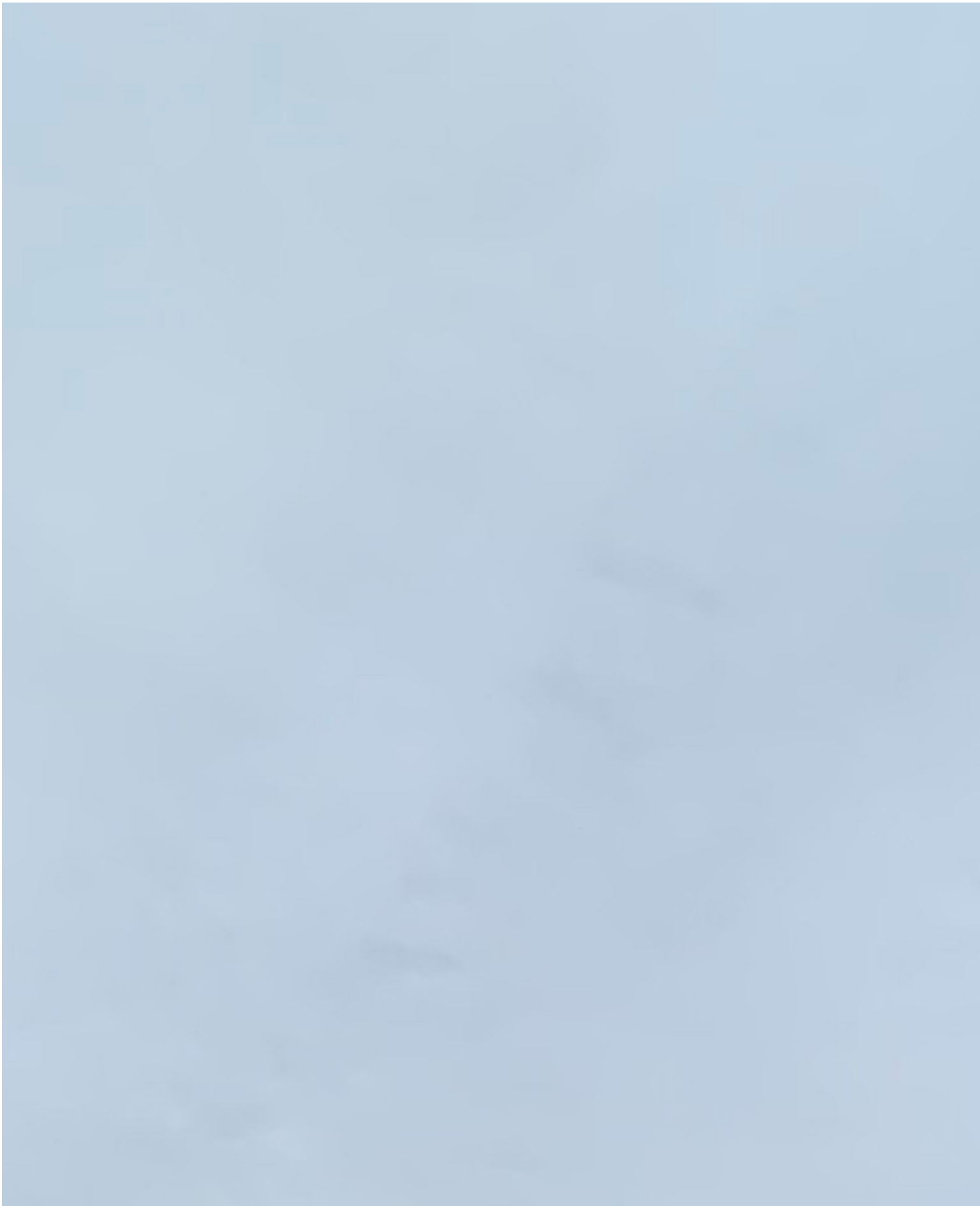


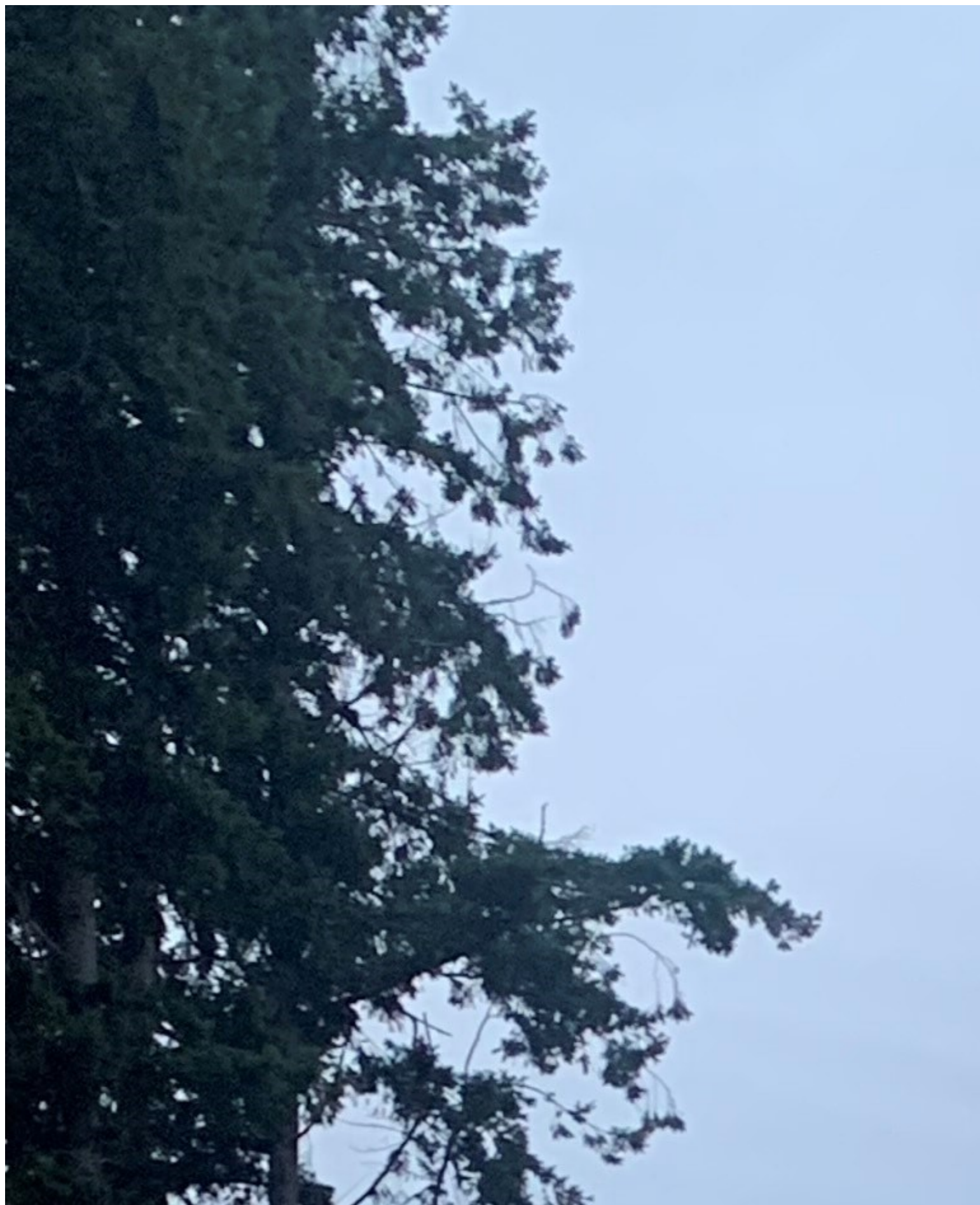
Marlene Schubert

From: Jeffrey Jelinek <jeff_harborgolfworks@yahoo.com>
Sent: Wednesday, November 24, 2021 4:19 PM
To: PCD
Subject: Wintergreen traffic & parking

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Traffic 4:00 pm without the benefit of 73 additional families sharing the same exact spaces







[Sent from Yahoo Mail for iPhone](#)

To the Hearing Examiner of the proposed Wintergreen development:

I am a resident of the Stonecress neighborhood adjacent to the proposed Wintergreen development. At no point have I been opposed to the residential development of the former Visconsi property. I am as much in favor of affordable housing as anyone on Bainbridge Island, but I have concerns about the Wintergreen proposal. These have primarily to do with the density of the project as currently described.

My first concern has to do with parking. I live on Daylily Lane, a narrow one-way lane from which residents need to turn into their garage. It is very difficult to execute a 90 degree turn into a garage from a narrow lane. Fortunately most residents on Daylily lane have a parking pad between the lane and the garage, otherwise it wouldn't be possible to enter the garage.

We also exclude pick-up trucks from the development because they seldom fit into our garages and extend out into our narrow streets. This has caused problems for new residents who have pick-up trucks. Problems with oversized vehicles is perhaps the most serious issue we have, since so many prospective residents have pick-ups. Banning such vehicles should be indicated in the Wintergreen declaration.

Another potential issue for the Wintergreen development is that many residents will have two cars. Units with garages will accommodate single cars, but not two. If I read correctly, outside parking spaces will not be numbered. Thus residents will find it difficult to accommodate extra vehicles that will need parking. It is difficult for us at Stonecress to regulate parking even with numbered parking spots. This will be a nightmare for residents at Wintergreen. It would be a mistake to ignore this issue.

Issues regarding parking are an indication that the density of the development is excessive. All along the developer has refused to budge on this issue, but it should be addressed.

