



**Navigate Bainbridge: Comprehensive Plan Update
Steering Committee Meeting Agenda
Wednesday, April 15, 2015 9:30 – 11:30 AM
Council Chamber**

- Review/ Approve Steering Committee meeting notes from 3/19/15
- Review Draft Scope of Work for Comprehensive Plan Update
Planning Commission recommended approval on 4/9; City Council slated to review on 4/21
- Review Draft Update Project Schedule
Planning Commission recommended approval on 4/9; City Council slated to review on 4/21
- May/June Submission of Comprehensive Plan Amendment Requests



Memorandum

TO: Navigate Bainbridge Steering Committee
Kathy Cook, Director, Planning and Community Development

FROM: Joseph W. Tovar, FAICP

DATE: April 10, 2015

SUBJ: Revised Scope of Issues and Project Schedule for Navigate Bainbridge Update Process

I. BACKGROUND

At the April 9 meeting of the planning commission, the scope of issues to include in the Navigate Bainbridge update were discussed, as was the project schedule. The Commission agreed with my initial sorting of the public input from the City's six listening sessions on issues and ideas to include in the update of the Comprehensive Plan and development regulations. These were:

Bucket 1- Issues and ideas to include in the Scope of the Update (both Comp Plan and Development Regulations). Attachments# 1, 2, and 3 to this memo group public comment into Land Use, Water Resource and Transportation Elements, respectively. These are discussed in more detail in Section II below.

Bucket 2 –Issues and ideas that are assigned to "temporary moorage," meaning that they will be taken up AFTER the plan update is adopted (e.g., subarea plans and certain implementing development regulations). Attachment #4 groups the public comment in this bucket.

Bucket 3 – Issues and ideas that provide useful feedback to the Priorities Based Budgeting process (i.e., they address either the city organization and/or its operating budget). Attachment #5 groups the public comment in this bucket.

Bucket 4 - Information that the City may wish to share with other jurisdictions or organizations. For example, the Park District, the County, the BIFD, the state legislature. This input may also help inform goals or policies regarding city communication and coordination with others jurisdictions or organizations. Attachment #6 groups the public comment in this bucket.

The Planning Commission reviewed the KEY ISSUES that I had framed and made several additions and adjustments. These are highlighted in Section II below in yellow.

The Commission also recommended that we add to the schedule a public workshop for each Element to occur before the staff and I begin composing potential amendatory language. The schedule has been revised to reflect these meetings. See Section III of this memo. Staff and I will be discussing how to format these meetings to make them the most productive for all parties, while also being mindful of the ambitious schedule. We will review our initial thinking about that with the Committee at your next meeting.

II. COMPREHENSIVE PLAN

Several actions are needed throughout the plan to meet the GMA update requirements.

- Use the new planning period of 2015 to 2035
- Include the adopted population growth forecasts throughout the plan;
- Include new employment growth forecast throughout the plan;
- Update all maps and text consistent with relevant changes to goals and policies.

In addition to the general actions shown above, the Commission recommends that the individual plan Elements, and certain development regulations, be updated as follows:

A. Introduction

1. Incorporate updated Vision
2. Reference recently adopted Shoreline Master Program
3. Review and Update Island History Section
4. **KEY ISSUES** to address:
 - a. City's comprehensive plan and implementation within the framework of the Growth Management Act, the Vision 2040 regional plan, and the Kitsap County Countywide Planning Policies.
 - b. Streamline, clarify and strengthen text.
 - c. Explain the relationship between the Vision, guiding principles, planning goals, framework policies.
 - d. Relationship of Comp Plan to other plans, projects and programs, including, but not limited to: city functional plans (e.g., city utilities), development regulations, capital projects, the city organization and operating budget (e.g., Priority Based Budgeting).
 - e. Relationship of the Comp Plan and City to the functions and activities of other units of government or organizations.
 - f. Promoting a culture of stewardship, citizenship, and community engagement
 - g. Three over-arching themes
 - 1) Adapting to and mitigating the effects of Climate Change.
 - 2) The potential roles, impacts on all Plan elements and alternatives for SR 305.
 - 3) Protect and improve access to Marine resources,

B. Land Use Element

1. Update general information
2. Include new population, housing, employment growth forecasts
3. Show where and how to accommodate another 5,600 residents and 2,800 jobs
4. Streamline, clarify and strengthen goal and policy text
5. Review Subarea Plans (Lynwood Center and Winslow Master Plan).

6. **KEY ISSUES** to address:

- a. Growth Strategy which places 50% of growth in Winslow, 5% in NSCs, 45% elsewhere
- b. Articulating the connections between the Land Use, **Environmental**, and Transportation Elements
- c. Articulating the connections between the Land Use and Utilities Elements
- d. Civic design Goals/Policies for Winslow, NSCs, SR 305
- e. Island-wide land use pattern - conservation objectives, building form, landform
- f. Measures to improve human health

C. Transportation Element (including Non-Motorized Transportation Plan)

1. Update general information
2. Streamline, clarify and strengthen goal and policy text
3. Update inventory of facilities
4. Update cost estimates for facilities improvement projects
5. **KEY ISSUES** to address:
 - a. Future role, configuration and mitigations re: SR 305.
 - b. Future role of WSF and possible alternatives
 - c. Measures to improve human health
 - d. Safety for bicycles and pedestrians on the island-wide road/trail network
 - e. Methods to improve multi-modal transportation options

D. Water Resources Element

1. Update USGS aquifer information
2. Streamline, clarify and strengthen goal and policy text
3. **KEY ISSUES** to address:
 - a. Identify sub-basin sensitivity to draw downs/opportunities for aquifer recharge
 - b. Identify opportunities to monitor and adapt to aquifer change over time
 - c. Identify projects and practices to protect water supply and quality
 - d. Consider potential re-use of greywater for domestic purposes

E. Environment Element

1. Update general information
2. Streamline, clarify and strengthen goal and policy text
3. **KEY ISSUES** to address:
 - a. Adapting to and mitigating the effects of Climate Change
 - b. Consider Green Building Code
 - c. Identify benchmarks and measurements

F. Housing Element

1. Update population and economic information
2. Update housing supply and affordability information
3. Streamline, clarify and strengthen goal and policy text
4. **KEY ISSUES** to address:
 - a. Assess generational and locational needs for housing
 - b. Identify options and incentives for increasing housing affordability
 - c. Consider alternative housing forms to meet market niches
 - d. Review home occupation opportunities within residential areas
 - e. Evaluate better partnerships with non-profit housing providers
 - f. Consider clustering of structures on large lots to maximize recharge and open space

G. Capital Facilities Element

1. Update facility needs based on new planning period, new population and employment growth forecasts
2. Update inventory of public facilities to reflect changes since last update
3. Update six-year Capital Facilities Plan to be consistent with 2016 plan
4. Streamline, clarify and strengthen goal and policy text
5. **KEY ISSUES** to address:
 - a. Incorporating green infrastructure into capital projects
 - b. Coordination with BISD, BIFD, and BIMPD to maximize cumulative effect of new projects

H. Utilities Element

1. Update inventory of existing service providers to reflect changes since last update
2. Streamline, clarify and strengthen goal and policy text
3. **KEY ISSUES** to address:
 - a. PSE service and alternatives for power: municipal, solar other renewables
 - b. Telecommunications/broadband improvements
 - c. Coordination with City Sewer and Water Utility Master Plans
 - d. Coordination with private sewer and utility master plans
 - e. The island-wide Stormwater Utility

I. Economic Element

1. Include a summary of the local economy - strengths and weaknesses
2. Streamline, clarify and strengthen goal and policy text
3. Identify potential programs and projects to foster economic growth and development
4. **KEY ISSUES** to address:
 - a. Assess need for increased goods and services in NSCs and Business/industrial districts
 - b. Opportunities to brand Bainbridge Island as location for software firms

- c. Role of Tourism in Winslow, other parts of the Island
- d. How to support growth of home-based businesses
- e. Role of agriculture on the Island
- f. Role of the arts on the Island
- g. Role of the Real Estate industry

J. Human Services Element

- 1. Streamline, clarify and strengthen goal and policy text
- 2. Identify potential partners, programs and projects to foster access to human resources
- 3. Update to reflect changed circumstances in the provision of human services

K. Cultural Element

- 1. Streamline, clarify and strengthen goal and policy text
- 2. Identify potential partners, programs and projects to enhance cultural assets on the Island
- 3. Update to reflect changed circumstances in the provision cultural resources and activities

III. DEVELOPMENT REGULATIONS

A. Reference new SMP use regulations

B. Update critical areas regulations

- 1. Update Best Available Science, including updated USGS study re: aquifers
- 2. Amend and/or adopt regulations/programs to protect aquifer recharge areas
- 3. Amend and/or adopt low impact development regulations
- 4. Amend and/or adopt other development regulations necessary to protect other critical areas

