

To: Hearing Examiner and Gary Christensen, Planning and Community Development Director

From: Sanjay Bhatt, Bainbridge Island resident

May 17, 2018

I am writing to express my concerns with the city's process and some features of Madison Place HDDP (PLN 50892 SUB) and Wallace Cottages HDDP (PLN 50589 SUB), which are both being developed by Central Highlands and have very much been reviewed as connected projects, the latter depending on the former for drainage and the former depending on the latter for a pea patch and playground.

NOTICE OF APPLICATION/SEPA NOTICE NOT PROVIDED

It came to my attention this month that these projects were in fact really happening. My neighbors and I at the Courtyards on Madison Condominiums (see image below) were surprised because we never received the city's SEPA notice as required by state law. I e-mailed planner Kelly Tayara on May 14, 2018, and she told me on May 15 that the notice of application / SEPA comment period were sent to homeowners "within a 500 foot radius of the subject property on 6/2/2017 (Wallace Cottages) and 12/22/2017 (Madison Place)."



I examined the mailing lists for these two projects and could not spot my name nor those of my neighbors. I followed up with a phone call on May 17 to Jane Rasely, administrative specialist in

Planning, and she informed me that the department had assigned a new employee last year the task of these notices and that this person made “an honest mistake.” Because the property assessor number for the parcels is longer for condominiums, the city has to take an extra step to obtain the mailing addresses for condo owners, and the new employee failed to do that and the mistake was not caught, she told me. **The result was that the condominium owners were never given any notices by mail of these projects.** She apologized for the city’s error and assured me it would not happen again. Unfortunately, it happened to us not once, but twice with two big projects that share our property line.

So while the city may have made an honest mistake, not once, but twice, we have to say that this mistake cost our residents the opportunity to have input on the project and meaningfully participate. I can only wonder how many other condominiums were affected by this lapse by the city on other projects. To be sure, the Madison Place site has a small sign on it, but we’ve also heard the city had imposed a building moratorium. Needless to say, it’s confusing for an average person.

In researching this further, I see the city’s Comprehensive Plan land-use policy element 6.5 states “process applications for development approval ... in order to ensure affordability, fairness, *citizen notification* and predictability in the land development process” (emphasis added).

SPECIFIC PROJECT CONCERNS

My concerns with the Madison Place project fall into three categories:

- Bird habitat / retention of trees
- Stormwater Drainage
- Parking / Vehicular Traffic
- Setback from Courtyards property line

BIRD HABITAT / RETENTION OF TREES

According to staff, the site is part of the Pacific Flyway migration route, a major north-south flyway for migratory birds in America. (See page 10 of “Ex 12 SEPA checklist with staff response.”) One of the best things I love at the Courtyards is hearing the song of birds outside my window. We are blessed to have so many trees surrounding our property. The developer has proposed to cut down 30 Douglas firs and 2 madronas, while maintaining about 20 Douglas firs, madronas and holly shrubs. But the same developer has proposed to clear-cut trees along our western boundary for a utility easement, a move that would seem to disrupt the migration route. Similarly we have a stand of cedars on the southern boundary with the Madison Place site, and it’s a bit unclear to us what effect the clear-cutting of the site will do to our row of cedars. We’ve not been able to get a straight answer to that.

The removal of many trees seems to go against several of the Comp Plan’s guiding policies:

Guiding Policy 1.1 Develop an island-wide conservation strategy to identify and apply effective methods to preserve the natural and scenic qualities that make the Island a special place, including better protection for the shoreline, trees, soils, native plants, and farms.

Guiding Policy 5.3 Preserve and enhance the Island's natural systems, natural beauty and environmental quality.

Policy LU 4.11 To the greatest degree practical, prohibit clearcutting and grading of the natural landscape.

STORMWATER DRAINAGE

We learned recently that the city's engineer, Peter Corelis, had given conditional approval to this project, but we were trying to understand this language in the staff report (page 18):

A hydrologic and hydraulic analysis must be performed to demonstrate that the future buildout conditions from the site combined with the existing offsite drainage tributary to the storm drain system will not exceed the capacity of the existing or proposed storm drain system in Madison Avenue North. Where the existing capacity of the system is insufficient, the project shall mitigate on-site to match the existing 100-year storm flows leaving the project site, or, upgrade the storm system to provide the needed capacity as defined below. The capacity analysis shall include an assessment of all backwater effects on the existing system up Madison Avenue North. The design storm for capacity analysis is a 25-year storm event. The 25-year hydraulic grade line (HGL) shall be below the rim elevations of all drainage structures. The 100-year storm event shall be shown to not overtop the crest of any roadways.

The plans we have seen indicate a storm drain from Wallace Cottages would need to cross our property to reach Madison Place, and from there connect to the city main on Madison Avenue North. A report from the developer's consultant last year seemed to indicate there were already pipe failures and obstructions from tree roots in the city main on Madison Avenue North.

As residents upstream, we want to understand what this all means for us. We want to understand whether the system will be able to handle not only the additional volume from the multiple developments proposed in the vicinity (Wallace Cottages, Madison Place, Madison Landing, Madison Grove) but also the volumes from severe storms and floods. I reached out this week by email and phone to City Engineer Peter Corelis to ask him what this language meant, but he has not responded.

PARKING / VEHICULAR TRAFFIC

The code allows for parking reductions, yet the proposal still provides for two parking spaces per unit. That seems at odds with the spirit of the HDDP and the city's Comp Plan:

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...

The Madison Place site is right in front of a Kitsap Transit bus stop, and Kitsap Transit is increasing the level of bus service along Madison Avenue. Even the developer acknowledges in the SEPA staff checklist document that the site is served by Kitsap Transit and is within walking distance of the ferry terminal. So why not reduce parking to 1.5 spaces per unit? Why not consider a bus shelter on both sides of Madison Avenue that could incentivize more transit riders and fewer car trips?

The developer's traffic impact analysis should **not** be considered in isolation. The city should look at the number of average daily trips added to Madison Avenue not only by Madison Place, but by Wallace Cottages, Madison Landing and Madison Grove.

Wallace Cottages and Madison Place will add more than 340 average daily trips to Madison Avenue. Yes, some of them may be electric vehicles, but they will add to the existing congestion. The city seems to be accepting a Level Of Service (LOS) of a "D" on Madison Avenue going forward.