Another potential issue has to do with rentals. A number of the unrestricted units will be purchased for rental purposes. The declaration should not allow for short-term, B and B type rentals and there should be a limit placed on the percentage of long term rentals allowed. Excessive rentals decrease the value of the units and put a strain on the Homeowners' Association to enforce the development's Rules and Regulations.

Another concern I have has to do with the question, Where will the children play? The Design Review Board had gave misgivings about the Wintergreen development vis-vis the Design for Bainbridge guidelines with regard to quality of life and safety standards. The development is cut in half by Wintergreen Lane, a thoroughfare that will carry big trucks to and from ProBuild and ambulances coming the Virginia Mason. Children need room to roam and play but this road with its busy traffic puts them at risk. The responsibility cannot rest with the children and their parents alone. The common spaces outlined in the proposal are simply inadequate to the need.

Aside from my issues about the density of the project, I have concerns about the traffic the development will generate. The intersection of High School Road and Wintergreen Lane on the one side and Ace Hardware/McDonalds on the other side is askew and there is insufficient passive traffic control to avoid problems with turning one way or the other. Moreover, with families moving into the Wintergreen development there will be increased foot and bicycle traffic competing with vehicles at this intersection. There are three crosswalks on High School Road between #305 and Madison Ave., in addition to curbing that calms traffic in that stretch of High School Road. It would be a mistake to ignore potential problems on High School Road between #305 and Ferncliff. As it is, vehicles exceed the speed limit along this stretch of High School Road and there is significant back up of traffic there as ferries let off vehicles coming

from Seattle. Crosswalks and traffic calming features are needed on this stretch of High School Road as well.

Yours,
Barry Andrews
Bainbridge Island resident

To the Hearing Examiner for Wintergreen Homes:

I am a resident of Stonecress, a community built by David Smith about seventeen years ago. I support affordable housing on Bainbridge, but I have some reservations about the Wintergreen plan due to its extreme density. My experience in Stonecress and the problems we have faced despite having much more space than planned for our neighbors is my basis for the concerns explained below:

1. When David Smith was talking about parking during a recent Planning Committee meeting, I recall he said that the parking in Wintergreen would not be numbered. That made alarm bells ring in my mind.

The Wintergreen homes with garages may run into the difficulties we've had with the garages in our development with large SUVs and pickups unable to fit. In the case of Wintergreen, entrances to the garages appear to be direct 90 degree turns off the one lane access road, making ease of access an additional difficulty. When folks find the garage parking inconvenient or choose to use it for storage, they will tend to look to any open parking space available, creating difficulties for the affordable units that completely rely on those spaces. Please number the 31 spaces allocated to the affordable units to ensure them of parking. Dedicated parking is a must and will help avoid problems between neighbors.

2. Make sure the monthly fees are sufficient to build the necessary reserve to paint the homes, reroof, and take care of the roads, all things that Mr. Smith affirms will be taken care of by the HOA. We are currently facing a huge increase in fees due to the roofs wearing out years earlier than predicted in our condo community. Please make sure there are mechanisms in place to keep the necessary fees updated, not left to the HOA officers to discover that the introductory fees were way too low, an attractive incentive to purchase but not useful in meeting obligations.

3. Property LLC's have been snapping up the lower priced units in our community, charging high rents that have driven out former tenants. It's likely that the Wintergreen three story units will be bought, often for cash, as investment for rents that make them unaffordable for the workers on the island that we are trying to provide for. A provision that limits rentals, and especially one that eliminates short term rentals will be a boon to the community, encouraging home ownership. A community, especially one with ongoing commitments, thrives when there is buy-in and cooperation between neighbors. The affordable units require owners to occupy their homes, and CC&R's can be formulated to protect and enhance the entire development.

With hope that some wise thinking will improve this project,

Linda Andrews
Bainbridge resident

Marlene Schubert

From: Karen <karenconoley@gmail.com>
Sent: Tuesday, November 23, 2021 7:07 PM
To: PCD
Subject: Wintergreen Project

Follow Up Flag: Follow up
Due By: Wednesday, November 24, 2021 7:30 AM
Flag Status: Flagged

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I support this development. There has been much talk about providing affordable housing but not a lot of action. This project would provide a significant number of affordable homes in a convenient location. The site already has commercial uses and the proposed project would be a comparable use. I hope the city will take advantage of this well thought out project. I think it would be far easier to solve any resulting traffic issues than to attract another large affordable housing project. It is time to stop talking and to actually build. Thank you Karen Conoley Bainbridge Island Resident

Sent from my iPad

Marlene Schubert

From: Karen <karenconoley@gmail.com>
Sent: Friday, December 3, 2021 2:35 PM
To: PCD
Subject: PLN51836SUB/SPR/CUPA

I hope you approve the Wintergreen project. We badly need affordable housing and the Wintergreen proposal includes a significant number of units. It also contains restrictions on future sales. Not only are teachers ,nurses, hourly wage persons but also long term resident seniors are priced out of living in our community. The location is perfect. Already high density, close to public transportation, schools, medical facilities and other services. Please approve this project.

