

Call to Order (Attendance, Agenda, Ethics)
Review & Approve Minutes – August 1, 2018
Affordable Housing on Bainbridge Island
City Transportation Planning (motorized & nonmotorized)
Discuss Agenda for September 19, 2018
Public Comment
Adjourn

Call to Order (Attendance, Agenda, Ethics)

Chair Maradel Gale called the meeting to order at 6:33 PM. Members in attendance were Micah Strom, Michael Loverich, and Donna Harui. Scott Anderson, Tracy Collier and Joseph Dunstan Design Review Board were absent and excused. Michael Killion (Planning Commission) attended. City Staff present were Planning Director Gary Christensen, Engineering Manager Mike Michael, Long Range Senior Planner Jennifer Sutton and Administrative Specialist Carla Lundgren who monitored recording and prepared minutes.

The agenda was reviewed. There were not any changes in status.

Four members of the public were present.

Review & Approve Minutes – August 1, 2018

Motion: I move to approve the minutes as amended.

Loverich/Strom: Passed 4-0

Affordable Housing on Bainbridge Island - *(Presentation Only)*

Phedra Elliott, Executive Director for Housing Resources Bainbridge

City Transportation Planning (motorized & nonmotorized) - *(Presentation Only)*

Lief Horwitz, City Multi-modal Transportation Advisory Committee

Chris Hammer, Dept of Public Works Engineering Manager

Public Comment: Lisa Neal (citizen) – Ms. Neal asked if low speed electric vehicles will be allowed on the widened shoulder through Island Center?

Public Comment: Kol Shalom Representative – Asked if there had been any thought on how and where to park large groups of cars during neighborhood events and large gatherings. He requested the City create recommendations for alternative parking areas for such events.

Public Comment: Lisa Neal (citizen) – Ms. Neal asked that the traffic study results be available at the September 19, 2018 meeting.

Discuss Agenda Items for 09/19/18 Meeting

- BI Parks Foundation Presentation/Discussion
- Confirm DRAFT goals for Island Center Subarea Plan

Adjourn

The meeting adjourned at 8:12 PM.



PLEASE PRINT

[illegible]

Good Evening!

September 5, 2018



Mission:

To preserve the diversity and vitality of Bainbridge Island by providing and maintaining affordable housing opportunities in the community.

Vision:

We envision a diverse community where there are homes affordable to all.



What do we do all day?

Rental Housing

- 41 owned and managed (95)
- 48 units tax credit at Island Terrace (96)
- 2 rental assistance programs
- Maintenance and Facilities Management

Housing Programs

- Resources and Referrals
- HomeShare
- Independent Living

Homeownership Program

- 42 homes to steward in CLT (77)
- Homebuyer preparation/sales
- Assistance with HOA



Future Goals

Goal 1: Advocate for affordable housing in our community

Goal 2: Increase unit of affordable housing

Goal 3: Expand Independent Living Program

Goal 4: Increase outreach and visibility for our organization





State of Housing

Rental on Bainbridge Island

HRB Properties	42 units (0)
Island Terrace	48 units (19)
Rhododendron	50 units (48)
550 Madison	14 units (0)
Finch Place	29 units (20)
Virginia Villa	40 units (20)
Winslow Arms	<u>60 units</u> (all with subsidy)

283 units Affordable Housing Units



Approx 450 on waiting lists (as of June 2018)