The SEPA staff checklist also indicates the Madison Place project will dedicate 10 feet to Madison Avenue for possible future widening. That sounds like widening Madison Avenue to encourage more automobile traffic, which is *the opposite* of the direction provided in city's Comp Plan. The intent of the widening in the future is not clear. The city needs to be more transparent with the community on the purpose of the widening of the road. Lots of school children use the sidewalks along Madison Avenue, so I would be concerned if the widening of the road here could mean future reduction of the sidewalk upstream of this site.

SETBACK FROM COURTYARDS PROPERTY LINE

As a "built green" development, Madison Place is not subject to the same setback requirements as a standard development. As a result, the minimum setback from a home in Madison Place to our subdivision's boundary line is 5 feet. Is that the setback we can expect?

CONCLUSION

I've tried to summarize my major concerns about this project. Overall, I am a big believer in urban density, more housing choices, and green building practices. However, the developer is getting some incentives here from the city that seem out of proportion to the benefits to the public. The project scored fairly low in the HDDP program and is a Tier 1 (lowest) category. It would be nice if the city could slow down and give the community that was left out of the loop the opportunity to participate in the final shape of this project.

Jane Rasely

From: Kay Morgan <jamesk7smyrna@yahoo.com>
Sent: Monday, June 4, 2018 6:45 PM
To: PCD
Subject: Madison Grove Pln, Madison Landing Pln, Wallace Cottages Plan, Madison Place Pln, Wyatt Apts Pln

As a fourth generation Kitsap County individual, as a granddaughter of a County Commitioner, in Kitsap Country, as a psychologist who lives who sees women and abuse and who works on Madison Avenue, I am shocked and appalled by the proposal to squeeze in five new developments onto our already busy area. And to what purpose?

I remember listening to my Grandfather talking about "progress". Indeed, my family owned all the farmland property which became the Kitsap Mall. He was mightily against this so-called progress. And it turned out that he was correct. Look at Silverdale, now. He was also right about the cutting down of trees (his own father, my Great-Grandfather, was the person who brought the poplar trees to Silverdale in the late eighteen hundreds. As a "tree expert", my Grandfather knew that land requires trees and that trees require land.

And you are proposing that dozens of mature fir trees be cut down. Are you sure you know the damage you are doing? And, for what? For money?

Gig Harbor has made a decision to put a halt to new such plans. Why don't we?

It is said that approximately 744 average daily car trips will be added to Madison Way, a one way small town street. What do you say to this? Is this progress? Is this really what you want to happen? It sounds pretty ugly and ill-thought-out to me.

There is a "Greaves" Road which now exists in Silverdale, in honor of my family of origin. I moved to Bainbridge from Silverdale to get away from the craziness of the consistent and scandalizing movement towards what some called "progress".

There are many people here on Bainbridge who will fight this every. step. of. the. way.

And I will be amongst them. And my family's tears expertise and wisdom will be with me while I protest with all my heart and soul.

Dr. Kay Morgan

Jane Rasely

From: Kay Morgan <jamesk7smyrna@yahoo.com>
Sent: Monday, June 4, 2018 6:52 PM
To: PCD
Subject: Madison Grover, Madison Landing, Wallace Cottages, Madison Place, Wyatt Apts.

As a 4rth generation Kitsap County individual who moved to Bainbridge Island when Silverdale, with its greedy eyes turned only to businesses and away from the people who had lived there, I write in condemnation of the proposed 5 new housing units.

As a member of the family who brought the beautiful poplar trees to Silverdale, as a member of the family who once owned farmland which was to become the Kitsap Mall, I condemn the idea of the 5 housing units.

As a granddaughter of a Kitsap County Commissioner who knew what so called "progress" meant - - greed, insult to the peoples who had already lived in the area for so long, and avarice, I understand what it is you are proposing.

Jane Rasely

From: Kay Morgan <jamesk7smyrna@yahoo.com>
Sent: Monday, June 4, 2018 6:57 PM
To: PCD
Subject: My two e-mails already sent, regarding the 5 Madison Ave. Development Proposals

Alas, my computer "decided" to send both e-mails which you have, by now, received - without allowing me any time to reread them. - - and disallowing me to even sign the first e-mail. My name is Kay Elaine Greaves Morgan. My phone number is 206-855-2948. I had no idea my computer sent the second of the e-mails, which is why you received the first message (the one without my name). Please do know that I am well known in this community and in other communities inside Kitsap County and I will do everything in my power to stop the poor planning behind building these five developments. What greed. What lack of knowledge about the environment. What sadness.

Kay Morgan, Ph.D.

Kelly Tayara

From: PCD
Sent: Wednesday, June 6, 2018 9:11 AM
To: Kelly Tayara
Subject: FW: Negative affects of the 118 new house development on Madison

Kelly,

I am forwarding this information to you because I believe the facts may not be correct.

Thank you,

Jane Rasely
Administrative Specialist
www.bainbridgewa.gov
facebook.com/citybainbridgeisland/
206.780.3758 (office) 206.780.5104

-----Original Message-----

From: David Seligman <dsdrinc@gmail.com>
Sent: Wednesday, June 6, 2018 5:55 AM
To: PCD <pcd@bainbridgewa.gov>
Subject: Negative affects of the 118 new house development on Madison

Please recognize for all of us who cherish Bainbridge Island that this project is one more invasive move to lowering quality of life and possibly worse.

I hope the city will stop this project or investigate and regulate it thoroughly.

Thanks,

David Seligman
637 Madison Ave.
Bainbridge, WA 98110

Jane Rasely

From: Wendy Reid <wendyreid710@hotmail.com>
Sent: Wednesday, June 6, 2018 5:48 PM
To: PCD
Subject: Re: Madison Place Subdivison PLN 50892

Dear Ms. Tayara
Senior Planner
City of Bainbridge IS WA

As a resident and owner of Madison Ave Condo I have several questions concerning the proposed Madison Place development.

The 5 proposed developments will add 180 cars to the area and also over 700 daily car trips up and down Madison Ave. I am concerned about entering and exiting our property. Also if there is an imergency and our fire dept. and police are called on to help will they be able to get thru traffic? There are time in the day currently that the traffic is so congested that it can take quite some time to go up or down Madison Ave. Please explain to me the traffic study the examined this problem.