Karen Conoley
428 Harborview Dr SE
Unit 133
Bainbridge Island Wa 98110

Sent from my iPad

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Date: December 4, 2021

To: Hearings Examiner
City of Bainbridge Island

Re: Wintergreen Townhomes/[PLN51836 SPR](#)

From: Joseph Dunstan, Chairperson, Design Review Board

As a citizen with five years of experience on the Design Review Board I have many concerns regarding the incomplete review process for this project. They are my personal observations and they are based on publicly available information.

Site Design Standards and Context for DRB Recommendation

The Design Review Board (DRB) for City of Bainbridge Island reviews development projects submitted to the City and recommends approval or denial to the Planning Commission and the Director of Planning. Projects include subdivisions, commercial and multi-family housing.

The DRB is responsible for evaluating and reviewing projects based on design standards found within the "Design for Bainbridge Manual" (D4B) which provides guidance for project applicants to successfully navigate the design review process. The D4B manual was codified by the Bainbridge Island City Council in 2019 and was part of the project review process starting in the same year. It is therefore part of the municipal code and is required as part of this project review process.

The D4B manual clearly states that "for a project to be approved it must comply with all applicable design standards and demonstrate how the project team has applied design guidelines to meet those standards." (Ref: page 5) BIMC defines the key word "must" as "mandatory" (ref: BIMC, Title 1.04 General Provisions, 1.04.010 Definitions, part U.)

These standards and guidelines are structured to support good design. This iterative process is intended to help applicants apply relevant standards and guidelines and develop designs for their project that fit Bainbridge Island and the unique context of a particular site.

Summary of DRB Review

During 2020 and 2021 the Design Review Board for the City of Bainbridge Island conducted six meetings to review the Wintergreen Townhomes proposal submitted by Central Highlands. The DRB reviewed this project using the 23 Design Standards required in the D4B Manual. Based on this extensive review the DRB voted unanimously to recommend denial of this project. The DRB forwarded to the Planning Commission and the Planning Director a 44 page analysis detailing project deficiencies in not meeting any of the 23 design standards.

Lack of critical site plan and data analysis

In arriving at the DRB recommendation of denial, the DRB was consistently hampered with a lack of adequate information from the applicant including the following:

- Lack of a complete site plan with accurate dimensions and missing standard data analysis
- Plans submitted never detailed parking required, or parking provided for in the proposed project
- Plans submitted never identified the mix of housing units (studio, one bedroom, or two bedroom)
- Lack of a landscape plan that correlated with with the site plan
- Incomplete building elevations and identification of building materials.
- Lack of detail design in the identified community areas
- PCD Director Wright specifically asked the DRB to recommend a buffer width along SR305. DRB recommended 50 foot minimum. An alternative site plan showing this buffer with dimensions was never presented by the applicant to the DRB for review. All drawings were based on a 35 foot buffer only.

Due to an incomplete set of plans by the applicant, the number of parking spaces required by the city or to be provided by the developer was NEVER determined by the DRB. It is functionally not possible to review and approve a site plan for conformance when critical information such as required parking spaces and mix of housing units is not identified.

Subsequent to the final determination and recommendation of the DRB in June, 2021, the applicant provided the Planning Commission five more revisions to the site plan claiming they had “complied with DRB recommendations”. However the DRB was never allowed to review any of these site plans or other documents to verify compliance.

Planning Director Heather Wright wanted to return the project for further review by DRB as drawings were substantially changed. However the Planning Commission recommended against allowing further review by DRB. The DRB (and therefore the City) does not know to this day if the most recent site plan #6 (submitted in mid-September 2021) does or does not meet one or more of the 23 design standards.

As of this date, the DRB has not reviewed or seen the final site plan, landscape plan, building elevations, 50 foot buffer, or parking requirements for this project. DRB review of this project required by COBI code is therefore incomplete.

Planning Commission lack of due diligence in this project review

The Planning Commission did not complete due diligence in violation of both BIMC and the Planning Commission's own stated purpose as follows:

1. BIMC Title 2.16.040 - B #5 states:

Item D: The design review board's recommendation shall hold substantial weight in the consideration of the application by the planning commission. Any deviation from the recommendation shall be documented in their written findings of facts and conclusions.

2. Planning Commission's stated purpose:

The purpose for the Planning Commission which can be found in the Wintergreen Townhome recorded motion on September 23, 2021 states that "the purpose of the Planning Commission's review and recommendation is to determine if a proposed project is consistent with the Comprehensive Plan, applicable design guidelines and standards, and BIMC Titles 2, 17, and 18. "

The Planning Commission recommended deviating from the Design Review Board's recommendation of denial by including 17 conditions which they claim satisfy the issues raised by the Design Review Board. A review of the recorded motion on September 23, 2021 and the video of this same meeting will show that the planning commission addressed only four of the 23 design standards findings (approximately 20%) by the Design Review Board. As stated in the discussion above, neither the DRB nor the PC is allowed to simply choose between design standards that they like or don't like. Projects must meet all design standards. In not addressing all of the design standards findings the Planning Commission did not fully review or give "substantial weight" to the findings of the Design Review Board. See Table below in this document.