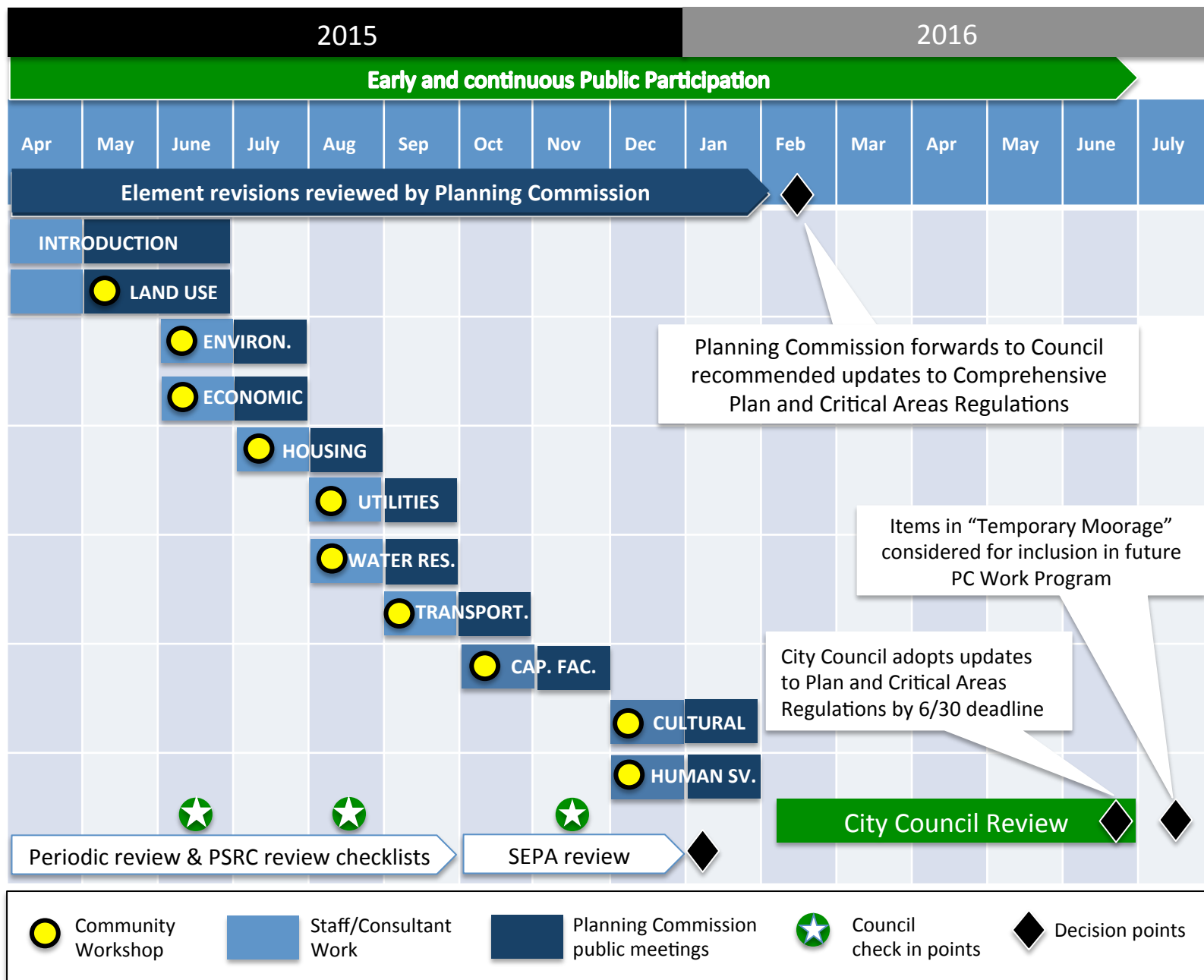
B. Update other development regulations as necessary to implement updated Plan

III. REVISED PROJECT SCHEDULE

The Commission agreed that the Water Resources Element should be moved to the August/September timeframe to enable the use of consultant work now underway to update the USGS. The Commission's recommended revised Project Schedule follows.

ATTACHMENTS

- #1 Land Use Element Public Comment
- #2 Water Resources Element Public Comment
- #3 Transportation Element Public Comment
- #4 Public Comment issues and ideas to assign to "temporary moorage"
- #5 Public Comment issues and ideas to refer to Priority Based Budgeting process
- #6 Public Comment issues and ideas re: City communication and coordination with other jurisdictions and organizations



ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

1. Concern about urban design distinct from urban planning. Thinks we need a plan that is based upon a design. If it means that we withdraw as a municipality because of our what situation is or if we end up with circumstances unintended due to out of date codes, there are a lot of different ways of thinking about urban design, it would be good to evaluate or review that would help us from the beginning to set a goal from the beginning where we want to go. This may or may not have had attention in the past.
2. Parking is a big issue, and there have been all sorts of deals cuts over the years.
3. Must implement benchmarks and metrics/. How do we track number of green buildings/ how to promote green renovation of existing buildings?
4. We need to consider where we are going to park the cars that come down that 4 lane highway - no room for a big garage in Winslow.
5. Urban design, a more recent discipline than planning. Needs to be an urban design plan for the City. Need guidance on creation of place and connection to place.
6. Could enforcement officer be funding by fines - what are the numbers?
7. Are fines appropriate enough so offender will not offend again?
8. Enforce environmental impacts to new development - i.e., cutting down trees.
9. Question: could the City raise sales tax to pay for a downtown parking structure? Yes.
10. Need to look at island holistically and then you do need a parking structure.
11. Neighborhood centers growth? Use bus service from these areas to get to downtown, ferry, etc.
12. The comp plan can look at zoning to increase density around the neighborhood service centers.
13. Would caution that changing zoning can be self-serving to the City because it increases tax base.
14. Worry is that we do not want to look like Mercer Island with houses everywhere.
15. The city should look at all the neighborhood centers for growth and not just downtown.
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24. The city should look at all the neighborhood centers for growth and not just downtown.
25. It would be nice to make Winslow way a pedestrian only street and have ferry traffic avoid it altogether.
26. Growth is a smart way to get people out of their cars if we accommodate growth and development in downtown.
27. For bigger projects, usually have a public information meeting, but not for smaller ones.
28. Parking is a big issue.
29. Diverse community: economically and racially and culturally. Would like to see the City plan for diversity.
30. Transportation relates to where your population is. It gets back to the density question: We don't want to increase density, but we want to increase diversity, public transit, etc. The affordability of housing affects public transportation, how you develop your natural areas, etc. If we do not have a range of affordable housing, it skews everything.
31. BI is a unique place in that the entire island is a city. If you want to take advantage of it, there is a lot of flexibility in that. Lower the costs in sewer by using septic systems to increase density. If you say you don't have to build on sewer, it can be built into Winslow or other neighborhood centers.
32. With a septic system, you are putting the water back into the ground instead of using sewer where you take clean water to use sewer systems and end up putting the water out in the Puget Sound.
33. Development in the neighborhood service centers should be encouraged and supported.
34. Existing rules for special planning areas may be more cumbersome than they need to be. Opposition to change is still there.
35. Question is fundamentally flawed. Is it a priority to protect and conserve natural resources? Whether it is a priority or not, developing around the neighborhood centers would address the issue.
36. We are a new city and the high school road development is what drove us to become a city. Harbor Square didn't have outcry till it was built. The property north of Harbor Square has been sold, or probably has. The things we do today will have a major impact on how bi will look in the future.
37. If you want a group that is green and local, the farmers need to be encouraged. Don't want the farmers to get lost, and so many innovations coming in food production
38. Open space and land preservation and increased food production - vibrancy with retail community. Attractive to families.
39. Local food creates healthy community - Food Coop needs to be created. Chimacum corner store for example.... food hubs that are accessible.
40. Group has desires for future neighborhood centers for population growth— planning for utilities, transportation, etc.

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

41. Thoughtful planning is key. Need to look at land ownership and try to consolidate interests. Important to balance interests, and look towards future. What price are we willing to pay now, and in future.
42. Does City have a map/picture/visual of what the Island would look like if all lots were developed at current zoning? What is the future population and draw on resources at current zoning? Are we working towards preparing for that in terms of infrastructure? But, is this a realistic question - how long would it take to get there, and does it matter for current actions?
43. Stormwater should be considered. Can we work to identify more ways to hold stormwater and detain. Work on easements.
44. I moved to Winslow before the master plan and Winslow was supposed to be where density is higher. For a point I felt like I was sacrificing my way of life. I've come to recognize, that though I don't think all the growth in Winslow is well-planned, I think that concentrated growth in some areas is a good idea. A certain amount of NIMBY-ism we all need to get over.
45. What do people think about NSC areas? Lynwood is great, why not a NSC area on the north end. Walk to a restaurant, get a coffee.
46. Couldn't there be some development at Seabold?
47. Higher density more important for NSC than sewer. Lynwood center needs a green space and access to the water.
48. Comprehensive Plan is too vague, wishy-washy, that you could put down in anywhere USA. Without limited land and facilities we need to decide what we want to do with our service centers. How much density in these areas, what kind of uses and density.
49. Recycling spaces and development. One of the things I worry about with Visconsi and downtown, as new things are built that replicate existing services, what happens to existing infrastructure. If you want to build a new grocery store, and puts one out of business, what happens to giant empty buildings.
50. For example, Safeway new pumps closing Chevron.
51. Overall we do very well. We don't have a lot of abandoned retail frontage. Storyville issue other issue.
52. Why do we need another coffee shop?
53. Let's look at some of our density. Have to look at density and decide what we're going to do. You can do a lot of things according to the comprehensive plan that we don't want. We have to look at the uses.
54. We could have used car lot, car washing station, we have to look at that and see what we want.
55. If you had a visual of the comp plan full build out for those that don't see especially easily. So you could look at a map and see what it would look like built out.
56. I think this is very different this time around. People are paying much more attention.
57. We don't want signs, and we also don't want visibility because we want to preserve trees.