Thank you for answering my questions and forwarding my concerns to the planning department.

Sincerely Wendy Reid
790 Madison Ave. BI

Wendy Reid

Jane Rasely

From: Martha Bien <marthabien@msn.com>
Sent: Friday, June 8, 2018 10:51 AM
To: City Admin
Cc: Ron Peltier; Rasham Nassar; Leslie Schneider; Kol Medina; Joe Deets; Matthew Tirman
Subject: Overdevelopment of Madison Ave

I am writing to state my objection to the 5 new planned developments to be started very soon. I only recently learned about them. Unfortunately, the generic letters that were sent out did little to explain in layman's terms the extent of these housing plans. If I had been given the total picture, I would have been very, very concerned about: traffic, the aquifer, the lack of affordable housing and much more.

What is wrong with this city that developers have the upper hand over the residents? I live on Wallace Way in a very small (8 unit) condo development and have seen a deterioration of our neighborhood along Madison increase over the past 20 years.

I am 74 years old and was looking forward to being close to town since I might not be driving sometime in the future. However, I never expected this congestion when I moved here. I hope it is not too late to do something about this.

Sincerely,
Martha Bien

Sent from my iPad

Jane Rasely

From: Kirk Eichenberger <keichenbee@gmail.com>
Sent: Friday, June 8, 2018 11:02 AM
To: PCD
Cc: City Admin; Ron Peltier; Rasham Nassar; Leslie Schneider; Kol Medina; Joe Deets; Matthew Tirman
Subject: Comments on Madison Place HDDP PLN50892 SUB
Attachments: Comments on Madison Place HDDP PLN50892 SUB.pdf

Kelly Tayara,

Please see my attached comments on the proposed Madison Place development. Comments are due by today (June 8, 2018). Thank you for your consideration. Kirk

Kirk Eichenberger
keichenbee@gmail.com
cell: 231-881-2045

Jane Rasely

From: Christine Kane <christinekane17@gmail.com>
Sent: Thursday, June 7, 2018 9:49 PM
To: PCD
Cc: City Admin; Ron Peltier; Rasham Nassar; Leslie Schneider; Kol Medina; Joe Deets; Matthew Tirman
Subject: Madison Landing and Madison Place

I am a resident of Bainbridge Island who has lived here for 24 years. I became a homeowner 17 years ago when I bought my condo at the Courtyards on Madison.

I knew there were some new developments that were being planned in the downtown corridor but no one put together the big picture until my neighbor did the research.

I, and many others, are shocked to realize that you have approved so many new developments in just a couple of short blocks. Not including the brand new development already in the process on Madrona Lane, there will be an additional 111 new housing units and the potential for adding approximately 744 more daily car trips on Madison Ave. alone.

Has anyone even considered what the cumulative effect of all that development will do to those of us living here in the downtown corridor???? I've already seen and experienced the evidence of an increase in traffic on Madison Ave. over the last couple of years. It can take quite a while for me to be able to even exit the Courtyards and then I find myself in stop and go traffic just to get to Wyatt. When you finally get to downtown it's often nearly impossible to find any parking.

How in the world is adding at least 111 more homes and 2 cars per household going to improve the problems that already exist??

Seems to me that we will be adding to air pollution, noise pollution, destroying the last little bits of green space and making life more unpleasant for those of us who live here.

I feel as though the city has done nothing to make us all aware of the scope of all the building planned. It took one of my resourceful neighbors to realize that we were never even notified about any of these developments last November because we at the Courtyards on Madison were left off the mailing list. (And we will be just feet away from Madison Place.) It took that same neighbor to paint the big picture for us. We've had next to no time to process all this or have any discussion as the comment deadline was so quickly set.

Why is the city allowing all this? Is the infrastructure set up to handle all this additional load from sewer and storm water?? What about the city's aquifers?

Is it sadly the case that the city is only thinking about collecting more money in property taxes without regard for the quality of life of the people who actually live here?

I sincerely hope you will reconsider some of the details of all this development and allow more time for input from the actual residents of the downtown area.

Christine Kane



Virus-free. www.avast.com

Jane Rasely

From: Barbara Hotchkin <hotchkin_barb@yahoo.com>
Sent: Thursday, June 7, 2018 2:44 PM
To: PCD
Cc: Joe Deets; Matthew Tirman; Rasham Nassar; Sarah Blossom; Ron Peltier; Kol Medina; Leslie Schneider
Subject: Re: Madison Landing Project, PLN 50879 Madison Place Project, PLN 50892

My apologies - the first email was sent before I added the content.

Madison Landing Project, PLN 50879

Madison Place Project, PLN 50892

Dear Ms. Tayara:

We are writing to express our concern about the two subject projects, particularly with regard to traffic along Madison Avenue between Wyatt Way and High School Road.

We live in Madison Cottages, and generally access Madison Avenue from Knechtel Way. We already have problems during certain times of day taking a left turn from Knechtel onto Madison. With the roundabout at High School and the one proposed at Wyatt, there will be relatively steady streams of traffic in both directions making it difficult for vehicles on side streets to take a left turn onto Madison -- not just from Knechtel, but also from Wallace, Inland, Sadie Lane, Jacolet Lane, and the proposed access roads for planned developments. While we recognize the benefits of centralized ingress/egress for each development, the high density of the developments will contribute considerable additional traffic on Madison.

For the Madison Landing project, it does not appear that the intersection of Madison and Knechtel was included in the traffic study, which is disappointing. For the Madison Place project, Table 1 in the traffic study is clearly incorrect, as it indicates there is a roundabout at Madison and Knechtel and a two way stop at High School and Madison. When something this basic is amiss in a technical report, the validity of the entire report seems questionable.

It is not clear if either traffic study has sufficiently addressed the cumulative impacts associated with all of the major residential units planned or proposed along Madison, including Madison Grove, Wallace Cottages, and Wyatt Apartments. The five projects together will add over 700 daily car trips from the over 100 housing units. Each project alone may not adversely affect the level of service to a major extent, but considered cumulatively with other anticipated traffic increases in the corridor, it is difficult to see how they will not. Please ensure that the traffic analyses adequately address impacts at all potentially affected intersections, including cumulative impacts.

