

WINTERGREEN TOWNHOMES - BIMC AFFORDABLE PROJECT

BIMC 17.12.030 FOUR STEP PROCESS AND DEPARTURES FROM STANDARDS

We are proposing a 74 townhome platted residential community within the Wintergreen Center that complies with the BIMC affordable housing guidelines. We have chosen to do a plat, with traditional legal lots in order to give our homebuyers a better value, more appreciation and access to better home loans than a condo project, though physically the same project. The 2 attached site plans, conceptual utility plan and the townhouse lot plan with the building footprints, prepared by our engineer, Adam Wheeler, document the 4 step design process for this subdivision in accordance with BIMC 17.12.030

Though this project has to be in compliance with BIMC 17.12 and 2.16 land use process for townhome subdivisions there are limitations in that process as follows: The Wintergreen Center's last 2 lots, that will be the site of this project, are subject to an approved site plan and its own design guidelines as well as the Wintergreen CC+Rs. Attached are the "Design Guidelines for the Wintergreen Center". The Wintergreen Center has also received a Mitigated Determination of Non Significance that included substantial open spaces and buffers as shown on the aerial photo, attached, of the project. Exhibits B and E from the Wintergreen CC+Rs, attached, show the existing parking lots, except for the west lot's west parking lot and usable 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 accessways must remain.

To meet the affordable requirements of BIMC, 32 of the 2 story townhomes will meet the affordable requirements to occupy all of the .18 bonus FAR, 24,155sf, 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 36 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. 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 32 townhomes will be sold to homebuyers in the moderate and middle income ranges. Please review the attached City of Bainbridge Island, 2019 Median Income Limits by Household Size for the Bremerton - Silverdale MSA (HUD). With mortgage rates lower than 3% even the highest priced townhomes can be afforded by at least "Middle Income" homebuyers. We are pleased to be able to develop this 74 townhome project so every townhome will meet the BIMC affordable guidelines and still make it "pencil" for our investors.

ZONING FOR BOTH THE EAST AND WEST LOTS

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 74 PLATTED TOWNHOME LOTS ARE ALL 12.5' X 40' = 500SF.
EACH

ZONING: HSI- II

ALLOWABLE USES: COMMERCIAL AND RESIDENTIAL

ALLOWABLE FAR RESIDENTIAL BASE = .3 X 128,066SF = 38,419
BONUS FAR WITH AFFORDABLE HOUSING= .19 X 128,066SF = 24,157
TOTAL FAR 62,574

38 THREE STORY 2 BR OR 1BR PLUS DEN TH, EACH 921SF (TOTAL 34,998)
36 TWO STORY 2BR OR 1BR PLUS DEN TH, EACH 766SF (TOTAL 27,576)
TOTAL SQUARE FOOTAGE ALL 74 TOWNHOMES 62,574

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 28 ONE CAR GARAGES.

EAST LOT 10 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 2 remaining lots with a maximum of 5 peak hour trips per 1000sf of commercial building area. Therefore, 23 X 5 peak hour trips = 115 peak hour trips in either AM or PM hours. Our proposed 74 townhomes will have approximately 40 peak hour trips in either the AM or PM hours. Please see the attached traffic study for townhomes based on ITE standards that is the source of peak hour trips for our townhomes.

FOOTPRINT OF ALL 74 UNITS IS 375SF EACH - TOTAL FOOTPRINTS =
27,750SF

LAND USE PROCESS IS TOWNHOME ZERO LOT LINE SUBDIVISION

DEPARTURES REQUESTED FROM BIMC SUBDIVISION STANDARDS:

WEST LOT ACCESS DRIVEWAY: The access way/driveway is one way, with a 12' width that meets the BIMC pavement width for one way roadways. The access way plus garage setbacks on both sides total 34', which is adequate to accommodate both wet and dry utilities and maintain required separation between the utility lines. NOTE: Because the Wintergreen Commercial CC+Rs requires this one way driveway as an access through a parking lot (now garages versus open parking spaces) it may have to remain a private roadway versus a public RW. The proposed Wintergreen TH HOA will be responsible for the maintenance of all internal open parking lots and access ways. The Wintergreen TH HOA will become a member of the overall Wintergreen Commercial Association.

WEST LOT'S 50' BUFFER PROPOSED REDUCTION: To allow a more creative building layout we request a reduction of the west lot's buffer to 25' in width. BIMC requires only a 25' buffer from HWY 305, as shown on the attached, engineer's site plan that has sited the divided west row of townhomes into 2 angled buildings partially into the remaining buffer area. This buffer reduction is mitigated as shown in the attached site plan that has included additional open space in both the west and east lots that will provide more open space than the reduced buffer space. The Wintergreen approved site plan purpose for the west buffer area was to provide space to plant replacement trees for the significant trees that were removed. Our added open space will provide the area needed to replant the trees lost in the buffer reduction area.