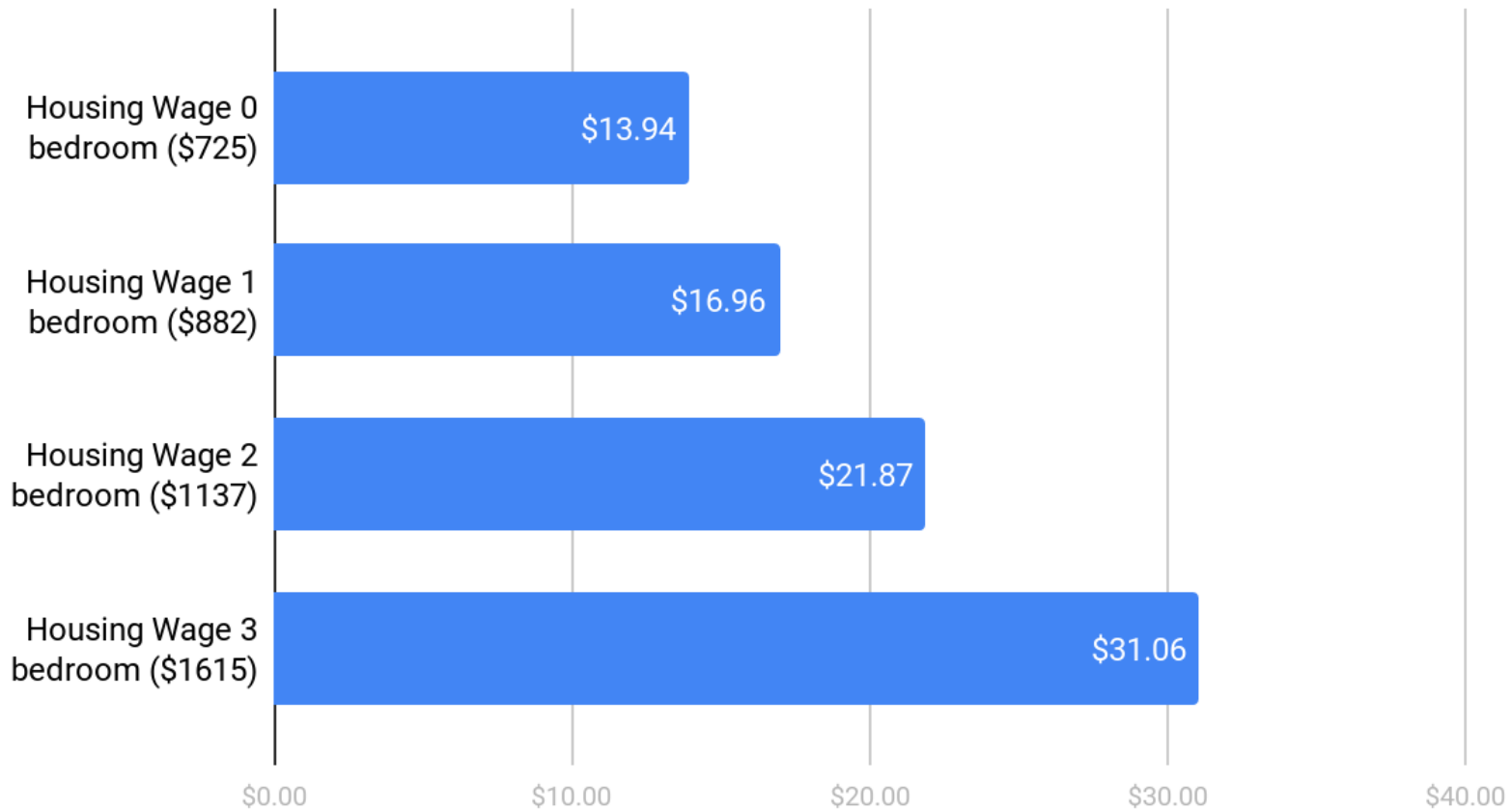
HRB's Experience

Individuals seeking assistance with housing

2016	2017	As of 6/30/18
230	370	280

Kitsap Rental Data

Kitsap County Out of Reach



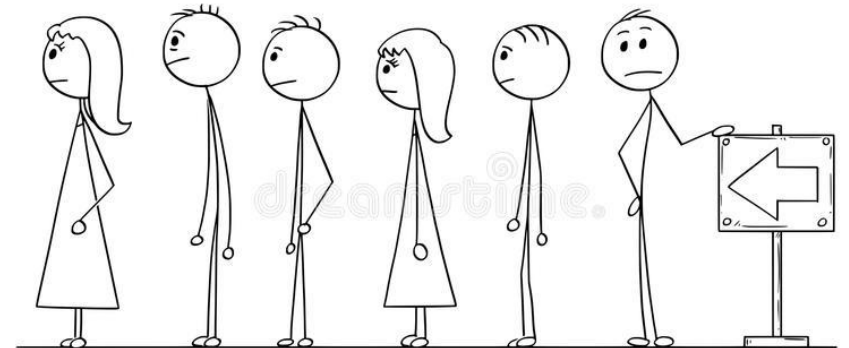
Average Rent - \$1,323

**Rent Affordable - \$598
w/ min wage**

Homeownership on Bainbridge Island and beyond....

HRB Ferncliff Village - 42 units

- Waitlist – 37 Households
- Housing Kitsap Waitlist – 126 Households (prequalified)
1400+ working on eligibility
- Majority are 1-2 person households



Homeless on Bainbridge Island

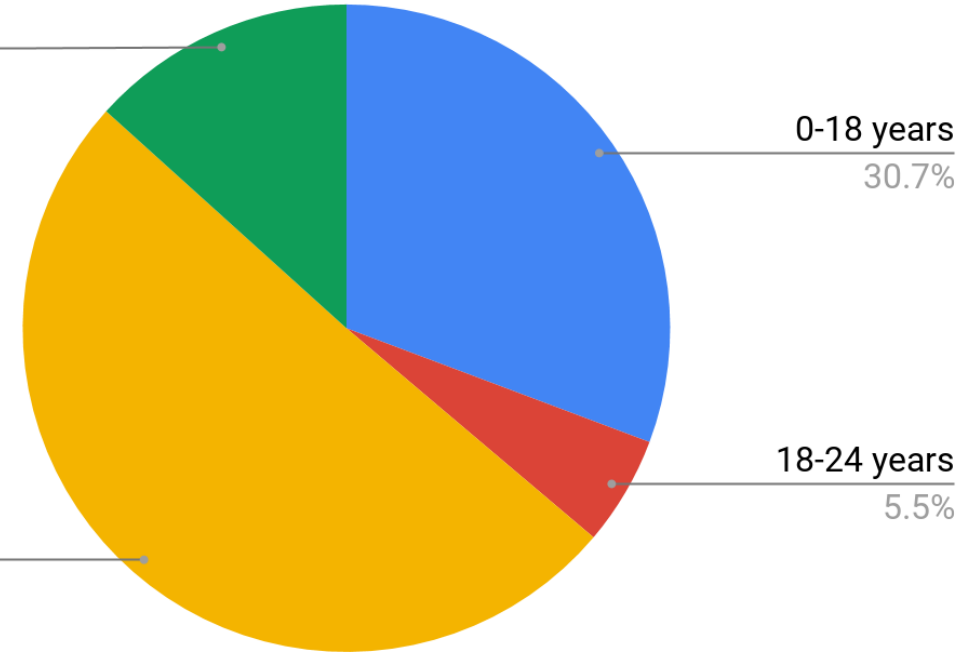
Sept 2016 - June 2018

Households served by HSC	187	
Literally Homeless	50	27%
At Risk of Losing Housing	137	73%

