS BEACH RD	BAINBRIDGE IS	WA	98110-3448
US GOVERNMENT	PO BOX 3998	SEATTLE	WA	98124-3998
VIBRANS PAUL G	9034 SPRINGWOOD AVE NE	BAINBRIDGE ISLAND	WA	98110
VIEW REAL ESTATE INC	7700 CREST DR NE	SEATTLE	WA	98115
WALTERS JOAN E	123 BJUNE DR SE APT 202	BAINBRIDGE ISLAND	WA	98110
WEST CAROLYN R	PO BOX 10359	BAINBRIDGE ISLAND	WA	98110
WHARFSIDE ASSOCIATES LLC	PO BOX 10220	BAINBRIDGE ISLAND	WA	98110
WILKIE CLIVE JD	123 BJUNE DR SE APT 204	BAINBRIDGE ISLAND	WA	98110
WINSLOW SHORES	265 SHANNON DR SE	BAINBRIDGE ISLAND	WA	98110
WINSLOW WHARF MARINA WWMCOA	PO BOX 10297	BAINBRIDGE ISLAND	WA	98110
WOOD ERIK XAVIER &	155 FINCH PL SW	BAINBRIDGE ISLAND	WA	98110
WOOLDRIDGE NANCY B	123 BJUNE DR SE UNIT 207	BAINBRIDGE ISLAND	WA	98110
WSM PROPERTIES LLC	207 LUDLOW BAY RD	PORT LUDLOW	WA	98365
ZEHRER MARY & LANGE ERIC	4540 CRYSTAL SPRINGS DR NE	BAINBRIDGE ISLAND	WA	98110
ZIMMERS MICHAEL J TRUSTEE	PO BOX 10127	BAINBRIDGE ISLAND	WA	98110

# Legal Invoice

Date: 01/11/2019

Sound Publishing, Inc.  
Unit Attn: A/R  
PO Box 930  
Everett WA 98206-0930

Bainbridge Island Review

**Bill To:**

City of Bainbridge Island-LEGALS  
280 Madison Ave N  
Bainbridge Island WA 98110

**Customer Account #:** 80604980

**Legal Description:** BIR840565

**Legal Description:** City Notices

**Desc:** NOTICE OF INTENT 50958 SP2/SP2P/5VAR

**Legal #:** BIR840565

**Ad Cost:** \$ 126.32

**Ordered By:** CARLA LUNDGREN

**Published:** Bainbridge Island Review

**Issues Ordered:** 1

**Start Date:** 01/11/2019 **End Date:** 01/11/2019

<b>APPROVED FOR PAYMENT:</b> \$126.32
<b>REVIEWED BY:</b> (g)
<b>APPROVED BY:</b> (g)
<b>DATE APPROVED:</b> 1-17-19
<b>ORG:</b> 63470586
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City of Bainbridge Island-LEGALS  
280 Madison Ave N  
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**Account #:** 80604980

**Invoice #:** BIR840565

**Due:** \$ 126.32

# Bainbridge Island Review

## Affidavit of Publication

State of Washington }

County of Kitsap } ss

Dicy Sheppard being first duly sworn, upon oath deposes and says: that he/she is the legal representative of the Bainbridge Island Review a weekly newspaper. The said newspaper is a legal newspaper by order of the superior court in the county in which it is published and is now and has been for more than six months prior to the date of the first publication of the Notice hereinafter referred to, published in the English language continually as a weekly newspaper in Kitsap County, Washington and is and always has been printed in whole or part in the Bainbridge Island Review and is of general circulation in said County, and is a legal newspaper, in accordance with the Chapter 99 of the Laws of 1921, as amended by Chapter 213, Laws of 1941, and approved as a legal newspaper by order of the Superior Court of Kitsap County, State of Washington, by order dated June 16, 1941, and that the annexed is a true copy of BIR840565 NOTICE OF INTENT as it was published in the regular and entire issue of said paper and not as a supplement form thereof for a period of 1 issue(s), such publication commencing on 01/11/2019 and ending on 01/11/2019 and that said newspaper was regularly distributed to its subscribers during all of said period.

The amount of the fee for such publication is \$126.32.

Dicy Sheppard

Subscribed and sworn before me on this

11<sup>th</sup> day of January,  
2019.

Linda Phillips

Notary Public in and for the State of Washington.

City of Bainbridge Island-LEGALS | 80604980  
CARLA LUNDGREN





NOTICE OF INTENT TO  
REDUCE THE MINIMUM  
BUFFER IN A  
LANDSLIDE HAZARD  
AREA

The following application was noticed on June 8, 2018 with a 30 day comment period. All comments submitted regarding this application are still in effect. This Notice of Intent is required when proposing to reduce the minimum buffer in a landslide hazard area pursuant to BIMC 16.12.060.K.4.a.ii.