PCD Director's lack of due diligence in this project review

In addition, the Planning Directors' decision incorporating the recommendation of the Planning Commission did not meet BIMC as follows:

BIMC Title 2.16.040 -B #6 Review and Approval by Director states in section ii "that the design review board and planning commission's recommendation shall hold substantial weight in the consideration of the application by the director. Any deviation from that recommendation shall be documented in the director's report." There is no such documentation in the director's recommending report regarding the 23 design standards review by the Design Review Board.

Conclusions

This discussion begs the question internal to city discussions going forward as to whether COBI Planning and Community Development process values the work of the Design Review Board, the "Design for Bainbridge" manual or the 23 design standards.

As the items listed above are required by BIMC as part of the project review for development projects and are currently unresolved, I would ask that the Hearings Examiner not approve the Wintergreen Townhome project and return it for project review as required by BIMC.

SUMMARY OF DESIGN STANDARDS REVIEW BY DRB AND PC

	Design Standard	DRB Finding	Addressed by Planning Commission
SITE DESIGN	S1 Protect and repair natural systems	Did Not Meet	NO
	S2 Preserve and enrich wildlife habitat	Did Not Meet	NO
	S3 Respect and magnify unique aspects of site and context	Did Not Meet	NO
	S4 Complement and contribute to the built environment and local identity	Did Not Meet	NO
	S5 Fit the project into the systems of access and movement prioritizing pedestrians and bicycles	Did Not Meet	YES
	S6 Support and contribute to a vibrant public realm.	Did Not Meet	NO
PUBLIC REALM	P1 Create a safe and comfortable environment for walking and cycling	Did Not Meet	YES
	P2 Minimize impact of vehicles on the public realm	Did Not Meet	YES
	P3 Design to support a legible hierarchy of public spaces	Did Not Meet	NO
	P4 Strengthen public space connections	Did Not Meet	YES
	P5 Draw from and enhance existing block patterns	Did Not Meet	NO
	P6 Foster interest and activity along commercial streets	Did Not Meet	NO
BUILDING DESIGN	B1 Express a clear organizing architectural concept	Did Not Meet	NO
	B2 Use an architectural language appropriate to Bainbridge Island	Did Not Meet	NO
	B3 Create well compose facades at all scales	Did Not Meet	NO
	B4 Celebrate and prominently feature sustainable design	Did Not Meet	NO
	B5 Use high quality materials and well-crafted details	Did Not Meet	NO
LANDSCAPE	L1 Integrate the landscape concept to complement the architectural concepts	Did Not Meet	NO
	L2 Support the public realm with the landscape design	Did Not Meet	NO
	L3 Integrate sustainable features into the landscape and make them visible wherever possible.	Did Not Meet	NO
	L4 Integrate and highlight green infrastructure practices	Did Not Meet	NO
	L5 Support healthy habitat in the landscape	Did Not Meet	NO
	L6 Preserve and enhance important views and view corridors	Did not Meet	NO

Marlene Schubert

From: Bob Russell <bobrussell169@gmail.com>
Sent: Monday, December 6, 2021 11:03 AM
To: PCD
Cc: Bob Russell
Subject: Proposed Wintergreen Recommendation Deficiencies - by Bob Russell
Attachments: Proposed Wintergreen Final IPD Recommendation- Shortages 12.6.2021.pdf; Proposed Wintergreen Final IPD Recommendation- Shortages 12.6.2021.pdf

Attention Hearing Examiner Clerk,
Please submit this email text, and the attachment to the Hearing Examiner's attention Re: Proposed 73 Unit Townhome Project - PLN51836 SPR....

I am a volunteer member of the COBI Design Review Board, and submitting the attached recommendations as a private citizen of the COBI. All information in the attached is publicly available information found on the COBI website.

Sincerely,
Bob Russell
11200 Skinner Rd NE
E-mail: bobrussell169@gmail.com
Mobile: 206.409.5560

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PLN51836 SPR – Proposed Wintergreen 73 Unit Townhome Project Concerns:

By Bob Russell 11200 Skinner Rd NE, Bainbridge Island, WA

Date: 12/06/20221

(A Design Review Board Member, testifying ONLY as private citizen, and utilizing publicly available information)

The proposed Wintergreen (WG) project is a “glimmer of light in the darkness,” for the Visconsi landowners, the developer/builder, and for the future townhome buyers/owners. The Bainbridge Island commercial market is a large inventory of at least 70,000sf+ of vacant commercial space for sale or lease. The proposed single family WG project is a “win-win” for all above participants, and more importantly, will denude, beautify, and enrich the currently vacant, 2.93 acres either side of private Wintergreen Lane.