We generally support high density development in Winslow, but the number of units to be placed on these small parcels seems excessive. Also, these homes will be in walking distance to shops, grocery stores, restaurants, and the ferry terminal. We question the need for two parking places per unit, as it will discourage rather than encourage walking in Winslow.

Thank you for the opportunity to comment.

Barbara Hotchkin

Michael Hotchkin

On Thursday, June 7, 2018, 2:40:38 PM PDT, Barbara Hotchkin <hotchkin_barb@yahoo.com> wrote:

Jane Rasely

From: Doug Schulze
Sent: Thursday, June 7, 2018 11:12 AM
To: PCD
Subject: FW: Madison Landing and Madison Place

DOUG SCHULZE, ICMA-CM
City Manager

From: City Admin
Sent: Thursday, June 7, 2018 10:46 AM
To: Doug Schulze <dschulze@bainbridgewa.gov>
Subject: FW: Madison Landing and Madison Place

From: Jeffrey Curnes <bloo.skies3@gmail.com>
Sent: Thursday, June 7, 2018 10:36 AM
To: City Admin <cityadmin@bainbridgewa.gov>; Ron Peltier <rpeltier@bainbridgewa.gov>; Rasham Nassar <rnassar@bainbridgewa.gov>; Kol Medina <kmedina@bainbridgewa.gov>; Joe Deets <jdeets@bainbridgewa.gov>; Matthew Tirman <mtirman@bainbridgewa.gov>
Subject: Madison Landing and Madison Place

Good morning,

I am writing to you as a home owner on Madison Avenue to voice concerns I have regarding development of **Madison Landing** and **Madison Place**.

The proposed developments have a great impact on current residents and I would ask for consideration of the following points before granting approval for these plans.

1. According to traffic consultant estimates, these and other proposed developments in the Madison neighborhood will collectively add 744 daily car trips on an already congested 2-lane surface street. Already residents have difficulty entering and exiting driveways during peak hours.
2. According to the plans made public, there is little to no affordable housing being created. The estimated price of each unit is \$600,000.
3. In consideration of "Green" construction, what is being done to assure implementation of the Housing Design Demonstration Program? Dozens of mature Douglas Firs and other established trees will be destroyed for these supposedly "green" and "sustainable" townhomes. According to City Staff's notes, these properties are part of the Pacific Flyway, an international bird migration route.
4. How can a development be designated as "Green" with each proposed unit allotted 2 vehicles. Both of these proposed developments are on existing bus lines and within walking distance to downtown businesses and the ferry terminal.
5. The infrastructure is already stressed and in need of replacement. A study last year of the stormwater drain below Madison Avenue found cracked pipes, leaks and tree root infiltration. Can this system handle these additional

residential developments without major investment by the city to improve utilities? Is the electrical grid sufficient to support use?

6. There are currently five development projects being proposed within a quarter mile stretch of Madison Avenue (between Wyatt and Wallace). Please consider the overwhelming impact of construction and density to this already populated neighborhood and busy arterial.

These are just a few of my concerns. Add to that the inconvenience of months to years of heavy construction. The added density is not balanced with a benefit to current residents of Madison Avenue and little benefit to our community as a whole. The stress on our current infrastructure and the tranquility of our neighborhoods is at stake. Please carefully consider the price of development to our peaceful community.

Sincerely and with great concern,
Jeffrey Curnes
141 Sadie Lane NW - Courtyards on Madison

Jane Rasely

From: Barbara Hotchkin <hotchkin_barb@yahoo.com>
Sent: Friday, June 8, 2018 1:06 PM
To: PCD
Cc: Joe Deets; Matthew Tirman; Rasham Nassar; Sarah Blossom; Ron Peltier; Kol Medina; Leslie Schneider; City Admin
Subject: Re: Madison Landing Project, PLN 50879 Madison Place Project, PLN 50892

We are following up on the comments we sent yesterday, as we have just heard some disturbing new news. The Planning Manager disclosed to a neighbor that the City may prohibit left turns during peak hours onto Madison Ave to deal with traffic congestion. If this is likely, or even a possibility, then it should be addressed in the traffic studies for all of the residential development projects along Madison Ave:

Madison Landing (PLN 50879)
Madison Place (PLN 50892)
Wallace Cottages (PLN 50589)
Wyatt Apartments (PLN 50165B)
Madison Grover (PLN 50667)

Such changes in traffic patterns could have ripple effects at numerous other intersections. It suggests the need for a comprehensive study and strategy for dealing with traffic along the Madison Avenue corridor. We request this strategy be developed before any additional high density development projects are approved.

On Thursday, June 7, 2018, 2:43:31 PM PDT, Barbara Hotchkin <hotchkin_barb@yahoo.com> wrote:

My apologies - the first email was sent before I added the content.

Madison Landing Project, PLN 50879

Madison Place Project, PLN 50892

Dear Ms. Tayara:

We are writing to express our concern about the two subject projects, particularly with regard to traffic along Madison Avenue between Wyatt Way and High School Road.

We live in Madison Cottages, and generally access Madison Avenue from Knechtel Way. We already have problems during certain times of day taking a left turn from Knechtel onto Madison. With the roundabout at High School and the one proposed at Wyatt, there will be relatively steady streams of traffic in both directions making it difficult for vehicles on side streets to take a left turn onto Madison -- not just from Knechtel, but also from Wallace, Island, Sadie Lane, Jacolet Lane, and the proposed access roads for planned developments. While we recognize the benefits of centralized ingress/egress for each development, the high density of the developments will contribute considerable additional traffic on Madison.

For the Madison Landing project, it does not appear that the intersection of Madison and Knechtel was included in the traffic study, which is disappointing. For the Madison Place project, Table 1 in the traffic study is clearly incorrect, as it indicates there is a roundabout at Madison and Knechtel and a two way stop at High School and Madison. When something this basic is amiss in a technical report, the validity of the entire report seems questionable.

It is not clear if either traffic study has sufficiently addressed the cumulative impacts associated with all of the major residential units planned or proposed along Madison, including Madison Grove, Wallace Cottages, and Wyatt Apartments. The five projects together will add over 700 daily car trips from the over 100 housing units. Each project alone may not adversely affect the level of service to a major extent, but considered cumulatively with other anticipated traffic increases in the corridor, it is difficult to see how they will not. Please ensure that the traffic analyses adequately address impacts at all potentially affected intersections, including cumulative impacts.