Date of Issuance:

January 11, 2019

Project Name: CKCB  
Madison Avenue  
Development

Project Number:  
PLN50958

SPR/SSDP/SVAR

Project Type: Site Plan  
and Design Review  
(SPR), Shoreline Sub-  
stantial Development  
Permit (SSDP), Shore-  
line Variance (SVAR)

Owner:

CKCB Madison Avenue  
Development, LLC

Project Site Address:  
(no site address)

Madison Avenue S

Tax Parcel Number:  
262502-3-078-2006

Project Description:

Proposal to develop a  
courtyard style 10-unit  
residential building with  
parking underneath. A  
50-foot buffer from the  
top of the landslide haz-  
ard plus a 15-foot build-

ing setback are is required. The applicant is proposing to reduce this buffer to 10-feet with a building setback of 15-feet, the minimum allowed per BIMC 16.12.060.K.5.c.i.(A).

The proposal has been sent out for Third-Party Geotechnical Review to ensure that the buffer reduction will not reduce the level of protection to the proposed development, adjacent properties, and other associated critical areas. Project also includes frontage improvements, completion of a segment of the waterfront trail, and request for a height increase for two stair towers to provide access to the rooftop.

**Environmental Review:**

This proposal is subject to review under the State Environmental Policy Act (SEPA) pursuant to WAC 197-11-800 and was noticed with a SEPA comment period on June 8, 2018.

The City will not take a final action on the proposal for 21 days from the date of this notice.

Any person may comment on the proposal. Comments must be submitted no later than 4:00 p.m. on February 4, 2019. If you have any questions, contact:

Olivia Sontag  
City of Bainbridge Island  
280 Madison Ave North  
Bainbridge Island, WA  
98110

206-780-3760 or  
pcd@bainbridgewa.gov

Published: Bainbridge  
Island Review

January 11, 2019

Legal #: BIR840565

**Jane Rasely**

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**From:** John Kist <johnkist@gmail.com>  
**Sent:** Sunday, January 20, 2019 10:29 AM  
**To:** PCD  
**Subject:** CKCB Madison Avenue Development PLN50958 SPR/SSDP/SVAR

Hi:

Thank you for your important work to review the development on Bainbridge Island. This project continues to request variances to enhance the value of the property and it does so by taking away value from those of us directly impacted by those variances, me, my neighbors and the community struggling to manage out-of-control growth.

Please let me know how the 1/11/19 notice integrates with the June 2018 notice and comments. When will COBI planning make any decisions on this matter? What are the reasons for this new request? What factors support such a request other than an improved financial plan for the developers?

I continue to oppose any variances to existing codes, the height and width variances that will increase square footage and improve the luxury view potential of this development. These variances give the development more value as it takes the value away from my property, our neighbors and the community. See my letter dated 7/11/18.

Furthermore, the extension of the waterfront trail is a separate and distinct matter. No variances should be allowed as a trade for the improvement to the waterfront trail. That is not a fair deal for those of us that are negatively impacted by the height and landslide variances (increasing the width taking away that line of site view). I cannot speak to the environmental impact but the codes are in place for important reasons, please do not allow further erosion of our shoreline.

The CKCB group should look to improve the trail as part of the development within existing codes as a contribution to our community. If they will not, then COBI should look to alternatives for that improvement.

I strongly urge you to follow the codes and not allow any variances requested to date for this project. Your stewardship to appropriately manage the growth on the island is greatly appreciated and required to stop developer profiteering without regard for the impact to us.

Stay the new course - aggressively manage the development on the island.

Thx, John Kist

## Olivia Sontag

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**From:** Charles Schmid <ceschmid@att.net>  
**Sent:** Friday, February 1, 2019 3:00 PM  
**To:** Olivia Sontag  
**Cc:** Charles Schmid; Ken DeWitt  
**Subject:** PLN50598 SPR/SSDP/SVARRe: FW: Waterfront Trail / Madison Ave development  
**Attachments:** ATT00002.htm

Dear Olivia -

I did not expect to see a February 4th deadline for PLN50598 SPR/SSDP/SVAR given that the Planning Commission only made their recommendation on January 24, 2019. I assume this is a permitted time interval.

I spoke at the meeting of the Planning Commission on January 24th, 2019. Among other points, I recommended the Planning Commission review the reasons why the City allows a shoreline buffer to go from 50 feet by law down to 10 feet. There are many environmental reasons to have 50 feet which have been brought up over the years

I understand some reduction is required due to building sites, but consideration for the Waterfront Trail also needs to be considered since this path results in both views and necessary protection of pedestrians along the ridge.