The proposed WG project will let the Visconsi landowners to close out their last 2 of 5, unsold commercial zoned lots. Best of all, 42% of the proposed WG units will sell slightly less than \$400,000, and managed via lower Homeowners Association fees. This provides a much-needed market “boost” for lower income, and the “missing middle” home buyers who seek housing that is affordable. The current, single family residential market sales on Bainbridge show a median price of \$1.1 million – far beyond the reach of all “work force” housing seekers.

However, like anything (too) good, there are still, hidden challenges yet to be overcome by the WG developer (and possibly by the COBI), to introduce a safe, healthy, and successful townhome residential project to Wintergreen Lane. The proposed WG project is intended to complement the entire Visconsi, 8+ acre retail/commercial site - currently comprised of a busy, and growing Health Clinic and Urgent Care Clinic, a national pharmacy store, and a mid-sized national bank.

The COBI Interim Planning Director’s (Deputy Mayor) Final WG Recommendation to the HEX is “most deficient” as it pertains to several key issues still not addressed in the proposed Wintergreen Townhome project design.

Proposed Wintergreen Applicant must still provide:

1. An updated Environmental Noise Study (SEPA) based on the changed, proposed homesite locations at the west lot townhomes, including the proposed addition of a 10’ high earth berm in the west buffer. This revised study must be based on BIMC/WAC noise codes, and not per HUD, as the February 2021 Environmental Noise Study refers.
2. Provide better detailed layout of the proposed 50’ vegetated buffer, the entire length of the west side of the SR-305 ROW sites, and clearly indicate the Front Setback dimensions at westerly homesite townhomes. The proposed 50’ vegetated buffer stopping point is also not correct. Does it terminate at the west, or east edge of the proposed, 5’ wide sidewalk? Last, does the newly proposed, 50’ buffer layout, create “non-conforming” buffers defined by prior decisions?
3. Submit accompanied WG Landscape Design that includes the 10’ high, earth berm, with berm’s required “LS cover.”
4. Submit clearly numbered, proposed, open parking stall layout for each lot of the 8+ acre sites. Including a separate parking data legend for each of the five (5) lots, and add the missing 70 vehicle, open parking stalls still <short> at the proposed WG project sites. The parking shortage is still not shown in the Rev 6 Site Plan dated 10/12/2021. By the way, the 10/12/2021 plan is the FIRST parking plan, submitted by the proposed, WG project showing the overall 8+ acre parking plan! See attached WG parking backup calculations defining the 70 open stall parking shortage. The vital need of the proposed WG project is still to provide adequate open stall vehicle parking – this MUST be included in the project.
5. Modify proposed townhome layout “pinch-point,” at the west lot, located between two (2) north townhomes. This crunched exterior design is most questionable - an “improperly balanced space.” It looks very much like an “after-thought,” not in keeping with professional design standards. This unusual, and odd-looking layout must change.

Providing adequate PARKING is a key deficiency of the current, proposed WG project, and where parking is listed as #4 deficiency in the above, though it is a #1 priority, but.... The WG Applicant must first “prove” (#1, #2 and #3 above) that the proposed 50’ vegetated buffer width (and the 10’ high earth berm), adequately suppress the traffic noise from SR-305. The revised noise study must show that the homesites receive no more than 55 dBA of noise. The vegetated buffer and front setback layouts have changed since the date the original WG noise study was performed in February 2021.

Next, it is vital that Virginia Mason, and CHI Franciscan Urgent Care Clinic parking do not become “parking-locked” due to the addition of the proposed WG townhome, non-commercial project. Both clinics have experienced a rapid growth, since the 2016 Administrative Decision. Clinic parking shortages will hinder easy First Responder, and patient access to the building – and more so, during winter months as it rains, and the winds blow. Virginia Mason and CHI Franciscan Urgent Care clinics are the only health care operations available on our growing Bainbridge Island community.

The Visconsi 2014 HEX, and the 2016 Administrative Decisions failed to consider future medical clinic parking needs. Both 2014 and 2016 parking counts are based on 20,000 and 30,000sf Retail buildings - 4/1,000sf GFA = 90 and 120 Open Stalls decided. The 2016 decision “shorted” the 30,000sf, Medical Clinic building by 5/1,000GFA, or 150 – 120 = 30 Open Stalls. Medical clinics, such as in the City of Poulsbo code, require 5/1,000GFA parking stalls at all Medical Clinics. The above information supports the vital need that proposed WG parking be well thought out now, and not later.

Further, the 2016 Administrative Decision shows the VM staff recorded as 30 total. The COBI 2019 Approved City Budget package shows the VM clinic staff as 70 ! This is a huge staff increase, and probably not considered by anyone in 2016. A common finding is that Medical Clinics require more staff per 1000sf of floor area, then do similar-sized Retail spaces in order to support their staff.