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58. You don't like Visconti, but they might bring in a business that keeps us from Poulsbo.
59. Concentrating growth downtown is a bad idea, but spreading it around is even worse. Low density is what makes it special here.
60. We don't want the character of places to change, for example Rolling Bay.
61. Each center should provide what people need, for example what's happening at Lynwood Center.
62. Can't call Lynwood a success because there will be more development and we don't know how that will work out.
63. Why is growth good? Why is denser considered to be better?
64. Planning for growth is better than denying growth. Growth will happen. Young people can't afford to live here.
65. Coppertop has become a type of neighborhood center. Craft beverages, coffee shop, etc. It's become a destination place, but it's not treated as such, for example it's not a BI Ride stop.
66. Ban on food at Coppertop (B/I zoning) hurts it, deters customers, and keeps it from functioning as a true center. People bike, walk and drive to Coppertop.
67. Rolling Bay is doing well because it serves the neighborhood but also draws people from all over. Every neighborhood has something special that needs to be identified and protected.
68. Keep things that are unique to Bainbridge, the things that you can only find here. We don't need more drugstores.
69. If communities can't grow, they die. But growing with planning is a good thing-- need good architecture, sense of scale. Issaquah--a wonderful little town until commercial explosion brought big boxy condos and terrible traffic.
70. A beautiful building with 500 apartments isn't any better than an ugly building with 500 apartments. It's still density.
71. But people say they want good restaurants etc. Good restaurants come to places with more people. Growth brings more services.
72. Disagree that more people means better services and more things to do. It isn't a better quality of life.
73. Farmland is one part. Trails also. Whole objective is how to increase green farmland. Open space that is and isn't farmland. Conservation of resources should be multiple uses. In conflict with traditional growth. How to increase density and increase conservation of open space? If we do small footprint homes that use less, can use the rest of land as open space. Building smaller/conserving more, get more open space. Build infrastructure that promotes other transportation, can achieve additional density. Change policies/zoning to allow for practices. Planning of the development. Can we do that here?
74. Cluster housing. Number of housing allowed determined by zoning of area you're in. Put aside 50% of property for open space (or whatever size you set aside). Happening is designated portions of the island. Have enough property that makes it capable of conserving a large chunk. Responsibility to build to max

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- while staying conservative/green. Has to be conservation minded. Get over hurdles of where the water going to come from.
75. The role of preservation is to repurpose a building not tear it down just to build something green.
 76. Residential vs. commercial uses - we tried to zone one way (commercial zoning for areas near ferry) but folks wanted to live their despite the zone descriptions.
 77. We wondered if anyone has idea how many citizens really want to put Green into action not just words. Private property rights are important to people too. People want to be green but not necessarily regulated.
 78. I am more concerned about pushing all the growth into downtown Winslow. Would like to see more of a fair share in the island overall, so her downtown neighborhood doesn't have to absorb all the density.
 79. State law directs the City to be prepared for a certain amount of growth, it doesn't say they have to actively promote growth. I understand there are conditions that require a moratorium on growth, but I'm not ready to say that for Bainbridge yet.
 80. Would like to see some changes in the downtown area to reduce the amount of growth.
 81. Someone does not want to see sprawl spread out to the entire island. People move into an urban area for that urban area and maybe if Winslow is too dense, than a move out further on the island.
 82. Moved onto island 25 years ago into a single-family residence downtown and now it is being developed too densely.
 83. Question about how much growth needs to be projected to neighborhood centers. Plan now says 5%.
 84. Winslow downtown is a mess. Not planned well. There has to be some definite thought that goes into the process of how that growth goes into the downtown core. Are there limiting factors out there like water supply, etc.
 85. Aesthetically, there is development that is quite dense that is not pleasing, but it does seem that Winslow is the place that density makes sense because the infrastructure is there to support that. I think of this island the size of Manhattan and hope that we can maintain our rural character as it gives us certain status. Circulation downtown is unfortunate.
 86. Some are uncomfortable with developments like Grow Ave with 8 cars coming out of every driveway while some applaud the green living it provides.
 87. Density downtown does not mean you do not have to have trees.
 88. A lot of concern about the water on the island. It needs to be a thought out process as to whether or not you jam up Winslow or spread growth out over the island.
 89. I see major growth at Lynwood Center. What difference does it make if the City wants to funnel development out there? What stops development from continuing to happen there? Do we really want to say to that property owner who has a prime spot to develop no?
 90. Encouraging reuse of existing building, and make much more efficient.

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91. Encourage the preservation of farms and farmers.
92. The density percentage in any development needs to be considered. Should integrate green building requirements and green space.
93. The Suzuki property having higher residential densities with sewer and services, would make a lot of sense. Could serve a senior population.
94. If you are going to density, do it in your downtown core.
95. Having parks near higher density places is important.
96. I've lived in a community that suffered from bad planning and bad growth: Sacramento. Lots of sprawl. We have a chance, paradise is not paved over yet. If we have density in certain areas (which I'm a believer in), but concern is that you get creep after that. On the other hand, if you have preserve d open spaces elsewhere including farms and open spaces.
97. Is there any talk of an urban growth area similar to Portland?
98. We have a de facto urban growth boundary, the Winslow Mixed-use Town Center. It tapers off to septic v sewer.
99. How high density do we need to go? We can't get skyscrapers, do we need them? If we're serious about densities, how do the numbers workout, should we consider how those numbers work.
100. New Tree Ordinance. Focused in most urban areas and not in outlying areas. Personally, I feel like it's conflicting with our goals as an urban core. We have efforts that are working at cross purposes. I think we take on efforts that get a little mixed up. I'm confused and frustrated by it. We want a vibrant economy, but we want to preserve trees in the same area.
101. So much attention is on downtown Winslow. They get frustrated when they come into town and shop and it doesn't look the same. We should have an island-wide attitude about trees, density. We can't' just do it in Winslow and then go home and think everything is good.
102. At the same time from an aesthetic perspective preserving parks and green spaces and farms is valuable.
103. When I think of community I think of neighborhoods. Neighborhoods should have more say in their community. City needs to be cognizant of why people move to different places on the Island. All different communities, different people, different feel.
104. It is easy to be pennywise and pound foolish and develop without thinking of the long term consequences. Visconsi could have been asked to get a bus stop at their development. We do not want to plan by wishful thinking but by reality.
105. We think we're always going to grow because we are near Seattle, but look at what happened in Detroit. The downtown corridor of Seattle is supposed to grow and we are the overflow but only if they are guaranteed ferry service. If that is privatized or lost in some other way, we would no longer grow..
106. Lastly, affirm our right to grow own food on the Island.
107. The NSC areas should each have a community space too.
108. It is important to have Sakai property as a park, not housing.

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109. Code requires less parking for people who live close to downtown and the ferry. If this is not a policy that's in the Comp Plan, it should be.
110. Neighborhood Service Centers present a real opportunity for increased density and smaller units. At what point will the City be more proactive about promoting planning in these areas?
111. But you need to have the infrastructure to support increased density at the NSCs. And you need to have better transit at these areas, but to justify better transit you need more people. It's a "chicken and egg" thing.
112. City needs educational program about the interplay between open space and density--what it actually means and where is it appropriate?
113. People need to understand that density is not necessarily a bad thing if it's done right and in the right place.
114. The closer you live to a trail, the healthier you are. You may need to be able to afford a gym membership but you will be able to get out and walk or ride a bike. *Large lot subdivisions are not open space. *Need policies that preserve open space, protect forested land. *Need policies that buck the trend of very large homes.*
115. Need a plan for entire island as to how we look at growth, how we create healthy communities. A community is not just houses plopped down. Pea patches should be encouraged.
116. Affordability is also people being able to grow their own food. Need more pea patches for people who don't have gardens.
117. We need to err on the side of nature.
118. The words sustainable and green have been hijacked to increase density and development. The terminology has been misused. We never follow thru.
119. Parts of the Island are healthy and attractive. Likes the tree shadows on the road.
120. Food security is very important. Seattle has addressed.
121. Food security means that we can support ourselves with food. We have farm land, but is it being used the right way.
122. Many countries subsidize agriculture in order to promote sustain itself (i.e. Finland) and not depend on international travel.
123. Not a lot of places to eat (later in the evening.
124. Healthy and attractive community is really important and we are that type of community.
125. Don't think the downtown is that attractive. Essentially tree-less. Other cities have beautiful tree-lined streets.
126. Seattle is redoing all its streets and sidewalks to plant more trees, to achieve tree-lined goal..
127. Streets separated from pedestrians by planter strips should be a street standard. Never should have sidewalks directly adjacent to the street.
128. Sidewalks should always have other amenities.

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129. Downtown is not connected to water. Businesses are separate from water. In other waterfront communities, people are hanging out by the water. Not here.
130. More people isn't necessarily bad, as long as we have a plan and a vision.
131. Acquire more parks, open space to enhance health and livability. A healthy community has lots of walking opportunities.
132. We have urban centers and the more rural areas with parks and wildlife areas. High density is exactly what we need to improve services, have walkable and accessible neighborhoods, avoid sprawl.
133. Need a more holistic zoning plan that looks for areas with higher density and preserves the more rural areas, with a system that ties it all together.
134. Need to encourage more green buildings.
135. Many new commercial buildings are built green. It's individual homes that are not.
136. All the density does NOT belong downtown. Abhor idea of walking down Grow Ave and being surrounded by 3 and 4 story buildings. Downtown should be given a fair share of density, but "urban" on the island is not supposed to be the same as "urban" in Seattle. We should not force growth downtown. We are talking about 5000 people over 20 years.
137. The market will drive where growth occurs. Look at Lynwood Center--it's growing because it's successful and attractive.
138. Please don't assume every tree outside of the downtown should be saved and all the trees downtown should be removed to allow more growth downtown.
139. Need an urban designer or planner to look at entire island. More growth could be accommodated downtown in a way that doesn't ruin it. We can't continue with suburban sprawl.
140. People want their cities to look green. City needs to developers, if you want to build and develop, here are how many trees you need to plant or save. No stark concrete.
141. Need to connect Winslow Way retail to the waterfront. Additional development could go on Bjune. The problem is that we have a terrible parking problem in Winslow. The reconstruction of Winslow Way took out 10% of existing parking. Downtown has some functional and aesthetic issues.
142. Need better signage downtown.
143. There is a natural pedestrian and visual connection from Winslow (mall area) down to the water that we have never taken advantage of.
144. If we had amazing civic places to go to and celebrate, additional development downtown would be OK.
145. You can't even tell there is a harbor if you are downtown.
146. Parking on Winslow Way should be back-in angle.
147. High School is turning into a strip mall. Hideous and dangerous. Once Visconsi is finished it will be even worse.