We generally support high density development in Winslow, but the number of units to be placed on these small parcels seems excessive. Also, these homes will be in walking distance to shops, grocery stores, restaurants, and the ferry terminal. We question the need for two parking places per unit, as it will discourage rather than encourage walking in Winslow.

Thank you for the opportunity to comment.

Barbara Hotchkin

Michael Hotchkin

On Thursday, June 7, 2018, 2:40:38 PM PDT, Barbara Hotchkin <hotchkin_barb@yahoo.com> wrote:

Jane Rasely

From: Steve Goll <steve@stevegoll.com>
Sent: Friday, June 8, 2018 4:23 PM
To: PCD; Ron Peltier; Rasham Nassar; Leslie Schneider; Kol Medina; Joe Deets; Matthew Tirman
Cc: Nancy Goll; Barbara Hotchkin; madisonavecoalition@gmail.com; City Admin
Subject: Public comment on Madison Avenue developments

Dear Kelly Tayara and City Council Members,

We understand today is a deadline to provide public comments on some of the proposed developments planned along or near Madison Avenue, possibly including Madison Landing, Madison Place, Wallace Cottages, Wyatt Apartments, and the already approved Madison Grove.

Given the sheer number of these concurrent developments focused in a small geographic area, we feel that the city has not done an adequate job of communicating the potential impacts to the public. It has taken a grass-roots effort on the part of a small number of concerned community members to raise a modicum of awareness among the greater number of Island neighbors such as ourselves, those who live busy lives working full time jobs, raising children, looking after the needs of their aging parents, maintaining their homes, etc.

We vote for and elect City Council members who represent our values, trusting that they will be good stewards of the community that we all love.

In the case of these current developments, we plead with the City Council to slow down the process, and consider the scale of these developments, and consider whether the social and environmental impacts truly align with our community's vision and values, and the health of the environment of which we are stewards.

Based on the information that has been shared with us (see key points below), the impacts on storm water, utilities, transit, traffic, parking, mobility, the environment, and quality of life, seem too great. We worry that we're in the process of destroying the character and quality of our beloved Winslow core because we don't have a long-term strategy for the Madison Avenue corridor.

We urge the City Council to hit the pause button on these developments, and consider developing an inclusive, collaborative long-term strategy for the Madison Avenue corridor, where the entire community wins.

Sincerely,

Steve and Nancy Goll
682 Madison Avenue North
Bainbridge Island, WA 98110

Some key points about the Madison Ave developments

1. According to traffic consultant estimates, they will collectively add 744 average daily car trips (ADTs) on an already congested, 2-lane Madison Ave. What will happen during peak hours when residents of Madison Ave need to turn into or turn out of their developments? How about requiring a parking ratio reduction (1-1.5 spaces per unit) instead of allowing 2 parking spaces per unit and requiring the developer install a bus shelter to incentivize use of public transit? Where is the city's long-term strategy for the Madison Ave corridor -- or is it really willing to accept a poor Level of Service (LOS) with such slow movement of people and goods that nobody wins?

2. There is little to no affordable housing being created here in exchange for density bonuses at Wallace Cottages and Madison Place. The city should require more than 10 percent of the units be affordable.
3. The Housing Design Demonstration Program (HDDP) as it's being implemented here is neither innovative nor green. Dozens of mature Douglas firs and other trees will be destroyed for these supposedly "green" and "sustainable" \$600,000 townhomes. Some have characterized the HDDP as a sham.
4. The trees that will be cut down are part of the Pacific Flyway, an international bird migration route, according to the city staff's notes. The green area where Wallace Cottages will be built should be turned into a city park and trail.
5. A study last year of the stormwater drain below Madison Ave found cracked pipes, leaks and huge tree roots clogging the system. This is not a system ready to take on large new volumes of stormwater from 4 new subdivisions. How about the city's aquifers? electrical grid? We need to understand how our infrastructure is doing now before we add more loads

Jane Rasely

From: Robert Thiele <rjthiele@gmail.com>
Sent: Sunday, June 10, 2018 6:48 PM
To: PCD
Cc: City Admin; Ron Peltier; Rasham Nassar; Leslie Schneider; Kol Medina; Joe Deets; Matthew Tirman
Subject: Wallace Cottages

Kelly Tayara, Senior Planner
City of Bainbridge Island

Thank you for the opportunity to offer comments on the Wallace Cottages development. As I note below, the Wallace Cottages project is one of five similar high density residential developments along a short stretch of Madison Avenue that should be considered for their combined impact. However, Wallace Cottages by itself is not a viable sustainable development even if the collective impact is not assessed.

Today the land proposed for use for the Wallace Cottages project is open space covered in vegetation and trees. The parcel is landlocked, with no direct access to roads, or utility services. Vehicle access is shown on the notice documentation as a long, narrow drive stretching between the two adjacent properties that front Madison Avenue. There is no apparent path for the utilities needed to support a high density residential project, in particular sloped piping for gravity waste and storm drains. By all reasonable appearances this parcel is far more suitable as community open space, than developed land with vehicle and utility access that must be unnaturally directed to Madison Avenue.

I have worked in design and construction of energy conservation projects (the old school term) and sustainable/green projects (the more modern designation) for over 40 years. One of the fundamental lessons I have learned is the purpose of this work is not only to improve the physical environment and conserve resources, but also to enhance the human experience and health of its communities.

Sustainable construction involves many considerations that are key to maintaining the beauty, wonder and resources of the planet and its communities, and the health and welfare of the people that inhabit those communities. These considerations include many that are important to the City of Bainbridge Island:

- Storm water management
- Access to quality public transportation
- Protecting/restoring habitat
- Providing open space
- Optimizing energy performance
- Reduced parking footprint
- Reduce vehicle emissions
- Walkability

A sustainable outcome for a building projects does not depend on merely one or two of these considerations, but require best effort to incorporate many. High density development within walking distance of Winslow Center, or energy efficiency alone is not enough. Likewise, projects are not constructed in a vacuum, existing and planned neighborhood conditions and diversity must be included in the evaluation.