The above parking background is most pertinent to calculating a “practical-working,” Open Stall, Non-Private Parking count, at the two proposed WG project sites. The proposed WG project must provide 120 open parking stalls (Refer to Tables Pg. 3-4). The most recent WG project site plan, dated 10/12/2021, shows WG only providing 50 open stalls – a shortage of 70 open stalls. This count includes that WG also must replace 3 Open Stalls removed at Walgreens, by WG, in order to construct a 12’-13’ wide access road at the west WG lot. Total parking count at Proposed WG includes: the 73-unit baseline stall count, the recommended 26 stalls “PLUG,” in order to park WG guest/service vehicles, and the 21 off-site stalls for VM staff, patients, and service vehicles to park at WG. The 2016 Administrative Decision approved 120 (from prior 90) Open Parking Stalls for use by the revised 30,000sf medical clinic building. Only 99 stalls are physically provided (though the prior, and most recent parking plans indicate 100 stalls). This leaves a 21-vehicle, Open Stall shortage at the VM/Urgent Care Clinics. These 21, and probably more vehicles, park off-site currently, at the two proposed WG project lots.

The last parking criteria to consider is also from the 2014 HEX/2016 Administrative Decision, the proposed WG project must meet. The 2016 Administrative Decision requires a quantity of 278 Open Parking stalls installed, over the 8.16 acre site. This means the proposed WG project must at least provide an additional 87 Open Parking stalls (Refer to Pg. 3), in order to meet. The 10/12/2021, 8+acre site plan only shows an additional 53 open stalls. This means the WG project is short to meet this criterion, by 37+3=40 Open Stalls. The <40> count includes replacing the three stalls removed by WG at the Walgreens parking lot. The Deputy Mayor, as Interim Planning Director submitted a Final WG Parking Count of only 264 parking stalls (excludes WG on-site guest/service vehicles, and Medical Clinic off-site parking). The Open Stall parking calculations (Pg. 3 and 4) recommend an Open Stall parking count of 290, not 264, as submitted by COBI PCD. This calculation also leaves Medical Clinic parking “as-is,” without the suggested parking of another 30 Open Parking Stalls, that better meet medical clinic parking needs for other land use jurisdictions.

“Visconsi Master Plan” History – Mixed Use Town Center – (5) Parcels – OPEN Parking Stalls:

PLN17734 – HEX Decision Dated March 27, 2014.....248 OPEN Parking Stalls Required
PLN50231 SPRA - Notice of Administrative Decision June 10, 2016.....278 OPEN Parking Stalls Required
PLN51836 SPR HEX Pkt. – Proposed Wintergreen 73 Unit Townhomes 264 OPEN Parking Stalls RECOMMEND
- ditto- (Parking Calcs by Bob Russell) -ditto- 290 OPEN Parking Stalls RECOMMEND

1a. Overview of Proposed Wintergreen Townhomes SFR, MUTC Sites Buildings’ Parking:

Building Name	<u>2016 Required</u> Parking-OPEN (4/1,000sf Bldg.)	<u>Actual Count</u> Parking-OPEN Stalls (Existing)	<u>* 10/12/2021</u> REV 6 Parking- OPEN Stalls	Remarks
Key Bank	13	12	13	Short 1 OPEN STALL
Walgreens	58	58	55?	See Further @ Bottom of Table
Virginia Mason 120		99	100	21 VM Staff Stalls Vested, but “Off-Site”
Bldg. 3 / 4	48	9	-	SFR Replaces Commercial Use
Bldg. 6 / 7	38	36	-	-ditto-
WG East (Lot D) 30**		36	36	Recommend ADD 25 Open Stalls–Pg 2.
WG West (Lot A) 43**		9	17	Recommend ADD 45 Open Stalls-Pg 2.
Walgreens/WG Property Line		-	***<3> (50)	WG shows not replacing 3 Stalls

Sub-Total: <191> OPEN Stalls Vested IAW 2016 Administrative Decision(Includes 21 Off-Site Clinic OPEN Stalls)

Required: **278 OPEN Stalls Required** IAW (In Accordance With) 2016 Administrative Decision

Difference: 87 OPEN STALLS must be included in the Proposed WG Site Plan – Further, see bottom Page 4 of 4

1b. Proposed WG ONLY – OPEN STALL Parking Calculations (Per BIMC + Recommended Guest/Service ...):

WG 1-BR Units**** 49 (Revised from 31 units) - Requires 1 Open Stall / Unit
WG 2 BR Units**** 24 (Revised from 42 units) - Requires 2 Parking Stalls Unit; (24 Garages=24 Private Stalls)
Total SFR Units 73 OPEN STALLS Required per BIMC SFR Code
Guest/Service Veh.’s 26 (“**PLUG**” OPEN STALLS -.35); Max Allowed: (.5 x 73 Units), or 37 OPEN STALLS
OFF-SITE Parking-VM 21 (OPEN STALLS based on 4/1,000sf of Bldg.– **Best if VM is 5/1,000sf (= + 30 Stalls)**)
Required by WG: 120 OPEN STALLS Recommended; 6 days/week; “Shared Daytime Parking” Only Sundays!