The Planning Commission did not discuss the important effects of the Trail due to these changes in the setback. The only

basis I found was in the consultant's report noting that it was geologically safe to have these reductions, with no mention if it was safe

to have a barrier next to the ridge for public safety. I did not see any report by the City for a trail designer - and it should be pointed out for the required variance such as this, that this commercial project is non-water dependent, and thus introduces part of the Bainbridge Island Shoreline Master Plan as a requirement for public access. As you know I have submitted extensive correspondence on this earlier.

Thank you for providing the recommendation from the Non-Motorized Transportation Advisory Committee. The N-S leg of the proposed Waterfront Trail follow Staff's recommendations, but their E-W leg of the Trail east was not included.

The proposed southern extension of the trail (a finger) does not extend all the way to the south end of the property. This should be corrected even if the trail could not be built now. Please change this based on the Comprehensive Plan and the SMP complete the Waterfront Trail.

Signed  
Charles Schmid  
Chair, Waterfront Trail Committee  
365 Ericksen Ave. Ste. 327  
Bainbridge Island, WA 98110

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## NOTICE OF MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

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**Date of Issuance:** January 29, 2019  
**Project Name:** CKCB Madison Avenue Development  
**Project Number:** PLN50958 SPR SSDP SVAR  
**Project Type:** Site Plan and Design Review (SPR)  
Shoreline Substantial Development Permit (SSDP)  
Shoreline Variance (SVAR)  
**Project Site Address:** No Site Address (Madison Avenue S)  
**Parcel Number:** 262502-3-078-2006

**Project Description:** The undeveloped 0.39-acre property is located within the Mixed Use Town Center – Central Core Overlay District. The proposed development is within shoreline jurisdiction and is located adjacent to a marine bluff and a geologically hazardous area. The applicant proposed to reduce the minimum buffer to the geologically hazardous area from 50 feet to 10 feet. The buffer reduction was supported by an Independent Third-Party Geotechnical Review, resulting in a 10-foot buffer and a 15-foot building setback from the top of the slope.

The applicant proposes development of a courtyard-style ten-unit residential building made up of eight (8) one-bedroom apartments and two (2) townhomes. Vehicular and bicycle parking is proposed in an underground parking garage. Other frontage improvements include a bike lane, a five (5) foot sidewalk, street trees and other landscaping.

The proposed development preserves all native vegetation within the shoreline buffer and proposes a public trail along the top of the marine bluff as a continuation of the Waterfront Trail. No significant trees or mature native vegetation are proposed for removal and the applicant is proposing to increase the existing tree units on site.

The applicant is also requesting a shoreline variance for an additional five (5) feet in height for two (2) elevator/stair towers providing disabled access to the rooftop for each townhome.

**SEPA Decision:** The City of Bainbridge Island (lead agency) has determined that the proposal does not have a probable significant impact on the environment if measures to mitigate the proposal are used. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This determination was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.



**Responsible Official:**

Gary R. Christensen, AICP  
Director of Planning and Community Development  
City of Bainbridge Island  
Department of Planning and Community Development  
280 Madison Avenue North  
Bainbridge Island, WA 98110  
(206) 780-3750

**Address:**

Signature: David Freeman for Date: 1/29/19  
Senior City Planner

**Appeal:**

This SEPA determination may be appealed by filing a written appeal and paying a \$530.00 filing fee to the City Clerk at 280 Madison Avenue North, Bainbridge Island, WA 98110, in accordance with the procedures set forth in the Bainbridge Island Municipal Code, Section 2.16.020 and/or 16.04.170. **An appeal must be filed no later than 4:00 p.m., February 12, 2019. You should be prepared to make specific factual objections.**

**If you have any questions, contact:**

**Olivia Sontag, Planner**

City of Bainbridge Island  
Department of Planning & Community Development  
280 Madison Avenue North  
Bainbridge Island, WA 98110  
(206) 780-3760 or pcd@bainbridgewa.gov

**Mitigation Measures for CKCB Madison Avenue Development SEPA Determination:**

A threshold determination under the State Environmental Policy Act (SEPA) does not authorize construction work to commence without appropriate construction permits. Mitigation measures become conditions of approval for the permit.

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

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

3. Prior to building permit issuance, a certified arborist shall provide recommendations on how to minimize impacts to offsite trees, particularly the root system of the large tree on the southwest corner of the property to the north. The recommendations shall be implemented to the extent feasible. Upon commencement of earthwork or excavation within proximity to the root system of the above specified tree, the consulting arborist shall be present to assess and make adjustments to the recommendations as necessary.
4. Prior to the certificate of occupancy, the applicant shall provide wayfinding signage for the Waterfront Trail, as approved by the City.