Ages Served

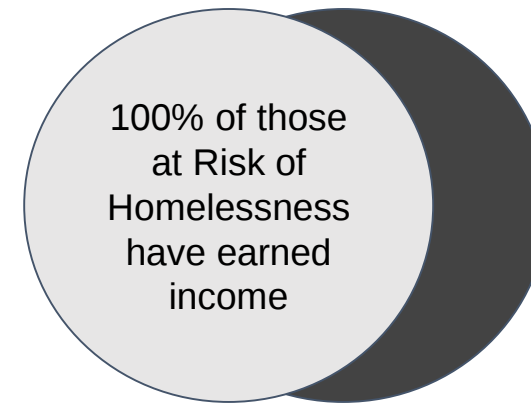
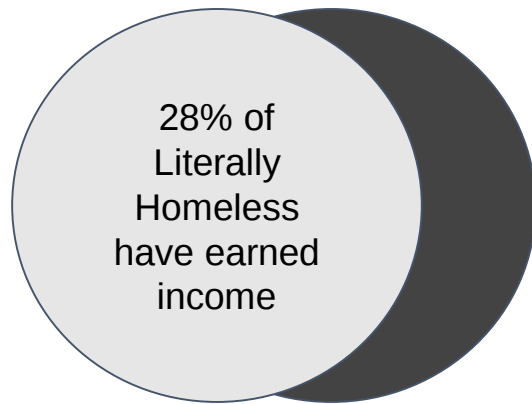
60 years plus
13.3%

25-59 years
50.5%



Characteristics - Bainbridge Island

	Literally Homeless	At Risk of Homelessness
Female Head of Household	42%	67%
Male Head of Household	58%	31%
Domestic Violence	32%	34%
Mental Illness	40%	21%





Affordable Housing Task Force – Priority Recommendations

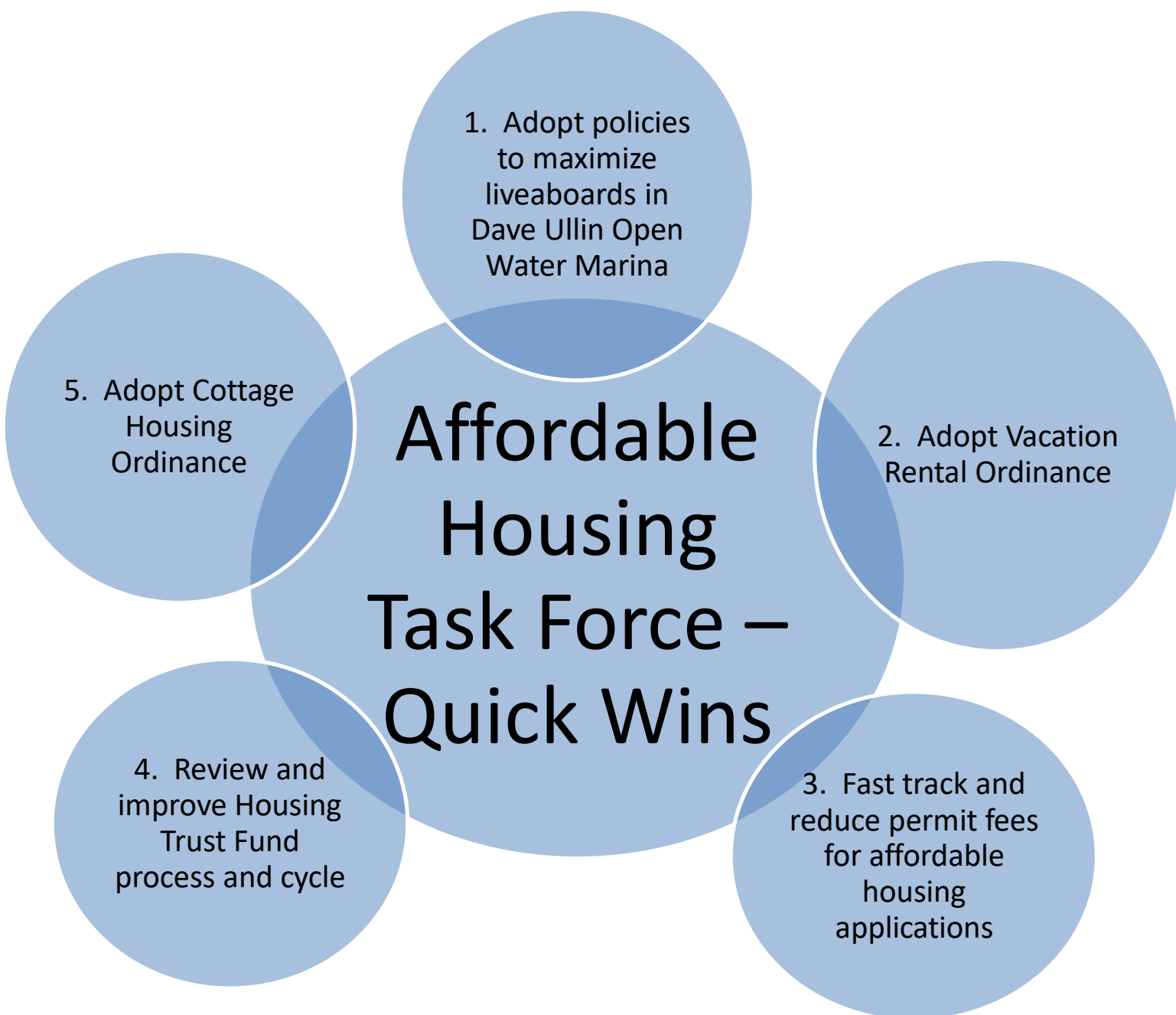
1. Code changes
to encourage infill
in Designated
Centers