IAW Visconsi Master Plan: Summary: 191 + 120 – 21 (Vested Off-Site VM) = 290 OPEN STALLS RECOMMEND

- * Only time WG proposes an Overall Parking Plan – Four (4) months after RECOMMENDED PROJECT DENIAL by the DRB
- ** Makes no logical sense to approve a 25% ferry distance, parking reduction (18 OPEN STALLS); 42% of townhomes are for Affordable Housing (on-island “Work Force”); And where 20% of resident owners will be Senior age (62+). Resident NON-OPEN, Private Garage Parking is excluded from ALL parking stall #'s, since residents unable to “share park” private Garages. Site parking also must meet Approved Visconsi Master Plan, requiring a baseline, OPEN STALL count. Garages are not included in 2014 / 2016 Decisions
- *** WG will remove 3 open stalls (Walgreens, where 58 stalls required) to install a 12’-13’ wide Access Drive at Lot A (West) – Replace 3 OPEN STALLS somewhere on WG property
- **** See Top Page 3 of 4, for a detailed proposed, Townhouse unit OPEN STALL breakdown

**2. DETAILED BIMC BREAKDOWN - Proposed 73-unit, Townhome Parking – PLN51836 SPR
Parking Plan, Rev 6, Posted 10/12/2021:**

Lot D (East) **36** OPEN Stalls Indicated for Proposed Wintergreen Townhomes

1 & 2 BR Units: <30> Town House Units shown (13 are 2 BRM - Private Garage Stalls are Excluded)

Lot D Guest/Service <10> Open Stalls “PLUG” (.30 x 30 units), 6-days/week (Max. <15> guest stalls allowed)

Virginia Mason Stalls <21> VM Staff Use 6 days/week; 6:30am – 5:30pm; Sunday Days – OPEN STALLS Avail.

OPEN Stalls Short: <25> Lot D (East)

Lot A (West) **17** OPEN STALLS indicated @ Proposed WG Townhomes

1 & 2 BR Units: <43> Town House Units indicated (11 are 2 BRM - Private Garage Stalls are Excluded)

Lot A Guest/Service <15> Open Stalls “PLUG” (.35 x #units), 6-days/week (Max. <22> Guest stalls allowed)

Replace Walgreens <3> Open Stalls removed to provide the WG West Access Rd connection to Walgreens

Open Stalls Short: <44> Lot A (West), call 45 for ease of recall.

SUMMARY Parking Plan, Rev 6, 10/12/2021 OPEN-STALL <Shortage> @ WG Only:

<25> + <45> = <69> OPEN STALLS per BIMC Criteria Only

3. SUMMARY Parking Plan, Rev 6, 10/12/2021 OPEN-STALLS vs 2016 Admin Decision, Only:

36 + 17 – 3 (Walgreens) = 50 Total Open Stalls Proposed Per Plan (3 stalls removed for Access Rd WG)

Admin Decision 2016: 87 Open Stalls, yet requiring Vesting IAW Visconsi Master Plan Approval

Less: <50> Actual Plan Count (includes Walgreen’s 3 Stall shortage)

Total: <37> Open Stalls SHORT

Kelly Tayara

From: av8tr64@gmail.com
Sent: Tuesday, November 23, 2021 1:04 PM
To: Kelly Tayara
Subject: Wintergreen project

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We have watched this applicant bulldoze this project through the city. We are the first ones to agree the need for affordable housing on the island. This project as is will negatively impact our community for decades to come. Traffic, extremely limited areas for kids, inadequate provisions for bikes, walking and community.

At this point it doesn't appear there is any need for further public comments since Central Highlands already has an on site building office which gives the impression this project has already been approved. If so, it is hard to believe in the integrity of this whole project. As residents, we trust our local government to maintain the highest integrity in the

process!



[Sent from Yahoo Mail for iPhone](#)

Kelly Tayara

From: Karla Sammons <highroadevents@msn.com>
Sent: Tuesday, November 23, 2021 7:10 PM
To: Kelly Tayara
Subject: Wintergreen

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Hi Kelly.

My concern is that the needs of the disabled be wholeheartedly considered by offering:

...one story apts. that are on the ground floor ...placement of light switches, plugs, windows, bathrooms, kitchens, etc.

...sidewalks, streetlights, signage

(much more than a few disabled parking spaces)

I must believe that some units will accommodate those with special needs.

I do not want to be more involved or speak publicly about this. Professionals can and will manage these issues effectively. I just wanted to be the squeaky wheel via an email and no more.

Karla

Sent from  Karla's iPhone