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148. If we had money to buy easements for a 50 foot buffer on either side of the road. Some trees would need to come down in order to do that, but it would be worth it.
149. If we are going to put the population growth in a neighborhood service center, it will be expensive to do it in Rolling Bay. Do we have to have a plan to put sewer in those centers or can we just do it. Sewer wise, it doesn't eliminate any chemicals, it doesn't eliminate micro beads. None of the chemicals are removed from wastewater discharges. What chemicals should we be studying that may affect wildlife. We could turn our wastewater treatment plant into a class A plant. Shouldn't we be the leaders in Puget Sound? We are paying a fee to the tribe because of the goeducks. would like to see that put in the plan.
150. People move here and stay here because of the natural environment, trees etc. Need to maintain vegetated buffers along the roads and trails. Celebrate the Ravine.
151. If the neighborhood business centers are going to be taking more of the development, which seems like might happen, then the roads should be defined and should have safe sidewalks, or pathways, but they should be defined.
152. Rolling Bay has a lot of ditches, puddles. Structurally defined. Stormwater problems.
153. Current Comp Plan states that the service centers should stay small. Winslow would take the bulk of the growth, and I think it should stay that way. Now it's like a switch and bait.
154. Rolling Bay doesn't have sewer.
155. Dangerous to walk in Rolling Bay.
156. Trying to understand what neighborhood service centers are supposed to be.
157. Rolling Bay business property owners consensus is that if they have to upgrade and change the spirit of the neighborhood we don't want to do that. IF there is a change they want it to be slow and thoughtful with the community. They're not like Lynwood, they're different. Don't want them to be cookie cutter.
158. I'm not impressed with any of the high density developments that occurred today. I don't want to live there. I know I'm not alone. I agree that there were incentives.
159. Not a good idea to expand sewer on Rolling Bay if it'll change the character.
160. It would be nice to have a restaurant or eating establishment on Rolling Bay.
161. Staff is gung-ho on expanding service centers.
162. Staff does not want to go through subarea planning process. It's a lot of work; they don't want to do that. Staff is not pushing that.
163. Maybe it's the developers.
164. If we are completely relying on engineering terms, then we are only looking at engineering standards. Need to be clear about the type of place and the type of feel we want to support.

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

165. Each area should make the decision as to how much growth should be directed to a neighborhood.
166. Disagree with above. Needs to part of a [citywide] growth plan that everybody participates in, not just people within a neighborhood.
167. If the idea is we don't want more dense development, then don't build the infrastructure.
168. Does limiting growth just mean that it becomes more expensive to live here?
169. Support streetscapes - with vegetation and lighting.
170. Support pedestrian and bike access to and from service centers - paths, connections.
171. Explore lighting - centers as well as Winslow.
172. Development - Focus on human experience - connections between people.
173. Eyes on street - i.e. porches, etc.
174. How many more communities like the Grow community can we take.
175. Are we going to continue to build things like the Grow Community before we understand the impacts?
176. Parking is a big issue. Deals have been cut over time, and we're hurting from it now.
177. How do you break the myth that Bainbridge Island is a bedroom suburb?
178. What's changing in inner cities is people are coming back because the City is planning gentrification of areas. You have to do it from an economic model.
179. Do we want the economy to grow? This is a fundamental question. There is a large portion of the community that does not want growth to happen.
180. The commercial areas like Rolling Bay and Island Center and Winslow need focus on infrastructure first.
181. We are assuming that we have perpetual growth, but we have a right as a community to limit our growth. We don't have to keep taking more and more people.
182. Parking is an unresolved issue and has been for years. Some services require folks with vehicles, such as a hardware store
183. What keeps these great ideas from getting realized? Parking requirements? Lack of housing downtown?
184. Build out neighborhood centers before creating farm store. It's expensive building out these spaces....off the grid is cheaper, in town is pricey.
185. Square footage is limited downtown and it's challenging to keep business.
186. Winslow is denser area....Winslow is easier to connect than the outlying areas...creating hubs justifies transportation connections.
187. Connectivity between different "villages" is important. Attractive to locate growth in certain areas.

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

188. What are creative ways to get people to shopping centers - not only serving cars. Park Once concept. Move people around in Winslow by bus. Consider ways to get downtown employees to park in other areas.
189. Vibrant means active street life, lots of action on the streets.
190. Vibrant means people shopping here and doing business here, we should not "bleed revenue."
191. We've been talking about a view/pedestrian corridor to the water forever, why can't we get it done?
192. The water is part of the island identity, but it's not obvious now. There needs to be visual and physical access to the water. Tourists come here and ask, "Where's the water?"
193. Need signage to tell people who come here where to go, where to eat etc. Tourists don't know where to go. The ferry terminal is not attractive.
194. NSCs--how do businesses there survive during the winter? Discussion: It depends on the types of business. Whether they thrive depends on adequate parking, having some green space. NSCs are a good concept. Heyday Farms has been an enhancement.
195. Lynwood is successful because there is continuity in architecture and it's attractive.
196. The flip side of NSCs is that as they grow, they may draw people away from Winslow.
197. What does sewerage Rolling Bay mean? Sequim is sewer system example. They have land. It's either sewer or septic. Maybe we're limiting ourselves. Bullitt Foundation example. It is possible. Couldn't have done it without adjustments from the City Council. Design specifics altered the rules. Advanced thinking/making these things possible.
198. Save the farmland, have an allotted amount.
199. Winslow Way with its upgrades (besides the street - that's a death wish to drive/cycle on) is nice but a boardwalk w/ sitting areas letting folks congregate and be part of community. Food Carts! We should not just be money driven but community ideas and values should be emphasized.
200. Waterfront should be more connected to city streets. Events! Make community.
201. Businesses should consider staying open later - it's been suggested many times and doesn't seem to happen. It's a chicken and egg situation. Concerts, movies in the park, loosely organized games all push economy. Look at Lynwood Center - Tyvek City no more! It's attractive, and it has gathering spaces. Fountains, seating.
202. As a citizen, one thing she sees is developing other places besides Winslow.
203. It would be nice if there was more signage to direct people down Madison and to the businesses. Bainbridge Downtown Association should have a well marked map that points out these small businesses off Winslow Way.

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

204. Port Madison area is missing services. Would be nice to have a neighborhood center up there. What does the City offer for food carts/vendors who want to set up in an area?

ATTACHMENT #2 WATER RESOURCES ELEMENT PUBLIC COMMENT

1. We want a clear understanding of how much water and then a clear marker if or when “enough is enough.”
2. Good governance is honoring Best Available Science and not succumbing to development pressure. We should employ the “precautionary principle.
3. Science is not always exact. There are things we don’t know. Do we err on the side of development or side on the caution? Leave some margin for error in science.
4. Need to think about growth pressure on the environment, like water availability.
5. Lack of distributed knowledge and communication.
6. Quality and distribution of potable water
7. Don’t just measure water at its highest point, measure what comes out of the end of the pipe
8. Question: How do people feel they interact with the government? Do people feel heard? Is government accessible and responsive
9. Wants to talk more about water supply and sole source aquifer and how we are monitoring what our water supply is doing. The Kitsap peninsula is a sole source aquifer also, so bi won't be able need to set aside zones through update process to have recharge areas on the island.
10. Our current comp plan talks about water, and commits to sustainable use of groundwater resources. Why don't we have a water plan to help monitor this?
11. What does it mean that we have “adequate water”? What do we mean about sustainability? How do we feel about spending down that bank of water that belongs as much to future generations as it does to us? Have we thought about effects of climate change and sea level rise?
12. Do we have enough resources to support that growth? Water wise? How old is the study?
13. Grapes don't need a lot of water. But water availability is a major issue for farmers.
14. Need to take care of our water supply, make sure there's enough. Take care of our shorelines. Manage our sewage. Make better use of grey water. What if we were a model of sustainability?
15. Lot of citizens want City and its leaders to set examples for sustainability, for example, take the lead in changing regulations for use of grey water.
16. Water usage in property. Home landscapes that are very water intensive. Promote finite water usage. Less usage. If on a well, people letting water run without a bill. Don’t approve of water waste (ponds). How to deal with septic? Small community systems. Complicated to get community system approved. Is it possible to develop a waste water system that doesn't outflow to Puget Sound? Can put out clean drinking water from septic systems.
17. What is city's policy on rainwater collection? Should have rainwater reservoir to "save" for future dry years. State has jurisdiction over water rights. Generally residential capturing of rainwater is encouraged.

ATTACHMENT #2 WATER RESOURCES ELEMENT PUBLIC COMMENT

18. Water quantity? No infinite supply of water. Two deep aquifers are connected to Kitsap Peninsula . Can potential water shortage be a reason to not meet Growth Management requirements? Sole source aquifer designation, yes? Part of a toolbox to lobby to State to disallow further wells to be drilled - but it protects water quality not water quantity.
19. We can refuse to keep taking on more growth. What is the caring capacity of our island. What is good stewardship of that. A population in 1990 was 13,000, now it's 24,000. We can't keep developing land and pumping more water out of our system.
20. Do we have the water to support the growth.
21. Are we going to plan for a sustainable use of the water. If the scientists say we have plenty of water, okay, but if in a 100 years we have salt water intrusion, we need Pea patches- stormwater management.
22. However, septic contributes to groundwater recharge. I'm quite convinced that Fletcher bay aquifer going down 10 feet a year is not sustainable.
23. Sole source aquifer if that aquifer goes out of water.
24. If we're going to develop and build how do we do it in a new way. How do we create allowances for composting toilets, gray water, and community septic, capturing water.
25. Do we have in City code that all new houses must have low flow toilets.
26. What is the build-out look like? How is stormwater captured?
27. We're already not recharging the aquifer.
28. As a City we need a firm understanding of the water issue.
29. How do we decrease what water gets sucked out. How do we increase recharge? Permeable surfaces.
30. The City also has to take a proactive role to lead the efforts. Are we taking advantage of high recharge areas on the Island.
31. A green building code and mandatory low water use fixtures. How many homes have low flow fixtures, I bet 5-10%
32. We as a community value what we do with our stormwater. We want to have recharge and clean water, we know that storm water run-off is the number one bandit.
33. City aborted process of looking at rate schedule for waste water. How does the City charge for storm water, how does that effect? I'd recommend the City picks that up again.