There are presently five high density developments planned along the same, very short stretch of Madison Ave, Including Wallace Cottages. Given the proximity in time, location and infrastructure requirements of Wallace Cottages and the four other developments, the impact and sustainable footprint of all must be assessed as one. Particularly,

since Wallace Cottages is approximately 2.5 acres of presently open space that is landlocked and must be connected to Madison Avenue for transportation and utilities to be useful for residential use.

The combined negative impacts when looking at the Madison Avenue developments together include:

- Significant reduction in rainwater infiltration: The five developments together will involve almost 9 acres of land that are mostly open today. The new developments will construct new impervious surfaces (housing, parking, driveway, sidewalks, etc.) over a significant portion of this land that will prevent rainwater infiltration into the soil and increase runoff into the existing storm water systems.
- Significant reduction in open space: The five developments will reduce the open space in this area that now benefits the people of Bainbridge Island, and the birds using the Pacific Flyway, an international migration route.
- Significant reduction in mature trees: The construction of the five developments will require the destruction of dozens of mature Douglas firs and other trees in the 9 acres to be used for high density residential.
- Significant increase in vehicle exhaust emissions: Traffic consultant estimates indicate an additional 744 average daily car trips can be expected on Madison Avenue.
- Significant increase in traffic: As noted above, an additional 744 average daily car trips are anticipated on Madison Avenue, which today is a congested 2-lane urban street.

What should be done to mitigate the impact of developing infill sites near Winslow Center? That is a community conversation that should consider whether additional development benefits the community and should be allowed at all. If there is a decision to support development, then robust sustainable/green concepts must be implemented in the projects. This must include measures that not only lessen the environmental impact of the developments, but also improve the comfort, health and safety of the immediate community and the City of Bainbridge Island at large, such as:

- Increase the open space in and around each new development
- Plan the site and orient structures in each development to preserve existing trees
- Maintain the landlocked Wallace Cottages acreage as community space for park land and trails
- Incentivize a reduction in vehicles in the Madison corridor; e.g., reduce parking in developments, and have the developers fund additional public transportation.
- Prioritize rain water management by creating open areas for filtration and retention, and requiring permeable surfaces for parking, drives and sidewalks.

As a resident of the Madison Avenue corridor, I respectfully request the city reexamine the planning decisions regarding the five Madison Avenue developments. The impact on the community must be considered as a whole, rather than as separate projects individually. I believe the planning and approval process must to be slowed to allow the careful and considered assessment that is necessary.

Thank you for your consideration.

Respectfully,

Robert Thiele, P.E., LEED BD+C
136 Sadie Ln NW
Bainbridge Island, WA 98110

Jane Rasely

From: steven mendelsohn <stevenmendel2001@yahoo.com>
Sent: Sunday, June 10, 2018 7:22 PM
To: Kelly Tayara; PCD
Subject: "Wallace Cottages" SEPA
Attachments: Lettter ver2 RE SEPA to KT - S Mendelsohn 6-20-2018 .docx

Please refer to my attached letter,
Thank you,
Steven Mendelsohn



Virus-free. www.avast.com

FROM STEVEN MENDELSON,
StevenMendel2001@ Yahoo.Com

Ms. Tayara;

Please do me a favor and let me know that you have received my letter.

As you know I am the owner of the lot immediately to the south of the proposed development PLN50589. As you know are aware the easement AFB 200103260191 refers to an easement on Lot B and adjacent to my property immediately to the south.

This easement clearly states that it was written for the purpose of providing fire services to at that time a hospital to the north and was otherwise for the benefit of the properties to the south by increasing the view to our north and providing landscaping and a solid fence to the north.

I am writing concerning the SEPA application. I only received the notice very recent and the given the complexity of the changes as they relate to the development adjacent to and lying immediately to the north of my property, my response arrives towards the end of the response period.

As has been my position ever since the inception of this project – that it is my goal to preserve the rights and benefits to me that are detailed in AFB 200103260191. I will point out that I have remained in contact with the developer and we have been striving towards an amicable solution.

My current concerns relate to both inaccuracies of the PDF's (specifically the drawings) for the SEPA (4/11/2018) and less than clear wording in the "Open space management plan". I believe that these inaccuracies and lack of clarity could significantly complicate the overall project.

The drawings below are directly copied and pasted from SEPA application.

My other concern is the wording of the "Open Space Mgt Plan 4-20-2018" and how it relates AFB 200103260191. Perhaps you will be able to clarify for me the intent of the "Open Space Mgt Plan 4-20-2018" as it relates to building a split rail fence between "open space" and "the lot or right of way".

