

WINTERGREEN TOWNHOME PROJECT (PLN 51836)

NARRATIVE OVERVIEW OF PROJECT

We are proposing a 73 townhome platted residential community within the Wintergreen Center that complies with the BIMC affordable housing guidelines. We have chosen to do a plat with single family townhome residences and zero lot lines, which means each townhome has its own individual legal lot. (NOTE: Because each residence is on its own lot, this is not a multifamily project.) This gives our homebuyers a better value, more appreciation, and access to better home loans than a condo project. Because there are common areas throughout the project, there will be an HOA for this project, which will be a member of the HOA for the larger Wintergreen site (along with Key Bank, Walgreens and Virginia Mason).

Our project, as a major adjustment to the 2014 commercial site plan (that is, converting the two remaining lots in the Visconsi site plan from residential to commercial), is being processed as a brand new stand-alone project application under the residential subdivision standards of BIMC 17.12, and therefore, in terms of development standards, is not subject to the 2014 commercial site plan, but rather the residential subdivision standards.

The project's site plans, conceptual utility plan, and the townhouse plat plan with the building footprints, prepared by our engineer, Adam Wheeler, and our surveyor, Gavin Oak, respectively, document the 4-step design process for this subdivision in accordance with BIMC 17.12.030. The project greatly exceeds the square footage requirements for both natural area and community space; consequently, 60 of the 73 units directly front or back onto a natural area or a community space. (NOTE: In roadside buffers, where all the natural area in the project is located, the minimum width of natural area is five feet. There is no minimum width for community space.) The community spaces will have attractive landscaping, gazebos, sitting areas, and horseshoe pits. In terms of buildable area, our project uses less than 75% of the available Floor Area Ratio.

As mentioned above, the two lots for our project were previously part of a five-lot commercial site plan. In developing the three commercial lots years ago, it was necessary to complete the infrastructure and critical area work for the entire site, our two lots included. In connection with the previous commercial development, a Mitigated Determination of Non-Significance (MDNS) was issued, which included substantial natural areas, wetland and buffers as shown on the aerial photo of the project. Also, as part of this previous commercial development, CC&Rs were adopted for the entire site, our two lots included. Exhibits B and E to the CC&Rs show the existing parking lots (there will not be a parking lot in the west lot, only the driveway discussed below) and the net remaining buildable area in each lot. Because of the minimum parking requirements and cross-parking conditions in the CC&Rs, most of the open parking spaces and access ways must remain in their existing locations. The upshot of all of this is that the vast majority of infrastructure, critical area and parking/access work for our project has already been completed and cannot be changed. *This is fortuitous in that development of our project is much easier in terms of project review and site work to be done than if we were starting from scratch.*

AFFORDABLE HOUSING

According to independent research groups, the City's Comprehensive Plan, City Staff, and Housing Resources Bainbridge, there is an affordable housing crisis on Bainbridge Island.

Many people who work on the Island simply cannot afford to live here. This has many negative implications, including social, environmental and economic. So urgent is the crisis that the Comprehensive Plan deems it a "High Priority Action" to transform the High School Road district from an auto-oriented, low-rise, homogeneous commercial land use district into a walkable, transit-served, mid-rise, mixed-use neighborhood with affordable housing. We as a community talk a lot about the desperate need for affordable housing, but for more than a decade it's been mostly just that, talk. This project converts the talk into action by bringing forth 30+ income-qualified units, and 40+ attainable open market units (priced between \$350k and \$450k) in the downtown commercial core within walking distance of schools, amenities and the ferry.

To meet the affordable requirements of BIMC, 31 of the 2 story townhomes will meet the affordable requirements to occupy all of the .18 bonus FAR, 23,389sf, being utilized in this project. We have designed both the 2 story and 3 story homes to allow pricing from \$304,500 for the 2 story units, (with a SHOP grant and our own builder subsidy), up to \$439,000 for the highest priced 3 story townhomes. The project will have 35 of the 2 story units, all of which will be offered to HRB, to allow as many low income buyers as the SHOP, DOWN PAYMENT ASSISTANCE AND SUBSIDISED USDA HOME LOAN program's funding will allow. (NOTE: If external assistance/subsidies are not available for all 35 of the 2 story units, we will offer 31 of these units as income-qualified affordable housing, which is the amount required by BIMC.) Currently HRB estimates that there are enough funds in these programs to enable about 16 low income families to become homeowners. When the low income buyer programs have been exhausted, the balance of the required affordable 31 townhomes will be sold to homebuyers in the moderate and middle income ranges. Please review the City of Bainbridge Island, 2019 Median Income Limits by Household Size for the Bremerton - Silverdale MSA (HUD). With mortgage rates around 3%, even the highest priced townhomes in the project can be afforded by at least "Middle Income" homebuyers. We are pleased to be able to develop this 73 townhome project so every townhome will meet the BIMC affordable guidelines and still make it "pencil" for our investors. This is not an easy thing to accomplish under current code and zoning strictures relating to affordable housing.