ATTACHMENT #2 WATER RESOURCES ELEMENT PUBLIC COMMENT

34. The City Manager should be directly involved with managing our water supply. The Top 10 water producers on the island are showing a steady drop in water levels.
35. Rolfs made an amendment that we need to come up with critical recharge areas and protect them. We need to protect them in the Comp Plan.
36. Melanie giving example of how she spent 4 years trying to get the island defined as a sole source aquifer.
37. We want better percolation of storm runoff.
38. We could build facilities in high percolation areas.
39. The lowest recharge area is Winslow. The rest of the island has 3 times the recharge ability. Keeping rainwater on site is what recharges the aquifer.
40. If we used more septic systems it would save more water than the sewer.
41. Cost of septic versus wastewater treatment plant was discussed.
42. If you treat to a tertiary level or beyond, we can keep the water on the island instead of pumping into the Puget Sound.
43. There are ways to retrofit the wastewater treatment plant to keep the water on island and he would support that cost.
44. If we over build the island, we will end up like California and have to ration water.
45. The goal is to keep island water on the island whether it is stormwater, sewer water, etc., and we need to spend money on having the water stay here percolating on the island.
46. Could we set a goal of gradually substituting retention basins instead of direct tight-lines? PW Director: We could, but not sure how attainable it is. Dept. of Ecology is encouraging it, there are grants. NPDES permit addresses new development, for existing development we would have to develop a system-wide plan, for example for downtown Winslow.
47. PW Director--Retaining the water is not really the issue, it's the treatment of the water.
48. Would like to see Comp Plan goal supporting tertiary treatment for our existing sewer plant in Winslow.
49. There is a report by the EPA that says we are in trouble when it comes to our aquifers.
50. City staff explained the sole source aquifer designation and the USGS report related to the City's aquifers.
51. Islanders need to read the federal register, EPA did a study that said our water was decreasing and we need to be concerned. The EPA has advised that we maintain our forests.
52. Will it be possible to establish a number for the carrying capacity of the water? For build out could be based on current zoning. We need to provide the carrying capacity in the likelihood of regional population growth. Efficient use of our land. Important process that will take allot of time.

ATTACHMENT #2 WATER RESOURCES ELEMENT PUBLIC COMMENT

53. City staff says we need to look at the 6 different aquifers that provide the island with drinking water. What is the water budget for each aquifer? The USGS was done in drought years.
54. Chris said it was hard to find the island share of the study. Recommends that there is a commitment all aspects of the water supply and how it is used and that could translate into how the planning dept can plan.
55. Create a system to get people out of the cars, what is the minimum threshold for light rail. It's big said Ed. The traffic issue is an affordable housing issue. People who work here can't afford to live here.
56. We need better bus service...the buses aren't running when people need it.
57. Bainbridge has the second most used transit in the country. Take the things that are really working well and improve them. Bus rapid transit.
58. 3 lanes instead of 4, a reversible lane.
59. There is a way to get people out of their cars. Not huge buses but smaller buses. We could use the mini buses. Do this island wide.
60. Ed saying BI Ride is a step in the evolution of dial a ride service for the neighborhood service centers. Connect the centers. How do we finance it? A good way to use some of our tax revenue.
61. Low impact development could be a solution.
62. I'm a hydro geologist, did a records request, and came up with top 10 highest producing wells. What is going on is that the recharge is not keeping up with our use. If that is happening, then we should figure out the acre foot water usage development before the water should be approved. there is more work to be done on this. City staff should.
63. USGS report said that we will be OK so long as recharge areas not built upon.
64. It is complicated, stormwater runoff and how to get the water quality improved. There used to be oysters in eagle harbor.
65. Transportation is a priority, but water is the key to the Island. Without water, Bainbridge Island will be very expensive.
66. If you read veiled reports, that the water could be piped over from Kitsap. Cost prohibitive. So is desalination plants.
67. There should be monitoring, that will then go into the model.
68. Look at where consumption should be in order to keep aquifer in stable position. We need significant conservation efforts, island-wide. Reduce to consumption that then can allow growth in a managed way.\
69. What does it mean that "we have adequate water?" What do we mean about sustainability? How do we feel about spending down that bank of water that belongs as much to future generations as it does to us? .
70. What about climate change and sea level rise?

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

1. Need policies in the comp plan that move us towards our collective vision.
2. Hear lots of support for non-motorized facilities, and City has gotten better at promoting public trails. Some great acquisitions for trails that would make a big difference in the connectivity. We have lots of great plans on books, city needs resources to complete and implement.
3. Planning for 305 corridor is very important to help shape development. The STO facility goes to the Kitsap Peninsula, but also brings people to the ferry. We should grow by having people be able to get to the 305 trunk line easily, to get to transit and biking.
4. The West sound alliance is thinking about different types of projects to submit for funding. Mentions the intersection improvements and the bridge. Wide intersections not safe for pedestrians. Need a bridge to support the STO, not just a wider road.
5. We need better bus service
6. Someone who moved here who rode her cargo bike with son all over Seattle and cannot do that here, so was very disappointed that she cannot do that anymore (third party story).
7. Need to keep a balance because Bainbridge does not have as compact a population as Seattle
8. or Portland, so as the population gets older, they still need to get downtown and cannot walk there, etc.
9. Neighborhood centers growth? Use bus service from these areas to get to downtown, ferry, etc.
10. Neighborhood centers have not been developed or been part of the plan, but should be looked at in the future.
11. It would be nice to make Winslow Way a pedestrian only street and have ferry traffic avoid it all together.
12. Growth in a smart way that gets people out of their cars will accommodate growth/development in downtown.
13. How much are you willing to subsidize transit to have a larger public transportation system?
14. Walking trails with lights to cross streets safely should be mandatory.
15. If you are going to have a healthy, equitable diversity, you have to have a large subsidy.
16. Boeing doesn't even run a bus system the way the shipyard does.
17. Multimodal the island population is aging, so how does that impact multimodal planning,?
18. A significant number of population may be walking or biking less over the years.
19. Winslow is becoming more attractive to older people, so want to age in place in Winslow.
20. Want to encourage a diversity of age, which are more likely .
21. BI Ride should be a loop to get people from Winslow Way up to High School Road.
22. Prioritize non-pedestrian ways to get to service centers.
23. Get service centers connected.

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

24. Trail connectively – Portland built great structure – amazing what happens when you do that, build it and they will come.
25. Support connectivity – and transportation and development of neighborhood centers –
26. Trees. Planning for the City is to plan for that . Do we want trees or roundabout. If you move to an Island with a ferry then you're going to find traffic. Deal with the issues or move somewhere else.
27. The city doesn't want more cars on the bridge, the region does. Once the ferry goes to a reservation system, the ferry holding area and SR 305 will be adequate.
28. Transportation is part of green and well-planned. How do we figure out how to be a less car-centric community.
29. If you go to Bloedel it's difficult to get out, but do you want to put a light there, because it will further congest 305. Fewer lights and more roundabouts might have better traffic.
30. But, if you have to get across the highway, and you need lights do that.
31. More traffic, more pollution. Better traffic flow.
32. If you widen the roads, then you'll have more cars.
33. Not if you have fewer cars.
34. Safer for cycling, more bus transportation,
35. People are going to drive their cars. I don't know anyone who rides the bus because there is a social stigma to stand on the bus. I ride a bike. I don't need a bike lane because that's how I grew up.
36. Kids are driven to school every day by parents, it's a social issue that we're facing there. We need to change the way we instruct kids, so that they know they have to ride the school bus, drive less. Have to educate them of the impacts of driving will have on their future.
37. Kids use cars much less. Is a generation people that are using cars less, but they can't afford to live there.
38. Concurrency for bikes and pedestrians for our roads. City would have to plan to improve roadways for bikes and pedestrians. That means new development would have to serve bikes and pedestrians.
39. Multiple layers of government. When they close the Edmonds ferry training, they direct traffic to BI. State policies, County Policy, BI policy, sometimes are in conflict. Dependent on quality of life on ferry. If they raise price to \$15 for passenger- would reduce number of people going to Seattle.
40. But that would be penalizing a group of citizen by raising price.
41. Green well-planned means drive less, more public transportation, more buses running more places.
42. Wider roads, slower speed limits so pedestrians and bikes can co-exist with drivers.
43. More space between moving cars and parked cars. Make it as pedestrian friendly as possible.
44. City has done a pretty good job of clustering development but hard to get from place to place.
45. BI Ride is a good start and should be expanded.
46. Setting up for the future of transportation. Community that is friendly to it. Walkability and bike paths. Not really walkable.
47. Would love to be able to walk from the south end of the island. Not safe.

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

48. Trails are connecting all across the island. Bikes are the most dangerous thing. Large bike community. Not safe for bikers. Delinquent in services. Transportation element will be coming up in Plan. Very important.
49. Is it possible to combine motorized and non-motorized plan?
50. Bainbridge is a small island. You can ride your bike everywhere.
51. Build some bike lanes!! The City needs to hear it's a priority.
52. Need wheel chair access to green areas, parks, etc. Often wheelchair users are forced into streets because of obstacles. Encourage infrastructure for mobility.
53. Speed limits are a little high.
54. Would like to see greater emphasis on off road trails.
55. Encourage walking and community parking areas so community can meet. Stop making planning decisions based on vehicles. Why aren't more kids riding the bus?
56. How can we better serve the kid community - Kitsap Transit? Carpools? Carpool parking? Transit currently based on ferry schedule in a.m. and p.m. and prevents kids and folks working on the island from getting places during the day.
57. For a variety of reasons, we have to find a way to get out of their cars - safety (no shoulders, bad traffic) - how to make running alt forms of transportation affordable to the entity running these alternative modes of transportation.
58. Winslow Way cannot survive if it is closed down because it cannot survive with those who live within walking distance.
59. Would love to see less driving, more walking, and more sidewalks, like a regular transit loop around the Island for running errands. Business that represent a broad spectrum, not just a tourist business. Connecting the waterfront more to the downtown.
60. With the city services, require composting, local bike rental, Leave a bike.
61. Need safer biking. Need more off road bike paths. Would love to see a municipal commercial compost site on the island. And our own electric utility so we can have more solar panels.
62. We have a lot of good stuff happening, but City can support infrastructure for non-motorized. Less pedestrians and equestrian. If you aren't paying for the separated facilities, then you have to slow speeds. Need to be able to slow down, talk to your neighbor. Need to talk about LOS for walking and biking.
63. Need to encourage ADA infrastructure, wheelchair mobility.
64. Transportation is key for green community.
65. What happens if State says we get a four lane highway. If you widen the road where are you going to put the cars.
66. One of the keys is the midday riders on public transportation. It should be a local priority. When Kitsap Transit runs out of money, we should be making sure that BI is still serviced.
67. Visconsi could have been asked to get a bus stop at their development. We do not want to plan by wishful thinking but by reality.