2. Pursue
Opportunities to
partner with
private and non
profit sectors to
build housing on
public lands

3. Adopt
procedures to
encourage
Accessory
Dwelling Units

4. Innovations
Program – allows
staff to permit
experimental
affordable
housing projects

5. Permanent
Committee for
Affordable
Housing and
dedicated city
employee



Affordable Housing Task Force – Quick Wins

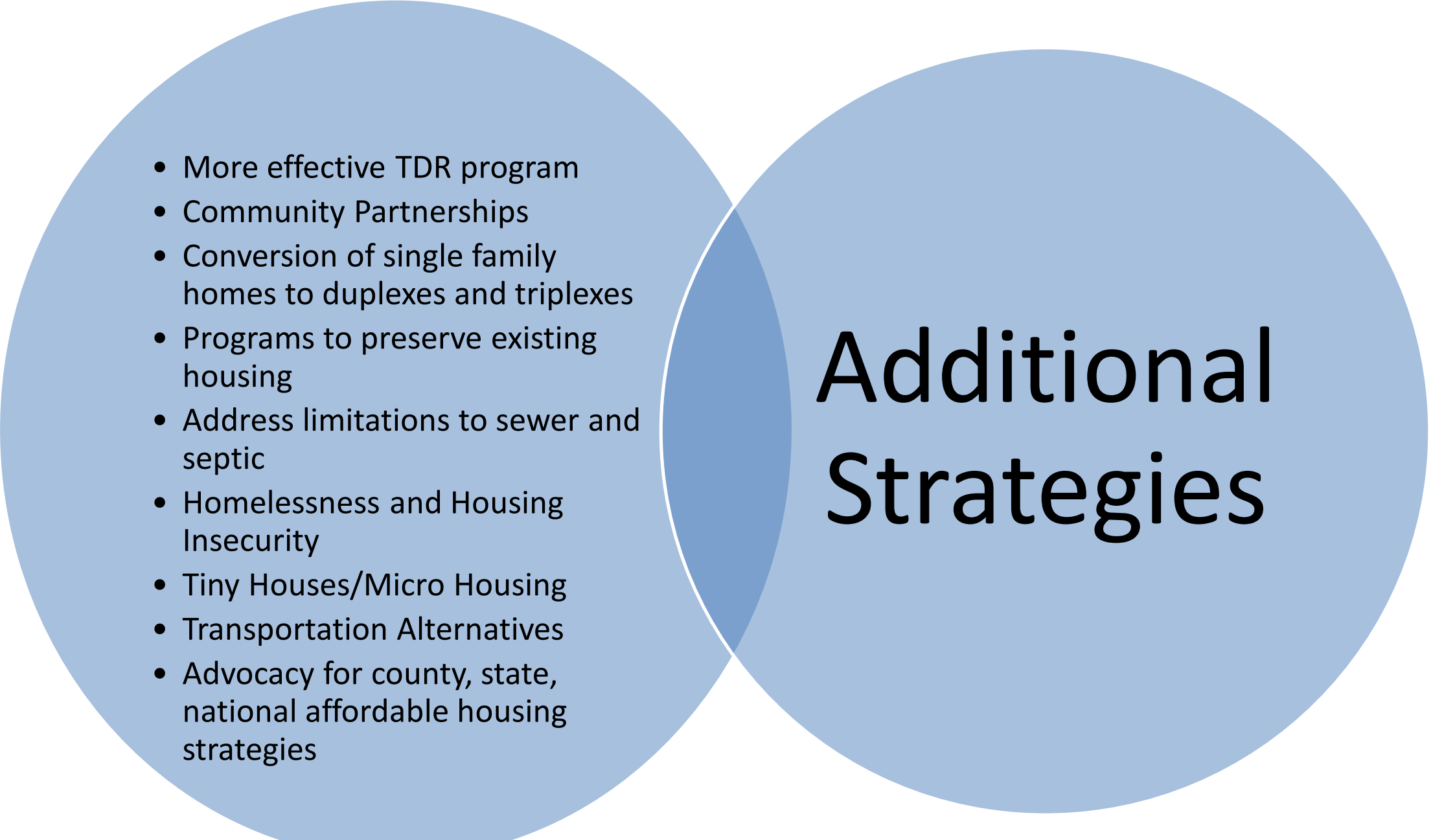
1. Adopt policies to maximize liveaboards in Dave Ullin Open Water Marina

2. Adopt Vacation Rental Ordinance

3. Fast track and reduce permit fees for affordable housing applications

4. Review and improve Housing Trust Fund process and cycle

5. Adopt Cottage Housing Ordinance

- 
- More effective TDR program
 - Community Partnerships
 - Conversion of single family homes to duplexes and triplexes
 - Programs to preserve existing housing
 - Address limitations to sewer and septic
 - Homelessness and Housing Insecurity
 - Tiny Houses/Micro Housing
 - Transportation Alternatives
 - Advocacy for county, state, national affordable housing strategies

Additional Strategies



Thank you
www.housingresourcesbi.org

Island Center Subarea Planning Process Steering Committee

Wednesday, September 5, 2018

“Whenever I see an adult on a bicycle, I do not despair
for the human race.” — *H.G. Wells*