ZONING FOR BOTH THE EAST AND WEST LOTS: HSI- II

SITE ADDRESS: Wintergreen Ln, Bainbridge Island

EAST LOT AREA AP# 232502-3-094-2009 70,567SF (1.62AC)

WEST LOT AREA AP# 232502-3-092-2001 57,499SF (1.32AC)

RESULTANT 73 PLATTED TOWNHOME LOTS ARE ALL 12.5' wide X 40' to 51' deep

ALLOWABLE USES: COMMERCIAL AND RESIDENTIAL

ALLOWABLE FAR RESIDENTIAL BASE = .3 X 128,066SF = 38,419

BONUS FAR WITH AFFORDABLE HOUSING= .18 X 128,066SF = 23,389

TOTAL FAR USED 61,808

38 THREE STORY 2 BR OR 1BR PLUS DEN TH, EACH 921SF (TOTAL 34,998)

35 TWO STORY 2BR OR 1BR PLUS DEN TH, EACH 766SF (TOTAL 26,810)

TOTAL SQUARE FOOTAGE ALL 73 TOWNHOMES 61,808

HEIGHT LIMIT 35' OR 45' WITH UNDERBUILDING PARKING

PARKING: 1 SPACE FOR 1 BR TH AND 2 SPACES FOR A 2BR TH

PARKING TOTALS: WEST LOT 29 ONE CAR GARAGES.
EAST LOT 9 ONE CAR GARAGES
WEST LOT 14 OPEN PARKING SPACES
EAST LOT 38 OPEN PAKINGS SPACES

TOTAL PARKING AVAILABLE: 90 COMBINED GARAGES AND OPEN SPACES

TRAFFIC IMPACT: The approved Wintergreen project included approval of 23,000 SF of commercial building on the two subject lots with a maximum of 5 peak hour trips per 1000sf of commercial building area. Therefore, 23×5 peak hour trips = 115 peak hour trips in either AM or PM hours. Our proposed 73 townhomes will have approximately 38 peak hour trips in either the AM or PM hours, a significant reduction from the approved commercial capacity. Please see the TRANSP0 traffic study for the project. In terms of safety, due to the relatively isolated location of the project (other than owners and guests of the project, only cars going to Walgreens, Builders Source and Virginia Mason will pass by the project), the fact that there is no through traffic, and the multiple stop signs which serve to reduce speed, this project will be safer than most of the residential projects in the downtown core, many of which front high-traffic thoroughfares such as Madison Avenue, Winslow Way, Ericksen Avenue, and High School Road. (NOTE: In each of the three years before Covid (2017, 2018 and 2019), ridership on the Bainbridge Island – Seattle ferry declined year over year. 2019 ridership was less than the ridership in 2013 when the Wintergreen commercial application was pending. This reduction in ridership is likely to continue post-Covid due to an increase in work-from-home.)

HWY 305 SETBACK/BUFFER EXCEEDS BIMC. Because the project is subject to the residential development standards under BIMC 17.12, the project's westernmost rows of townhomes in the west lot are subject to a 25' setback from HWY 305. Our project exceeds this requirement by including a 35' setback, which includes a 25' vegetated buffer to satisfy the buffer requirement under the Design for Bainbridge manual. (NOTE: The westernmost rows of townhomes are more than 100 feet from the eastern edge of the pavement of HWY 305, and more than 20 feet higher than HWY 305 due to a steep slope in the HWY 305 right of way near our project's property line. Also, the HWY 305 right of way between HWY 305 and our project's property line is heavily treed.) Additionally, an 8' high sound barrier fence will be installed along the HWY 305 boundary line, and also sound-dampening windows will be installed in the westernmost rows of townhomes. These noise mitigation measures will bring the noise level below acceptable HUD noise thresholds at all times of day for the westernmost rows of townhomes.

WEST LOT ACCESS DRIVEWAY: The access way/driveway is one-way north to south, with a 12' width that meets the BIMC pavement width for one-way roadways. The access way plus garage setbacks on both sides total 29', which is adequate to accommodate both wet and dry utilities and maintain required separation between the utility lines. Both the COBI Fire Department and Public Works Department have no objection to this one-way driveway. The Wintergreen Townhomes HOA will be responsible for the maintenance of all internal open parking lots and access ways within the project.