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

68. If we have a new bridge and four lane highway discussed at Olympia. Not being implemented/ built right away, but \$\$ from Olympia will maybe fund beginning the discussion.
69. Needs to be easier for people to get across SR305.
70. Maintaining service to Seattle is important to keep that attractive.
71. There should be a boat haul out facility on Bainbridge. Would promote the sailing community.
72. Equestrian trails could use more work.
73. Need a multiuse trail along 305. STO will be built this year.
74. Important for the city and park district to work together on trails. For instance, the Hawley cove park trail should be designed for commuters, and won't be for bikes.
75. There is a lot of sensitivity between bikes and walkers, and most trails should accommodate both. Some trails should be just for walkers.
76. The electric golf carts should be driving to the ferry to help alleviate parking issues.
77. The city should be proactive in getting the park district to think beyond recreational use of trails.
78. Old neighborhood trails/ paths should become public.
79. The city is losing paths when development happens.
80. Trail by point white/ crystal springs eventually got blocked.
81. Could there be a policy to require a trail with development? Could we limit liability?
82. The city was development without pedestrian permeability in mind.
83. Do we need more boat launches for bigger boats?
84. Never seen the fort ward boat launch overwhelmed. The city gets complaints about the ramp at Fort Ward not being as safe.
85. We don't have the infrastructure downtown. Super blocks, with very few connecting streets, roads are jammed.
86. How do we get people out of cars? Walking and bike paths that are not immediately adjacent to roadways would make it safer and more attractive.
87. Recreation and transportation need to be coordinated. City and Parks and Schools should work together on transportation system.
88. LOS for pedestrians and bikes. There isn't one common solution for every road.
89. LOS is the tool we use to measure how good it is for different users. A tool to measure how close we are getting to our vision.
90. Bike lane on Madison is scary. Would not allow kids to ride bikes to school.
91. Comprehensive Plan should incorporate LOS standards
92. There is no alternate route to get to south end. You have to go down Winslow Way.
93. Parking on Winslow Way should be back-in angle.
94. Discussed infrastructure particularly non-motorized concerns and trail systems. Also discussed the possibility of proposed impact fees for new development.

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

95. Discussed mobility and how transit and certain programs such as BI Ride can benefit the community.
96. Inside Winslow, as a policy, would like to be more lanes that go to the ferry (i.e. turning left into BIMA from WW headed east).
97. Mitigation for traffic impact of new development- impact fees? I don't want to pay for private developers' development. Federal dollars should be used to benefit the community as a whole, not just one development. Development should pay for itself.
98. We have narrow and windy roads being traversed by bikes, pedestrians and cars. Needs to be a subject of a coordinated view, not just trails. Improvements should be an accelerated non-motorized, our portion of the Sounds to Mountains bike/pedestrians should receive priority
99. The characterization that the roads are good is true for the arterials but not the back roads. 3rd world roads. Some of our neighborhood roads are in poor condition. We are a wealthy community and small roads have shoreline home with peeps paying a lot of taxes. Once we reach a population of 25k we will take 305 over,
100. We are a transportation corridor; the highway is a key element of future transportation. What does that look like? Is it 3 lanes with a carpool lane? Still would like as an island to look at the main commuting routes, are they safe?
101. Not every road needs a bike lane. If we are concentrating on 305 are we looking at the roads that feed into 305? Also, as we expand or improve roads, we need to look at impacts such a stormwater runoff. Re: large open spaces; make sure we don't harm those areas.
102. Would like to see walking and more bicycles along the highway route. The arterials feeding into the highway should be focused on. Like the idea of a roundabout at the casino. A two lane roundabout works in England. Would rather see alternatives to the widening of the highway.
103. Non-motorized transportation--Sounds to Olympic trail, regional transportation is an important issue.
104. Need to have public transit where enough trips are generated to make travel convenient.
105. Living on the north end--roads are so narrow, would be great to have trails parallel to the roads for walkers, bikers, strollers, wheel chairs.
106. Speed limits in some areas are too high--dangerous for drivers and non-drivers.
107. Difficult to acquire ROW for the purpose of stringing together trails etc.
108. 305 expansions- I don't know if our community can even support that.
109. As a City we just can't ignore the highway and the bridge. I expected that when we became a City we would deal with that.
110. Better mass transit. Needs to be partnership. If we just add another lane, it will be just a matter of time before it's equally as congested.
111. I live in town. People with mobility issues have a hard time using the ferry. The request from to the ferry for assistance is there to request, but they often do not

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

- have staff there to implement the request. Hard to get information from ferry that is not useful.
112. People are excited about BI ride. And I am trying to get the word out to seniors about it. There is misunderstanding in the community about whether bi ride is only a routed service, but also has the door to door pickup.
 113. We need more bike lanes to make biking safer, and there isn't enough awareness of how difficult biking can be.
 114. Island demographics show aging population, less likely to use bikes.
 115. The sidewalks inside Winslow (besides WW) need in repair to support the more dense development.
 116. If people are coming onto the Island, the ferry parking management is not great. Why not a good kiss and ride for the ferry facility.
 117. Vision Zero is an international effort to eliminate deaths on roads, NYC is working on slowing speeds on roads. Seattle is also looking at lowering speeds. Pedestrian death directly linked to driving speed.
 118. Thinks that BI Ride is great, would like to see it on Sunday, but knows that ridership needs to be promoted.
 119. Access buses don't run on Sunday, and standard buses stop at 8ish, so don't run late. With development review, would like to see concurrency requirement for bikes and pedestrians.
 120. Supports more bike paths or walking paths.
 121. Supports separated paths and/or trails.
 122. The island is changing and how do we plan for that.
 123. Do we have an island-wide transportation plan?
 124. Sportsman Club and New Brooklyn traffic is a problem.
 125. Bridge replacement within 20-25 years, it doesn't hurt to think ahead for the traffic flow.
 126. Traffic will continue to grow on 305.
 127. Parking downtown core is an issue for ferry and downtown.
 128. It feels like because of downtown parking some meeting rooms can't be used.
 129. Would like to see policies like any new buildings in downtown corridor needs to have underground parking.

Topics in Attachment #4 Temporary Moorage

A Air Quality

E Economy

EP Emergency Planning

G Governance

H Housing

I Incentives

Imp Implementation

N Neighborhoods

NSC Neighborhood Service Centers

P Parking

PP Public Process

S Sustainability

Sgn Signs

SW Stormwater

W/S Drinking Water/ Sewer

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

- Imp 1. Good governance – after we come up with a great comprehensive plan, but the plan is not codified adequately. We need to review development regulations to make sure they are achieving what we want.
- S 2. We need to look at our development regulations and ask, "Are they precautionary? Are they looking forward 100 years?"
- S 3. Do you see reusing existing buildings as something good? Every time you touch a building you have to make sure it goes up to current code.
- S 4. I think the City should take a proactive role in terms of regulations, the community wants a green community, so we want to have the code and plan reflect that. The end result does not reflect what the community wants (Visconsi).
- Imp 5. The comprehensive plan needs to be put into an ordinance with teeth.
- I 6. Got to have the right balance of regulation and profit incentive to have what we want. Municipality proactive with community values.
- E/S 7. Certification process for business to learn how to learn sustainability - there are models here now that are doing amazing things. Comp Plan could have some "teeth" put into it for sustainability. Show goals and levels of certification , priorities for sustainability. Bellingham for example has stickers noting they've met local benchmarks...wastewater, recycle, etc. People notice these stickers and employers are proud of their internal values.
- H 8. There's room in the Code for things like boarding houses, look at different ways to provide affordability in housing. What's the potential for housing in some business buildings
- PP 9. More groups like architects and business owners should be at these meetings. They will implement these ideas. This is community's chance to influence these folks.
- PP 10. Better notification for resident engagement – when there are proposed developments in their area and/or proposed regulations.
- I 11. Idea – developers – give credits and/or incentives to creative open space within developments that they are creating –
- S 12. Regulations hard – but difficult without them – particularly green development – possibly encourage new buildings have solar power etc. – that type of approach – other – city role – appreciation community wide effort not just government – and think about ways to better provide communication with property owners pre-development .
- PP 13. City has tools of regulation and incentives. Need political and community vision to balance tools.
- 14. Planning in many cases is excellent, but acquisition is a failure point. Need more creativity in City staff, less reliance on community to coordinate. Goals and intentions of community are clear, but not realized.
- Imp
- E/ Imp 15. Support for City's use of eminent domain. Should use this if other ways were exhausted.
- S 16. Green communities take care of all properties. Don't allow any sites to be vacant or blighted. City government can lead here because it has the interests of the whole community in mind.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

- Imp 17. Need to have regulations and consider impact of decisions. Must enforce regulations consistently.
- PP/Imp 18. Meetings have to have more meaning. They just can't be for amusement. Comp plan needs more teeth. We had this wonderful community dialogue, end of discussion, on with the status quo. We need to expect an outcome from our activities. We need a return on our investment.
- Imp 19. The "no annexation" nature of Bainbridge Island makes planning a little simpler. Regulations and codes should not be drawn from different types of communities because of BI's special nature.
- Imp/NSC 20. Visconti got there project because it met the zoning . City Hall has to stand behind the Comp Plan, and we do look what we can for our service centers.
- NSC 21. Island Center and Rolling Bay communities to do there are own plans. Neighborhoods should be doing plans given there are places that need to have more density.
- N 22. Local neighborhoods should have more of an impact on their own communities.
- NSC 23. Lynnwood Center has a sub-area plan. That comes from the neighborhood.
- N 24. City would facilitate plan, stakeholders are from neighborhood.
- W/S-NSC 25. Lynwood was able to develop because of water service and sewer. Water systems not sewer in the other service areas.
- Imp 26. There is a disconnect between comp plan and zoning. This time around you can see things that weren't implemented into the code.
- Imp 27. How do we get to a comprehensive plan being meaningful? That it is an active component in developing our code. I'd like some assurances that this isn't just for amusement.
- Imp 28. Comp plans needs to be in the code.
- Imp 29. We want to tie comp plan to code. We learned in the Visconti hearings and decision that it doesn't carry much weight unless the Comp Plan is very specific.
30. Why hasn't been done?
31. Reality is that code is big, and sometime you don't know that there will be a consequence until something happens.
- Imp 32. Things in different parts of code Like Trees, one in SMP, one in clearing, one in tree ordinance. Some codes are in conflict.
- Imp 33. We need one tree ordinance and that tree protection is scattered in different ordinances.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