“In every walk with nature one receives far more than
he seeks.” -- *John Muir*

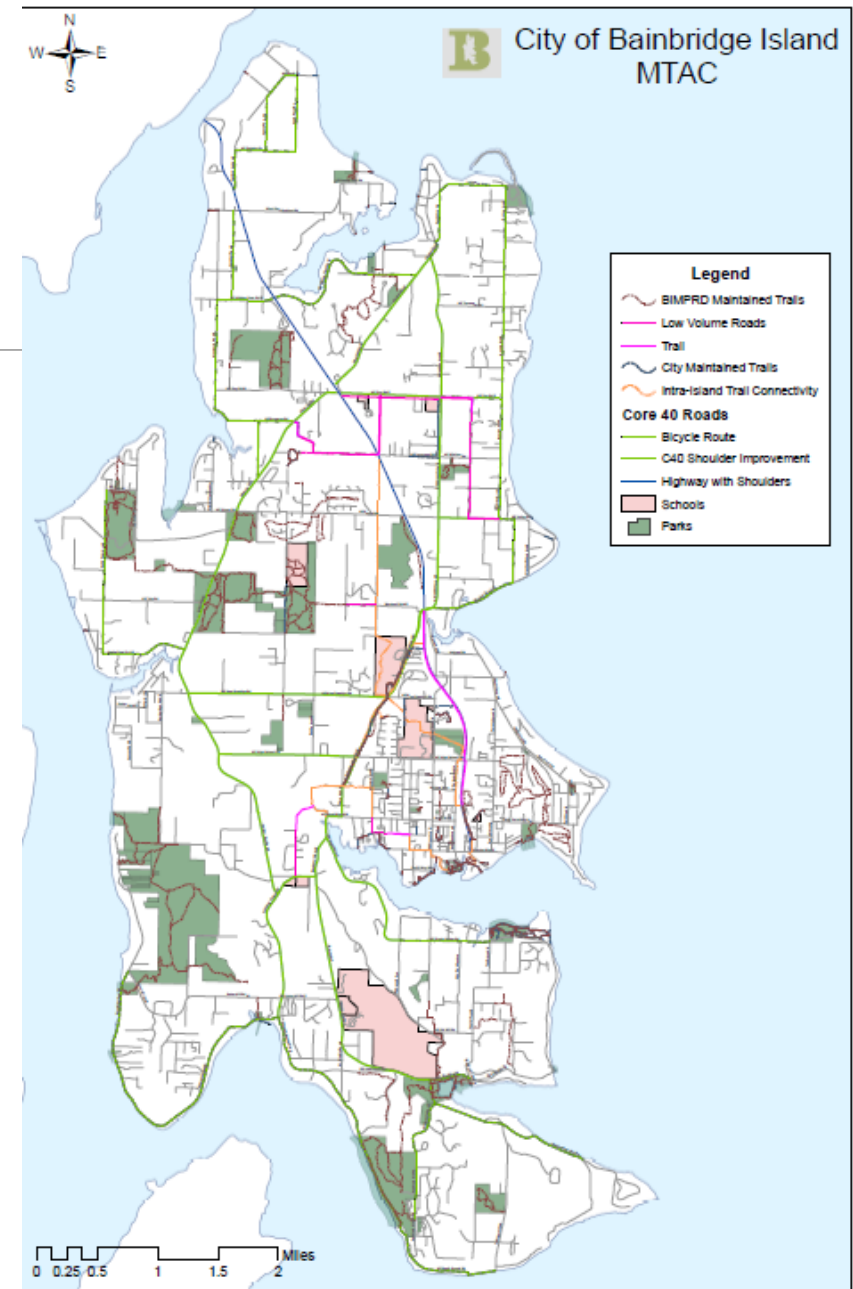
Lief Horwitz

Chair, C.O.B.I. Multimodal Transportation
Advisory Committee (MTAC)



Today's Discussion

1. COBI MTAC – Purpose, Focus & Composition
2. Foundational components of COBI non-motorized transportation
3. On The Horizon – Nov. 6
“Connecting Bainbridge: SAFE Mobility Levy”
4. Opportunities for Involvement



Multi-Modal Transportation Advisory Committee (formerly NMTAC)

Consist of **seven citizens** appointed by the Mayor and approved by Council. As well as **liaisons from COBI Council, BI Parks and COBI staff**

Advise the City Council, other City committees and commissions, and City staff on **transportation issues** affecting the people of Bainbridge Island

Guided by the 1) **COBI Comprehensive Plan** & 2) **Island-wide Transportation Plan**

Conduct monthly **public** meetings

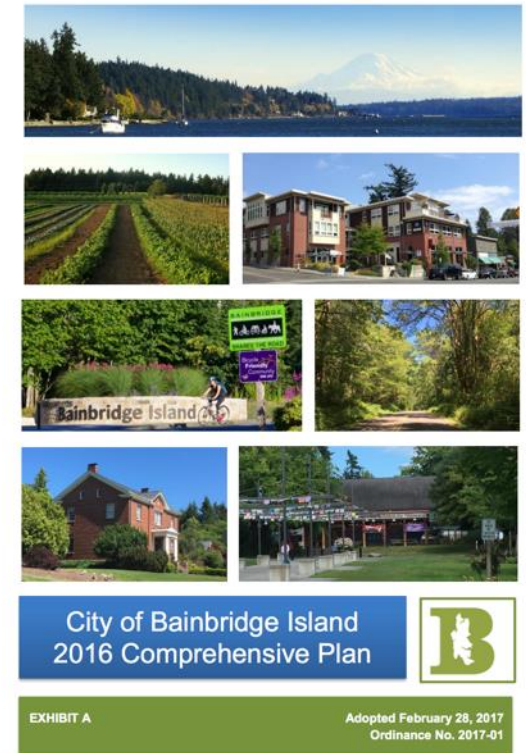


Our Foundation -- COBI Comprehensive Plan (Updated 2016)

Requirement of Washington's Growth Management Act (GMA) (1990)

Sets forth a **Transportation Vision, Goals and Policies** consistent with the rest of the Comprehensive Plan and provides direction to implementing actions.

A functional plan, *technical rather than policy in nature*, and **provides the primary means for carrying out the policy direction of the Transportation Element.**



Drilling Down -- Transportation Element, Transportation Vision 2036

Bainbridge Island has a **safe, dependable**, properly maintained, and fiscally responsible, **multimodal transportation system**. The system **provides good facilities for non-motorized users and pedestrians** and good access to transit, consistent with and supporting the other Elements of the Comprehensive Plan. The transportation system **improves mobility and safety for all users** while respecting the character of neighborhoods and maintaining a climate resilient environment. The system is regionally coordinated, **adequately financed**, and community supported.