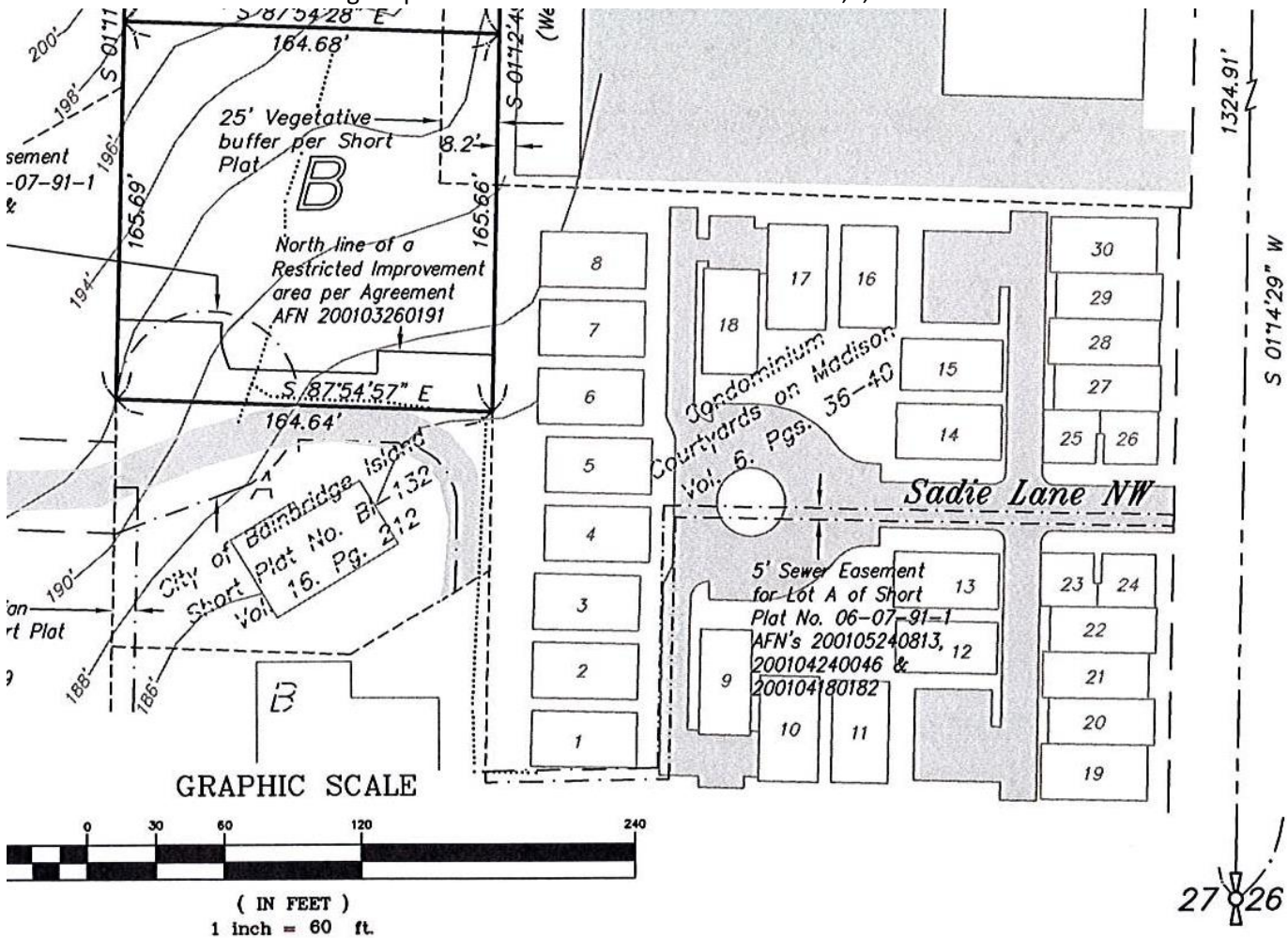
1. Specifically both drawings below shows a setback of 18.56 feet between Lot 8 and the southern boundary line of lot B. However, AFB 200103260191 specifies a setback of 35 feet. My understanding from the builder is that the plans have changed and that the drawing on the SEPA document are likely in error and reflect an older document. Be that as it may, the SEPA plan as it stands is likely in error and I feel the SEPA plan should be corrected specific parties involved have ample time to review it. Once again, I point out that we were informed by the city that we were one of the properties did not receive the initial notification of the SEPA application.
2. Another concern is that "Open Space" is shown immediately to the south of Lot 8. Again, there is potential conflict with AFB200103260191 wherein the plan shows that shown open space lies within the easement. The open space management plan contains the wording *"A low impact fence eg split rail delineating the boundary of the open space area shall be maintained along the boundary between the open space and the lot or right of way."* I have two problems with the above conflict.
 - I find the language of the open space management plan vague wherein the wording "lot or right of way" lacks clarity. Furthermore, I believe that the specific drawing (below) detailing the open space contains substantial error in the placement of Lot 8 (off by 17 feet to the south) and therefore making me lose confidence in the intended placement of the "open space". In other words, will the "open space" lie within the easement or will it be adjacent to the north border of the easement or both? Furthermore, because of shading issues it is not clear if the open space will stop at the "utilities easement" or could it possibly lie over the utilities easement.
 - In either case above (ie. open space either within the easement or immediately north of the easement) *the easement AFB 200103260191 absolutely specifies the details of a solid fence (ie. Not split rail) In fact the fence remains in place and is located as shown (with a minor error) on the bottom drawing.* And I beg you to recall the purpose of the easement was for the benefit of the property to the south as regards the view and placement of the open space.

- Therefore, the potential requirement for a split rail either along my property or along the north side of the easement creates a significant future legal issue between the builder, myself and the city. Particularly, as to the properties referenced on AFB 200103260191 strive to rewrite the easement so as to enable the project .