- Imp 34. That's part because critical areas and SMP are done as separate areas. We can't do everything at the same time. How do we make sure everything meshes.
- Imp 35. Differences between state and city code regarding trees on shoreline property.
- Imp 36. New hospital they cut all the trees away so that you can see the hospital from the highway. Developer should have planted.
- I 37. City should have incentives
- Imp 38. It's in code that buffers should be maintained.
- Imp 39. City doesn't have teeth on their own codes.
- Imp 40. There are different type of screens and you can't have the presumption that everyone is supposed to have the same screen.
- Imp 41. In specific cases the buffer goes away and the City doesn't come back.
- E/G 42. Major compromise when we built the Safeway. City here to serve the business, money and own self-interest.
- G/Imp 43. Perhaps it's not the City is not enforcing, perhaps you don't understand the requirement.
- Imp 44. We'd like to see specific regulations, we'd like to see code compliance.
- Imp 45. Many developments get approved with conditions, and those get lost.
- Imp 46. Lack of continuing enforcement to make sure things in the permit are maintained over time.
- SW 47. Use impervious paving. Why don't we use those more often?
- SW 48. Seattle has a chart you can download, have to obtain a certain goal, certain number of points for using surface water being reused. Encourages rain gardens, paved surfaces that can collect underneath. There are some policies a city can encourage thru zoning.
- SW 49. Pavers are hell on earth for people in wheelchairs, they damage them.
- SW 50. Bill saying pavers are rough to walk on as well.
- S 51. Promote and codify ideas (Living Building Challenge) that may be leading edge Green Ideas instead of treating these ideas as one-offs.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

52. Land Use Regulations - there are cynics in the group. Regulation to create a legal framework is necessary because people are not usually altruistic and "do the right thing" - and there are consequences to not having codified rules.
53. As a rural city with high density low-density, sometimes the regulations appear favorable to high density, not low density. Winslow is almost grid, but not in north or south Bl. Maybe there should be two sets of regulations for high and low density.
54. I think we are a well-planned community, but we're not green. I'd love to see both. We need model codes to help us get there and we don't have run right now.
55. We have big ideas then we don't have the codes that walk to walk.
56. The City needs to allow for a "tiny home" community and needs to change the regulations to make it happen.
57. The city needs effective rules and penalties. Code enforcement needs to have teeth.
58. Regarding city regulation: when development occurs, it calls for analysis on air quality under SEPA. There was no review of the Visconsi project. No meaningful review was completed.
59. What we have in the Comp Plan now regarding affordable housing is quite strong and calls for the City to be proactive. It's the implementation that needs work.
60. SIGNS
61. I could do without a lot of signs, more and more signs are going up. New welcome to Bainbridge sign. State seems to be free with people putting up signs on the highway, more no parking signs on Manito Beach. Official, more signs.
62. All the commercial signs bother me. Downtown
63. Tremendous amount of commercial and municipal signs
64. 20 no parking signs
65. Can't you have one sign that says 100 feet no parking
66. Commercial signs for everything imaginable.
67. Relative, no billboards. Core does seem to get cluttered with sandwich boards. It can get out of hand.
68. A lot of 305 signs, I don't mind the sandwich boards.
- 69.
70. Visconsi brew ha-ha was a regulation and enforcement activity. Was that being done in a way that was for the attractiveness and health of the community.
71. Most people felt like the rules and comp plan weren't in alignment.
72. Code must be stronger.
73. Comp Plan has to require that the code be consistent with it.
74. Regulations need to match the code.
75. It's not just Visconsi this has been going on for 10 years. Group was disappointed that Comp plan wasn't used in Visconsi. Tendency to look for environment important.
76. Key responsibility of Council to make sure comp plan and code in alignment.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

- Imp/PP 77. Stay involved in the process until regulations are in place.
- Imp 78. Comp plan has to be transferable to the code
- Imp 79. I have an editorial from ten years ago that says comp plan has to be put into the zoning code.
- Imp/H 80. Change the zoning code to allow for smaller houses on a smaller area.
- S 81. Composting toilets.
- SW 82. In 2017 it will be mandated that we do low growth development (low impact), the city has a lot to do. Major stormwater change. Have to put the pollution of Puget Sound in context.
- S 83. We need to look at it as regenerative/restorative.
- SW 84. There are things we could do at the outfalls.
- 85. There are big and small problems and just because it's small doesn't mean it isn't a problem. Need to look at a local scale.
- SW 86. Not just stormwater, it is surface water as well.
- Imp/E/EP 87. Need change in policies and regulations about where cell towers may be located. City should also be more proactive in using old-fashioned AM radio for communications during emergencies
- EP 88. City should exercise oversight in determining what existing facilities have in terms of emergency backup (battery powered, generator powered?)
- N 89. City should lead specific neighborhood planning efforts.
- SW 90. Can we develop code that requires porous pavement and gravel when possible? What can we do to encourage less hardscape?
- SW 91. Low impact development standards--Comp Plan should reflect deeper commitment. We have many tightlines dispersing to the Sound, is this still what we want?
- SW 92. There are no permitting requirements that require retrofitting existing development to improve stormwater.
- S 93. Gray water--fine tune regulations to make it easier to reuse. Difficult to get permits to dig a pond. As water supplies get tight, it will make it harder on farmers.
- W/S 94. Every water system should be required to meter and charge based on consumption.
- I/W/S 95. What about incentives to decrease water usage.
- G 96. Good governance is honoring BAS and not succumbing to development pressure.
- S 97. Precautionary principle" should guide us.
he Plan
- Imp 98. is not codified adequately. We need to review development regulations to make sure they are achieving what we want.
- S 99. We need to look at our development regulations and ask, "Are they precautionary? Are they looking forward 100 years?
- Imp 100. The biggest issue has always been that if it is not codified in code, it doesn't matter what the comp plan says.
- Imp/S 101. Very difficult to prove that development will impact services.... Get creative in that battle.
- Imp 102. There is a disconnect between code and what citizens want - fix this. Asani, for example. Rules don't always follow what Comp Plan says.
- Imp 103. Comp Plan is now out of date and the Code and the Comp plan need to come together. Who is tracking that changes to or follow to the other.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

- I/E 104. Recognize city regulatory climate – creating incentives for type of development and/or expansions for businesses and living here.
- E 105. Farmers want to develop a farm stand but would the code allow it? — Yes, BIMC allows.
- E/H 106. Promote people to work at home. Code needs to remedy limits to home businesses.
- Imp 107. Visconsi shows that community has feelings but no voice. Codify ideas.
- Imp 108. City code did not implement or codify the Comp Plan. That is why we are meeting.
- E 109. The Island has a lot of jobs that don't need an industrial base (think architects/artists.
- E 110. Should the school district help to support future citizens to be in a cerebral job?
- Imp 111. Yes, there will be specific code amendments that will come out of the comp plan.
- Sgn 112. If you read our sign ordinance, it is hard to understand. Carmel uses pictures in their Code. Why don't we do a little digital? Put pictures in the code so they can look at that and don't have to dig through all the Code.
- G/Imp 113. The council used to be more involved. Right now the planning director has a lot of power to make decisions. She has the sole authority over SEPA. Too much responsibility for one person.
- Imp 114. One person should not be green-lighting a development.
- Imp./PP 115. The problem is that it's a structural issue, development thresholds. Surprised that the planning commission does not have more power. Could be remedied. Shocked by the hearing examiner process.

ATTACHMENT #5 ISSUES AND IDEAS TO PRIORITY BASED BUDGETING

1. The City's transparency efforts are increasing with the Community Engagement Specialist.
2. Turnout for these meetings indicates a healthy community.
3. The missing ingredient before has been public involvement.
4. Is there some way to continue what is going on with these comp plan workshops?
5. Why isn't the Comp Plan being implemented? Agenda favors development.
6. Has the impression that development is favored. To try to promote commerce, is a simpler to have things streamlined. Not sure if it is special interests that city panders to.
7. Question: How can communication between government and citizens be increased and improved
8. Good leaders don't listen to "yes men" or people who always have their ear. Good leaders listen to the dissenting voice
9. People who are satisfied don't come to meetings and speak out. It's the people who are dissatisfied who speak out
10. To change government, you need to change the culture. There is a machine that wants to perpetuate the existing culture, it's about money and power
11. Need to get the word out better so that more people come to these meetings
12. Not everyone is on Facebook or social media.
13. Better outreach would bring people out who don't already have an issue, get them engaged.
14. We have little power groups on the island. Leadership is elected to represent The People, but who are the People? Non-profits have a direct line to their council persons, who then support special causes that don't maybe represent The People.
15. Who represents the people who are just staying at home?
16. We need to support our elected officials and staff in their work.
17. We're understaffed in Planning.
18. Providing more services requires more taxes.
19. Public Works has a list of undone jobs.
20. Lack of staffing. It's not the plan, it's the implementation on the land. Constant flow of work coming in. Clock is ticking. So to have staff never get a break to work on community development. Planning and building yes, but the community development doesn't happen. Can you put a threshold on permits, so you can free up some staff time to that effort?
21. What should the development look like. Improving the checklist the planner has to through. Trails not in GIS or Comp Plan so they weren't on the list of what the planner sees.
22. City, Fire, utilities, Parks, Library, Schools. I'm torn between wanting to hire one person, and use the incredible resources we already have. How do we get this on the Island then hire outside.
23. Discussed how to use the EIS as a tool for new development and also suggested hiring an environmental planner for expertise review.
24. The ward meetings are a great session for getting out to the community.
25. Can't understand the two types of city council meetings, and how they are different.