Transportation Element
2016 Comprehensive Plan Update

Goal TR-2 – Non-Motorized System

Provide a non-motorized transportation system that is a planned and coordinated **network of shoulders, sidewalks, trails, footpaths, bikeways and multi-purpose trails that connect neighborhoods with parks, schools, the shoreline, the ferry terminal and commercial areas.**

Teasing Out TR-2 Points of Emphasis

Serves users of **all ages and abilities** - provides **safe, comfortable options** for non-motorized transportation

Connects residents and visitors with service centers, schools and parks

Provides network of **comfortable sidewalks within service centers**, with priority given to Winslow – *Walkable Winslow*

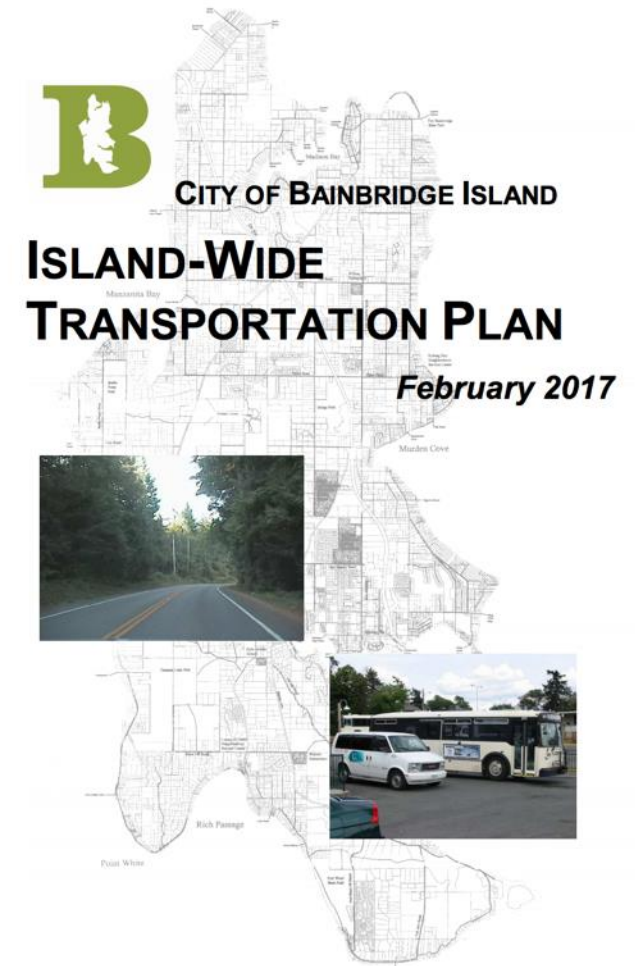
Provides safe pedestrian routes within 1 mile of schools and bike routes within 2 miles – *Safe Routes to Schools*

Provides a **network of shoulder facilities** along the Island's arterial roadways that serves cyclists as well as pedestrians in locations without sidewalks – *Core 40*

Develop a **trail system** to provide and Island-wide connectivity for both pedestrians and cyclists.

Island-wide Transportation Plan (Updated 2017)

- Represents an update and expansion of the 2004 Island-Wide Transportation Study (IWTS)
- **Provides the technical data and analysis to facilitate transportation planning** and to aid in implementation of the Transportation Element of the Comprehensive Plan
- Supports the implementation of the Transportation Element of the Comprehensive Plan
- Focuses on the issues and desires of the community to develop a transportation system that will accommodate vehicle traffic patterns within a multimodal environment



Infrastructure Ballot Measure Task Force

Created for the purpose of developing and delivering to the City Council recommendations possible for an infrastructure ballot measure that considers which investments would have the most impact in moving us toward the Transportation Vision described in Comprehensive Plan.

Consisted of eighteen citizens who meet monthly Sept 2017 – May 2018

Committee recommended that City Council should proceed to place a funding measure to raise \$15 million in incremental funding over a seven-year period for transportation safety improvements on the November 2018 ballot

Proposed Principles

Projects should address immediate safety improvements for largest number of users

Some investment in each infrastructure category is necessary/appropriate

Benefits should be spread across the island to the extent possible

Investments must be sufficient to have meaningful impact

Priority should be given to connecting schools and neighborhood service centers (NSCs)

Seek to leverage prior investments and close existing gaps in corridors

Project Evaluation Criteria - Summary

Connectivity – Providing a network of roadways and trails that provides a viable transportation for all modes, facilitating connection to key island destination. Addressing critical gaps and barriers that leverage existing networks to maximize the benefit with available funds.

Multi-modal – Improving connection to public transportation such as bus and ferry. Supporting multi-modal trips to encourage active modes of transportation.

Safety – Prioritizing resources to address areas with statistical safety concerns and locations with high nonmotorized use where enhancements would be effective at improving safety. Address perceived safety barriers for the non-motorized traveling public to encourage active modes of transportation.

Accessibility – Addressing barriers in existing pedestrian facilities and address gaps and lack of facilities. Realize a vision for a network that is functional for all users and prioritize funding for more vulnerable users.

Congestion Relief – Addressing traffic congestion on SR305, the greater Winslow Area, and cut-through traffic in neighborhoods. Bike lanes or alternative routes provided by separated pathways contribute to more efficient transportation networks.

Non-motorized facility identified in City's Comprehensive Plan – Projects that achieve facilities identified in the City's comprehensive plan or other plans that are the result of significant public involvement. • **Number of Potential Users** – Projects that would be expected to serve high volumes of users are scored higher.