3. Finally the "utilities easement" AFB (?) has not yet been signed off on by the parties involved.

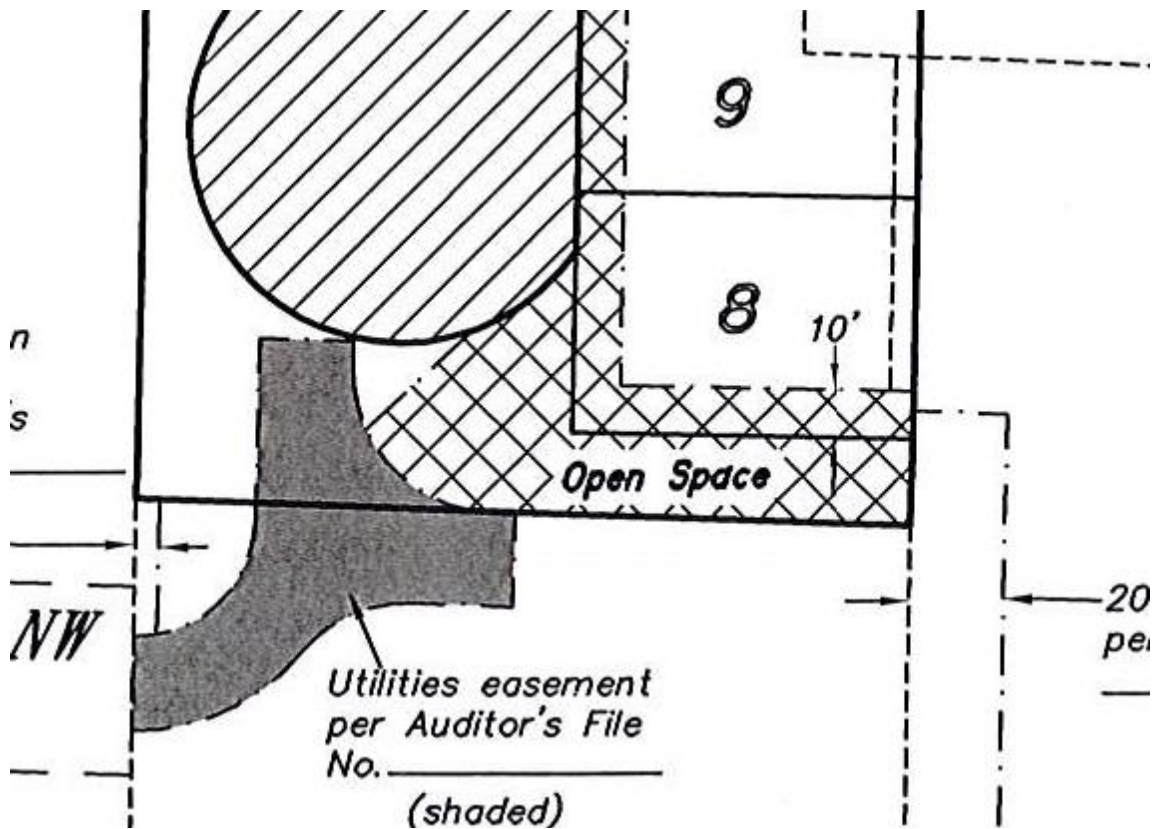
Sincerely,
Steven Mendelsohn

Please refer to the two drawings copied below from "Revised Plat Sheets 4,5,6 and 7.PDF



ABOVE ITEM is 4/22/1028 Revised Opens Space Management Plan 4-10-18.PDF The southern most aspect of this drawing outlines a "Restricted improvement area per agreement 920003260191

Furthermore The same document below shows the same land as "Opens Space" and does not show that it is in fact a "Restricted Improvement area per Agreement 920003260191"



We (myself and the owner to the south of me) have had an ongoing dialog with the developer as regards to drainage for his property along the eastern portion of out lots.

Jane Rasely

From: Novak, Bob <NOVAKB@seattleu.edu>
Sent: Sunday, June 10, 2018 7:53 PM
To: PCD
Subject: Comment on Wallace Cottages

My name is Robert Novak and I'm a resident at the Courtyards on Madison (Sadie Lane). I live at #140 on the west side of our property so the proposed Wallace Cottages (PLN 50589) would be directly behind me.

My main concern is the potential loss of the buffer of mature trees and bushes.

At present my house is well screened off from the buildings on Fir Acres to the west. I would really hate to see all the foliage cut down as a result of construction of the Wallace Cottages. Clear cutting and then replanting is a process that takes several years before any significant screening is established. I hope the city will require the developer to maintain a substantial buffer throughout the building period.

Thank you,
Robert Novak
140 Sadie Lane NW
novakb@seattleu.edu
(206) 780-3961

Jane Rasely

From: NICOLA YARBROUGH <nicolayarbrough@msn.com>
Sent: Monday, June 11, 2018 3:51 PM
To: PCD
Subject: Wallace Cottages;PLN50589

From: nicolayarbrough@msn.com
Sent: Wednesday, June 06, 2018 7:10 PM
To: 'pcd@bainbridgewa.gov'
Subject: Madison Place PLN 50892

Ms. Tayara Kelly,
Senior Planner,
City of Bainbridge Island, Washington

Ms Kelly,

I am a resident and owner at the Madison Avenue Condominiums.

The public must be assured by the planning department that the mitigations imposed on the developer of "Madison Place" are sufficient to protect the natural and the urban environment.

I understand and support the concept of urban density vs. open space but the current projected density is alarming to me.

Sincerely, Nicola Yarbrough

Jane Rasely

From: NICOLA YARBROUGH <nicolayarbrough@msn.com>
Sent: Monday, June 11, 2018 4:02 PM
To: PCD
Subject: FW: Wallace Cottages;PLN50589

From: nicolayarbrough@msn.com
Sent: Monday, June 11, 2018 3:51 PM
To: 'pcd@bainbridgewa.gov'
Subject: Wallace Cottages;PLN50589

Ms. Tayara Kelly,
Senior Planner,
City of Bainbridge Island, Washington

Ms Kelly,

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The public must be assured by the planning department that the mitigations imposed on the developer of "Madison Place" are sufficient to protect the natural and the urban environment.

I understand and support the concept of urban density vs. open space but the current projected density is alarming to me.

Sincerely, Nicola Yarbrough

To: Kelly Tayara, Senior Planner

From: Stephanie Farwell, Madison Ave Resident

Date: June 15, 2018

Re: SEPA comments Wyatt Apartments PLN 50165 SPR

At the present time the city is processing or has recently approved multiple applications for high density development in and around the area of Madison Ave between the High School roundabout and Wyatt.

Those developments include:

Madison Landing- 24 condominium residences

Wallace Cottages - 19 single family residences

Madison Place - 18 single family residences

Wyatt Apartments – 42 dwelling units

Madison Grove - 8 single family residences

All of the above developments, singularly and combined, will have an impact on the environment regarding their effect on the load capacity of the existing aquifer, the load capacity of Madison avenue, the load capacity of the electrical grid, and the load capacity of the storm/sewer system –because they all affect the same infrastructure.

When these individual projects are evaluated however, the reality of their combined effects with other currently proposed developments does not seem to be considered in any analysis of whether that circumstance creates a significant environmental impact

Given the reality of increased demand on our overburdened infrastructure that will obviously result from introduction of these projects into a very limited land area, along with the reduction of undeveloped land available to proportionally buffer the intense density allowed by the zoning code—Isn't it clear by any reasonable analysis that this and other projects by virtue of their size, scale, and demand on the limited infrastructure when considered together most certainly constitute a significant environmental impact in the subject area?

The critical issue that must be addressed is how much more high density development can the Madison ave area absorb without an overall and significant decline in the livability of the area. Unfortunately this issue will never be meaningfully addressed in the land use review process until the combined effects of high density projects on and around Madison Ave are considered together.

As it appears the city is currently evaluating multiple projects on or around Madison Ave between the High School roundabout and Wyatt, under a contractually based mandated time line, this would be a perfect opportunity to consider the combined effects of all high density projects recently proposed for this subject area.

Thank you for your consideration of my comments and questions.

Stephanie Farwell

islandverde@yahoo.com