

Marlene Schubert

From: Jim Stearns <jimstearns206@gmail.com>
Sent: Thursday, December 2, 2021 1:23 PM
To: PCD
Subject: Grow Community Phase 3 Permit No. PLN135511 FSUBA SPRA

To: Ellen Fairleigh, COBI Planning and Community Dev <pcd@bainbridgewa.gov>

Dear Ms. Fairleigh:

My comments center around non-resident motor vehicle access to Grow Phase 3.

Not just Grow 3, but also motor vehicle access to nearby portions of Grow Phase 2, in particular:

- the existing "Lilac" building immediately to the north of Grow 3's motor vehicle area, and
- the existing Hart Community Center (Building 32 on Tract C of the Plat Map)

Context:

- There currently is a motor vehicle surface area to the east of the proposed Grow 3 units, at the corner of Ambrose and Shepard, consisting of 7 parking spaces, including 1 ADA. The spaces are designated as Guest Spaces. This plan proposes no changes to this area.
- There currently is a motor vehicle surface area to the west of the proposed Grow 3 units, with 8 spaces, including 1 ADA. All are currently designated as Guest Spaces, and under this plan, will continue to be so designated.
- Under the proposed plan, 10 spaces will be added to this "Grow 3 Motor Vehicle Area" on the west: 8 for Resident Spaces and 2 for Guest Spaces.
- This plan proposes to convert Shepard Way to one lane and to build 6 parking spaces on the northern side of this single lane. All would be dedicated to Grow 3 Resident Spaces.
- The last two points are summarized in this Parking Analysis table copied from Page 12 of the Project Analysis [1]:

Proposed - Phase 3

Building / Parking area	No. of Units	Resident Spaces	Guest Spaces
Phase 3 - proposed			
Single Family Townhouses	14		
Surface Parking - west		8 (N)	2 (N)
Surface Parking - east			
Street Parking - Shepard		6 (N)	
	Units	Resident Spaces	Guest Spaces
Total - Phase 3	14	14	2

("Surface Parking - west" == "Grow 3 Motor Vehicle Area")

Comments:

1. The Shepard Way spaces are "Resident Spaces", which I understand to mean reserved for residents and not available for general public use.
2. The plan uses the term "Guest Spaces". It is true as far as it goes but fails to encompass all the uses for these spaces beyond guests: fire department emergency access, deliveries, contractors, service providers, and move-in/move-out vehicles. A better term is "Multi-Purpose Spaces".
3. This plan adds only two new Multi-Purpose Spaces to accommodate all non-resident motor vehicle uses that these 14 units will require (see table above).
4. I note that the "Fire Dept Review" Approval Step is not yet completed. The Fire Department's requirements may have impacts:

1. It is likely that the Grow 3 Motor Vehicle Area will be required for emergency vehicle access not only for Grow 3 but also for the southern portion of the Grow 2 Lilac townhomes.
2. Will the Fire Department require a dedicated space for fire access only? And a space for emergency vehicle turnaround? These were accommodations made in the motor vehicle area for Grow 1.
3. One note in passing: It is also possible that the Fire Department will insist that this Grow 3 motor vehicle area be named in order to facilitate identification in the event of an emergency.
5. It appears that minimal accommodation is made for parking for non-resident attendees at the Hart Community Center.
 1. In earlier plats, a pathway was shown leading from the Grow 3 Motor Vehicle Area to the Community Center. That pathway no longer appears in the proposed plat.
 2. And even if there were a pathway, eight multi-purpose spaces seem inadequate for a center with a capacity over 100; adding two spaces is a minor improvement.
 3. It may very well be that the City of Bainbridge Island does not require parking for this purpose - that the community center is intended primarily for nearby, walk-in attendees. That may be a reasonable specification, but if so, that non-requirement should be made explicit.
 4. The Grow 3 Motor Vehicle Area is the last opportunity to address non-resident access by motor vehicle to the Hart Community Center.
6. The Parking Analysis on Page 12 of the Project Analysis [1] uses the metric of "Spaces per Unit – including Guest".
 1. A better metric would be to take the resident spaces out of the equation and to measure the demand on multi-purpose spaces by calculating Residential Units per Multi-Purpose (Guest) Space.
 2. I reverse the numerator and denominator so that a larger number indicates greater demand on each multi-purpose space.
 3. When this metric is applied to the parking analysis:

Grow Phase	Units	Multi-Purpose (Guest) Spaces	Units/MP-Space
Phase 2 as-built – to date	77	37	2.1
Phase 3 proposed	14	2	7
Total	91	39	2.3

In conclusion, I raise the concern that the current plan does not provide enough multi-purpose motor vehicle spaces to support the 14 residential units proposed for Grow 3.

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Reference:

[1] 13551I FSUBA SPRA Grow Community II - Project Analysis for Second Plat Amendment - FINAL 060221, Page 12

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