Council Endorsement Resolution 2018-21

“Connecting Bainbridge: SAFE Mobility Levy”

Approved July 24, 2018

Proposed Use of Funds:

45 percent of funding for shoulder improvements on major island roads;

30 percent for to safe routes to schools and other off-road trail projects;

15 percent for pedestrian improvements in the Winslow core;

10 percent set aside for an “opportunity fund” to “to take advantage of opportunities that arise during the seven-year period to complete important projects on the project list”

Areas of Focus – What We Can Accomplish

Core 40 – Close Gaps



Connecting Pathways



Safe Routes to School



Walkable Winslow



PRO and CON statements for Connecting Bainbridge Levy Lid Lift ballot measure

From City Manager's Report for 8/3/2018

Appointments Made to Pro and Con Committees for "Connecting Bainbridge: SAFE Mobility Levy"

Community members were appointed to committees this week to write statements for the Kitsap County Voters Pamphlet to support and oppose the "Connecting Bainbridge: SAFE Mobility Levy" that will be on the November ballot. The committees include:

Pro Committee: Loanne Harmeling, Herbert Hethcote, Jon Quitslund

Con Committee: Doug Rauh



The City received five applications for the Pro Committee and members were selected in a random drawing, as there is a limit of three members per committee. Doug Rauh was the only applicant for the Con committee.

Bainbridge Island residents will vote on a \$15 million levy lid lift measure in November that would be used to fund non-motorized transportation projects, including shoulder widening, trail construction and sidewalk improvements.

During the July 24 City Council business meeting, the Council approved Resolution 2018-21 that explains how the funds raised by the ballot measure will be used and how the public will be involved in making decisions on the use of ballot measure funds.

Below are the Statements to be published in the Voters Pamphlet about Connecting Bainbridge: SAFE Mobility Levy

Argument For the Measure

Safety

Voters should approve this Proposition to create safe connections between Island neighborhoods, schools, parks and commercial centers. Kids deserve safe routes for walking and biking to schools. Citizens deserve safe routes to work and for recreation. Trails and wide shoulders will provide these safe spaces. Designated non-motorized lanes will reduce conflicts between drivers and those on foot and wheels.

Citizen Accountability

Residents on the SAFE Mobility Project Selection Committee, working with the City's Multi-Modal Transportation Advisory Committee, City staff, and the public, will establish the recommended projects ranked in priority order. See Section 8.C of 7/24/18 City Council Agenda for potential projects involving Grow Avenue, Valley Road, Day Road, Lost Valley Trail, Miller Road, Fletcher Bay Road, Eagle Harbor Drive, Lynwood Center Road, and Blakely Avenue.

Environmental Protection

Islanders value the natural character of Bainbridge Island; consequently, projects will be designed with as little tree removal and environmental disturbances as possible. Projects funded will be safe and functional. They will increase the efficiency and appeal of the transportation system.

Affordable

This Measure will raise \$2.14 million each year for 7 years. The pay-as-you-go, levy lid lift funding method is more cost-effective than paying interest on a bond. For example, on the median Bainbridge Island house assessment of \$660K, the tax increase will be \$185 per year, which is only 2.6% of that household's 2018 General Property Taxes of \$7132.

REBUTTAL of the AGAINST argument

As Bainbridge has grown, so has the need for improvements in our transportation system. This levy will widen shoulders and provide safe routes for walkers and bicyclists. Levy costs will be shared over seven years. A diverse group of citizens will determine priorities in open meetings, to make carefully designed improvements all over the Island. All citizens should enjoy safe access to work, schools, shopping, and recreation on this place we call home.

Argument AGAINST the Measure



Trees cut in State Route 305 Scenic Byway due to city using federal grants for STO Trail.



Fletcher Bay Foundation planned and paid for Moritani Preserve not cutting one tree.

The Levy is a \$15,000,000 property tax increase on all Islanders including renters, home owners and businesses. Property owners will have little say in project design. Removal of trees and shrubbery will change the natural beauty of the Island. Levy funds could be used as federal grant match for continuation of Regional STO Trail. How will pedestrians and bikes safely cross State Route 305 after a roundabout replaces the Day Road traffic signal?

Resolution No. 2018-21 <http://apps.bainbridgewa.gov/webLink8/0/doc/75597/Electronic.aspx>

Ordinance No. 2018-22 <http://apps.bainbridgewa.gov/webLink8/0/doc/75460/Electronic.aspx>

REBUTTAL of the FOR argument

unknown to me (Herb Hethcote) at this time (8/25/2018)

RESOLUTION NO. 2018-21

A RESOLUTION of the City Council of the City of Bainbridge Island explaining how the funds raised by the ballot measure approved by the City Council via ordinance no. 2018-22 will be used and how the public will be involved in making decisions on the use of the ballot measure funds.

WHEREAS, the City Council of the City of Bainbridge Island, Washington (“City”) has determined that it is in the interest of the City to increase investment in non-motorized transportation infrastructure including projects such as shoulder widening, trail construction, and sidewalk improvements, by \$15 million over the next seven (7) years; and

WHEREAS, the City desires to build projects including those to widen road shoulders, improve sidewalks, and build new trails; and

WHEREAS, RCW 84.55.050 provides for the levy of regular property taxes in an amount exceeding the limitations specified in chapter 84.55 RCW if such increased levy is authorized by a ballot proposition approved by a majority of the voters at an election held within the taxing district (a “levy lid lift”); and

WHEREAS, the City Council has determined that it is in the best interest of the City and its residents to submit a levy lid lift proposition under RCW 84.55.050(1) to the voters for their approval or rejection; and

WHEREAS, the City Council adopted ordinance no. 2018-22 that directs the placement of a proposition on the November, 2018, ballot that, if passed by the voters of the City of Bainbridge Island, will raise \$15 million over seven (7) years to pay for the construction of non-motorized transportation infrastructure and/or certain safety and mobility improvements on Bainbridge Island; and

WHEREAS, the City Council wants to provide the public with greater certainty regarding how the funds raised by the ballot proposition will be used; and

WHEREAS, the City Council wants an unbiased and well-informed group of Islanders representing multiple Island demographics to choose the projects to be built using the ballot proposition funding.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DOES RESOLVE AS FOLLOWS:

If the ballot proposition is approved by the voters, then the following Sections of this resolution will control how the ballot proposition funding is used.

