

Marlene Schubert

From: Robert Abarbanel <bob.abarbanel@gmail.com>
Sent: Sunday, November 28, 2021 3:51 PM
To: PCD
Cc: Mary Elisabeth Abarbanel
Subject: Proposal PLN13551I FSUBA

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We are residents of 363 Ambrose Ln near the corner of Ambrose Ln NW and Shepard Way.

The proposed project, **PLN13551I FSUBA** plans to modify Shepard Way.

The proposed change to Shepard Way will require a deviation from accepted road standards approved by Public Works. The proposed change to Shepard Way is included as part of the project description for the land use currently under review (PLN13551I FSUBA SPRA). The applicant has also applied for a grade and fill permit under City file no. [BLD25975 R-GAF](#).

We object to this proposal for several reasons:

1) **Traffic flow.** As can be seen in the architect's drawing *enclosed*, cars entering the narrow lane will be far apart and unable to communicate with each other.

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There is no way for a driver of a car entering on Shepard to negotiate with a driver on Ambrose at the turn. The site line on the drawing is far long and the diagram shows it blocked by a tree. In any case, the distance is too far for reasonable safety. Which car will use the single lane first cannot be determined. They are simply too far apart. This will lead to cars having to back up, and can be unsafe if the driver is in a hurry, or fails to see pedestrians.

2) The Shepard/Ambrose intersection is **already too busy**. The enclosed drawing shows four cars at the end of Ambrose. This is typical. If we further restrict Shepard there things can only get worse. Almost every day, at any point, there are several trash, recycling, furniture or appliance deliveries, repair or service vehicles of all kinds, UPS and Amazon trucks, and the Access bus, not to mention frequent parking by day care parents for the adjacent facility, picking up and dropping off children. The existing guest parking at that intersection is often full; so trucks often just stop, and then are partially blocking Shepard. With a single lane, they will simply block the street completely.

3) **Emergency vehicles** will have a tough time when they need access to Ambrose from Shepard, or from Shepherd to Ambrose. Ambrose is narrow, especially where it sharply turns midway between Wyatt and Shepard. Today, before any changes, emergency vehicles face challenges at this location with the narrow corner, the already parked cars, and previously mentioned congestion. Narrowing Shepard will further restrict Fire and ambulance access to both *residents in Grow and along Shepard*, including those the new development.

4) **Parking** for the new development appears to be a significant issue. They will need at least 12 parking slots including at least 1 handicapped slot. And they need additional slots for service and other vehicles. In order to achieve this the design adds 4-5 slots right on the proposed narrow section of Shepard.

Additional residents with cars on the Grow 3 development will **add further stress** to this already narrow passageway. In fact, these residents will not be able in most cases to park near their own houses, so deliveries will likely increase further adding vehicles to Shepard way. We also feel that the allotted guest parking for the new residences is inadequate and unrealistic.

This introduces additional issues for that single lane since cars have to parallel park. Those drivers will impede traffic in both directions and the cars may find they are running into each other if 2 people are parking and leaving parking at the same time.

Additional residences will add additional vehicles to the already packed lots at both ends of the development. These two non-resident lots usually both have 4 to 5 vehicles in them during the day and often a total of 4 at night as well.

We believe that community safety is more at risk if the street is narrowed to one lane, than if it left as is.

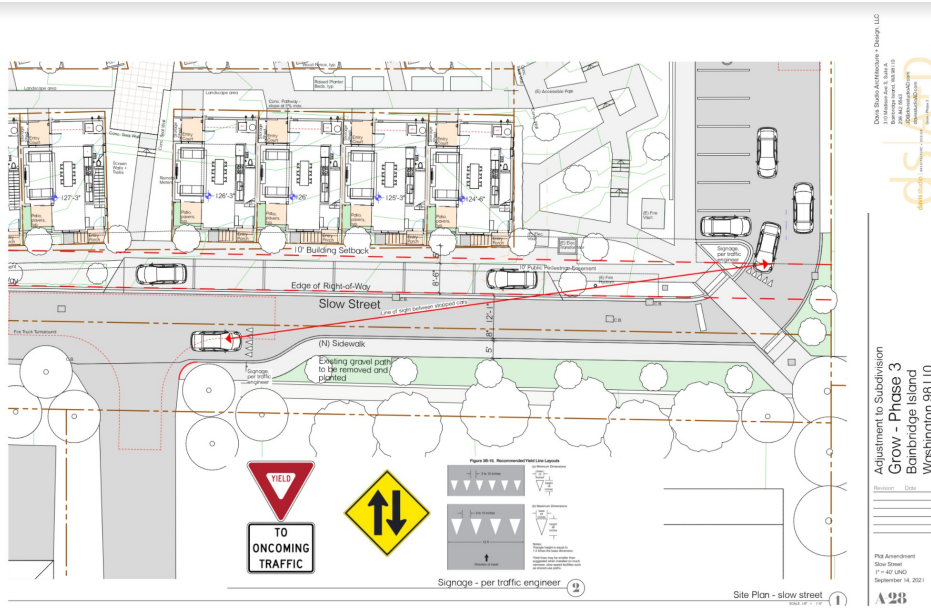
Thank you for your consideration.

Mary Beth Abarbanel

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