ATTACHMENT #5 ISSUES AND IDEAS TO PRIORITY BASED BUDGETING

26. The city website is always being improved, but can always become more intuitive and better. Keeping those communications up to date and the most transparent.
27. Does Intergovernmental Government Working Group (IGWG) work together? Fire and park bond on the same ballot was not ideal. Needs to be worked on.
28. We have a healthy mix of people on the island not just rich people, we have vibrancy because of our non pros and activism. How can we improve in terms of how people being involved in the comp plan. This process is better, how do we make the web site more accessible. Can we partner more with non profits.
29. We need someone on staff that is an expert in ecology. We do have people on staff. Their views should be heard.
30. Revenue is a fact of life. Disagrees that the city makes decisions just made on money.
31. Money can't be an excuse to not do something. As citizens we need to be responsible.
32. Comparing to a lot of places it is both a healthy and attractive community. We're high, it would be nice to be higher.
33. Keep it there, and improve it.
34. People that have lived here a long , long time feel that it's going
35. Plenty of room for improvement as well
36. Code official has no time to look for problems. Except during process of getting a permit, very little enforcement
37. If the City doesn't deal with the problem, then the Police Department will.
38. A great deal of the PD's resources are used to address social issues.
39. What was missing from the police site conversation was not enough information to give an informed comment. We are left out of the loop.
40. City should work with non-profits.
41. If we maintained the roads and a lot the actual budget that we have to managing the roads to siphoning off to other needs
42. Property taxes are spent on staff rather than roads
43. It takes staff to run a city, we are revenue poor. The problem is on the revenue side.
44. The City is relatively insufficient
45. I know another way we can get revenue streams. Visconsi should pay traffic impact fees for that development. Our City is one of the few cities in the County that doesn't have these fees. They're relying on property taxes to pay for safety, roads, etc.
46. Because there are no impact fees, things are pushed on the citizens.
47. Power was grounding out; it has yet to be resolved. Accommodating more growth, we need to stop expanding our staff and get back to basics. Allow people whom are paying taxes to be serviced.
48. Agree with asphalt is better. BI city staffed up while Darlene was mayor, and our staff is too big. Compared to Sammamish, we have a really big staff. Need to think about staffing when people retire.
49. Staff hiring needs to reflect the desire to stay rural. If we want trees, don't hire staff from Seattle- urban world view.
50. A better police station is VIP- why is it taking so long.

ATTACHMENT #5 ISSUES AND IDEAS TO PRIORITY BASED BUDGETING

51. Need common sense for long term maintenance & repair--although the City has done better in the last 2 years.
52. Support police indecent advisory commission
53. Question: How do people feel they interact with the government? Do people feel
54. heard? Is government accessible and responsive?
55. Question: How can communication between government and citizens be increased
56. and improved?
57. Good leaders don't listen to "yes men" or people who always have their ear.
58. Good leaders listen to the dissenting voice.
59. People who are satisfied don't come to meetings and speak out. It's the people who are dissatisfied who speak out.
60. To change government, you need to change the culture. There is a machine that
61. wants to perpetuate the existing culture, it's about money and power.
62. Need to get the word out better so that more people come to these meetings.
63. Not everyone is on Facebook or social media.
64. Better outreach would bring people out who don't already have an issue, get them engaged.
65. We have little power groups on the Island. Leadership is elected to represent The People, but who are the People?
66. Non-profits have a direct line to their Council persons who then support special causes that maybe don't represent all the people.
67. The NMTP does have a trouble spots identified. It's a funding issue.
68. The non-motorized issue is probably ripe for a bond measure.
69. We want green businesses: high tech, manufacturing computers, maybe, something with low impact. Bainbridge is positioned to be the perfect incubator for new businesses. We need to recruit new businesses. There has not been any recruitment effort on the City's part.
70. So what proactive role does or should the City have to develop the island as a business "Incubator." Tax incentives are not possible because the City needs the taxes. The high cost of permit fees on this island is ridiculous compared to Port Orchard. Where in the City's budget can they cut to give incentives?
71. The current Comp Plan does not have any benchmarks, indicators to measure success of goals. The City is so insular.
72. City could support public transit. Would ease parking. Businesses could support, too, to relieve downtown parking.
73. Considering high value on arts in the community - what is the role of the City? When City funding diminished, organizations did not fold.
74. As far as affordability. I'd like to see the City adopt a policy of conservatism. We burn through millions. We spent \$50k for a sculpture. Every City Council meeting its \$40k here, \$50k here, and then the law suits! This is going on for 20-25 years.
75. The City needs to make a commitment to the downtown. For example, not enough trash pickup. A basic thing to take care of but the message is City doesn't want to pay for extra service. Downtown Association and Chamber do make an effort, but there needs to be a

ATTACHMENT #5 ISSUES AND IDEAS TO PRIORITY BASED BUDGETING

piece of the City that is heavily committed and involved in bringing tourism.

- 76. If ten types of businesses were identified...is that something we can encourage? Work with the Chamber, BIDA, and the City. We need a mercantile conveniently located.
- 77. Jerri saying it's our job to go recruit, City needs to provide a tax incentive. Seattle is very aggressive in their recruiting.
- 78. It is not an easy thing to do business in the state of Washington. COBI could provide a small business consultant as a liaison from the City to help navigate codes, etc. "Here is what I would like to do. How could I achieve that?"
- 79. Hire more police with specialties in certain areas.

ATTACHMENT #6 ISSUES AND IDEAS RE CITY COORDINATION WITH OTHERS

1. Does City Council set leash law for metro parks? Does that mean we cannot have an off leash park? BIMPD and COBI are trying to coordinate leash laws/rules.
2. We should look at turning all the parks over to the BIMPD. There should be a long term plan to turn the Senior Center over to them as well.
3. A lot of our parks are former hazardous waste sites that have not been cleaned up completely. Pritchard Park had to put up signs about creosote contamination, but the sign disappeared. Cleanup stopped at Strawberry Park because the City ran out of money.
4. There are a lot of issues with City owned property that needs to be rectified.
5. How can the City help us get enough exposure to entice people to come to our parks? Lost our exposure on a website.
6. Our parks are primarily for the residents. I don't think we should be enticing people to come when we pay for their maintenance.
7. Can we require the County to have facilities on the Island.
8. Transportation to County facilities
9. The WSF diesel engines make for worst air quality. If we could change our boats to smaller boats then service more frequent, and smaller engines. The WSF engines should become LNG.
10. Does helpline house periodically sit down with city to discuss needs.
11. City and County should work together with State to find creative ways to deal with septic issues.
12. Partnerships with Kitsap Transit, Senior Center, etc. need to be promoted.
13. Coordination between Parks and the City would be helpful.
14. Would like to see more transparency between KRCC and City, such as the SR305 situation.
15. SR305 and the bridge are a huge issue. Widening the bridge helps people from the outside and not the island. Not a benefit to us. Why make it easier for outsiders?
16. Lots of outside pressure from outside to widen highway and bridge. We need to look at this carefully through our lens and not let it be imposed on us by the rest of Kitsap County. How will it affect Winslow parking, various intersections?
17. Seattle is a diverse economy nationwide. Rotterdam unloads their ships/ trains with driverless vehicles/ trains. West coast ports need to catch up.
18. US Post Office space, for example, has space that could be used much better.
19. Collaboration and cooperation is very important between taxing districts and between those districts and nonprofits that are performing community services. The one call for all list is LONG- variety of many organizations. Best way to optimize the resources that we have, and to encourage to concept of a village. the city should make this clear in comp plan.
20. I'm asking our city council to ask the growth management hearings board to ask for a change to the GMA to get Bainbridge out of planning under the GMA.

ATTACHMENT #6 ISSUES AND IDEAS RE CITY COORDINATION WITH OTHERS

21. Need access to green space, a requirement with easements to encourage alternative transportation. Need to talk to the parks dept.
22. Year round school would improve transportation.
23. Fire flow not sufficient to fight a major fire on the Island. Vancouver BC has a fire contract.
24. Collaboration and cooperation is very important between taxing districts and between those districts and nonprofits that are performing community services. The one call for all list is LONG- variety of many organizations. Best way to optimize the resources that we have, and to encourage to concept of a village. City should make this clear in comp plan.
25. I'm asking our city council to ask the growth management hearings board to ask for a change to the GMA to get Bainbridge out of planning under the GMA.
26. BI is unique in the state of Washington, and the GMA should be changed to reflect that.
27. Need access to green space, a requirement with easements to encourage alternative transportation. Need to talk to the BI Municipal Parks District.
28. Does City Council set leash law for metro parks? Does that mean we cannot have an off leash park? BIMPd and COBI are trying to coordinate leash laws and rules.
29. Much of the groundwork needs to be led by non-profits. Not just the City. It needs to be the community getting together too.
30. The fire dept. has a requirement to respond first for medical.
31. What about multi- units showing up for emergencies
32. Luke Carpenter: the 911 operators have criteria based responses. Depends on whether you get EMTs and/or a paramedic. 8 people total respond for advanced cardiac arrest.
33. Whether the fire truck comes depends on if "medic" staff is in the fire truck.
34. Different resources are located at each of the 3 fire stations, so dispatch depends on emergency
35. BIFD does a lot of CPR training, information on website.
36. No one responded to an "emergency" because no one was injured. But needed help when large tent turned over at big event.
37. All 911 calls go to central dispatch in Bremerton. For instance Poulsbo, Kingston or Suquamish emergency units & law enforcement is dispatched based on distance and availability.
38. How much would a portable defibrillator? The cost has come down. CPR class teaches how to use a portable defibrillator.
39. Portable devices may be in squad cars. BIFD CPR classes monthly.
40. We have to accept state mandates and plan for growth but we should think about opting out of GMA, it's not relevant to an island. Clear land boundaries make us different from other cities.