Section 1. Use of Funds. The funding produced by the ballot proposition will be used to fund different areas, or “buckets,” of capital improvements, as detailed below. The percentages listed below are targets, not strict requirements. The percentages apply to the entire use of funds, not to the use of the funds on an annual or periodic basis. While the City will strive to meet the percentage targets listed below, deviations from the targets will be allowed in order to balance the funding required for different projects once the actual costs of those projects are known. The percentages listed below apply only to the use of the ballot proposition funds themselves, not to any grant funding or other sources of funding that might be combined with ballot proposition funding to fund projects.

- a. **Shoulder Improvements.** 45% of the funding is targeted for shoulder improvements on major island roads.
- b. **Safe Routes to Schools and Trails.** 30% of the funding is targeted for safe routes to school projects and other off- road trail/pathway projects, including intra-island trails and connecting pathways.
- c. **Winslow Core.** 15% of the funding is targeted for pedestrian improvements in the Winslow core, with priority given to projects that leverage existing infrastructure and provide connections to schools.
- d. **Opportunity Bucket.** 10% of the funding is targeted as a set aside to take advantage of opportunities that arise during the seven-year period to complete important projects, which could include the Sound-to-Olympics Trail. Any consultants or contractors hired by the City to assist with the design of projects, the implementation of projects, or determination of which projects to construct will be paid for out of this bucket.

Section 2. Environmental Protection. The primary goal of the ballot proposition is to construct well-designed, functional non-motorized transportation infrastructure and safety and mobility improvements on Bainbridge Island. However, all projects constructed with ballot proposition funding must be designed in a manner that disturbs and alters the Island’s natural environment, including flora, fauna, and critical areas, as little as possible, while still achieving a functional, legally-allowable project. Designing and constructing these projects in a manner that protects the Island’s natural environment and natural “look” is a higher priority than completing the projects as cheaply or quickly as possible.

Section 3. Potential Projects. Listed below are projects that have been identified by a citizen advisory group as the highest priority projects in each bucket. These projects are listed here solely for the purpose of providing examples of what projects might be constructed with the ballot proposition funding. The City can not, and does not, guarantee that the projects listed below will be constructed using the ballot proposition funding.

- a. **Shoulder Improvements**

- Fletcher Bay Road from Lynwood Center Road to New Brooklyn, and Miller Road from New Brooklyn to Day Road.
- “Head of the Harbor” – the section of Eagle Harbor Drive between the west end of Wyatt Way and the base of Bucklin Hill, at the head of Eagle Harbor.
- Bucklin Hill/Lynwood Center Road from Blakely Avenue to Fletcher Bay Road.
- Valley Road from North Madison Avenue to Sunrise Drive.

b. Safe Routes to School & Trails

- The “Grow Avenue Greenway” project, listed below.
- A trail running from New Brooklyn and Sportsman’s Club Road behind Woodward and Sakai Schools and connecting with Bucsit Lane/Wardwell.
- A trail within the Day Road right-of-way connecting the north end of Kallgren Road to Wilkes School.
- A trail within the Blakely Avenue right-of-way connecting the recently opened trail running from Old Mill along the north end the Islandwood property with Blakely School.
- The Lost Valley intra-island trail, on existing city-owned land from Carmella Lane to Ridge Lane.
- A trail within the Valley Road right-of-way connecting the south end of Kallgren Road with the Rolling Bay neighborhood service center.

c. Winslow Core

- The “Grow Avenue Greenway” project – this project combines a series of traffic-calming measures with enhanced pedestrian facilities on this road that connects neighborhoods to the central schools’ campus and is currently lacking in pedestrian facilities.
- Sidewalk on Grow Avenue from Winslow Way to Wyatt Way (east side of street) – this section of sidewalk would provide a comfortable pedestrian facility for residents along the south end of Grow Ave, connecting with the Shepherd Way trail and working in tandem with the Grow Avenue Greenway project to significantly improve conditions for people walking in this area.

Section 4. “Connecting Bainbridge: SAFE Mobility” Project Selection Committee.

Upon the approval of the ballot proposition, the City will start the process of selecting a group of Island residents to constitute the “SAFE Mobility Project Selection Committee” (the

“Committee”).

The Committee, with the involvement and guidance of the City’s Multi-Modal Transportation Advisory Committee, City staff, and the general public, will develop and provide to Council a recommendation for exactly which projects to build using the ballot proposition funding. This recommendation will take the form of a package containing all recommended projects.

The package will contain a list of recommended projects ranked in priority order within each bucket. The ranked list in each bucket will include more projects than ballot proposition funding would be expected to fund so that the City knows which additional projects to build should additional funding, such as grant funding or City general fund revenue, become available.

If the package contains projects that are not included in the City’s current Non-Motorized Transportation Plan or projects that are substantially different from projects identified in the current Non-Motorized Transportation Plan, then the Committee shall provide the City Council with recommendations on how the Non-Motorized Transportation Plan should be amended.

PASSED by the City Council this 24th day of July, 2018.

APPROVED by the Mayor this 24th day of July, 2018.


Kol Medina, Mayor

ATTEST/AUTHENTICATE:


Christine Brown, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NUMBER:

July 6, 2018,
July 24, 2018
2018-21

Thank You
