



STUDY SESSION

TUESDAY, OCTOBER 18, 2016

**LOCATION: BAINBRIDGE ISLAND CITY HALL
280 MADISON AVENUE N., BAINBRIDGE ISLAND, WASHINGTON**

AGENDA (TIMES LISTED ON THE AGENDA ARE APPROXIMATE)

1. CALL TO ORDER / ROLL CALL

7:00 PM

Mayor: Val Tollefson

Deputy Mayor: Kol Medina

Councilmembers: Sarah Blossom Michael Scott
Ron Peltier Roger Townsend
Wayne Roth

2. ACCEPTANCE OR MODIFICATION OF AGENDA/ CONFLICT OF INTEREST DISCLOSURE

3. PUBLIC COMMENT ON AGENDA ITEMS

7:05 PM

4. UNFINISHED BUSINESS

- A.** 7:15 PM Ordinance No. 2016-29, Comprehensive Plan Update, AB 15-018 - Planning (Pg. 3)
- B.** 8:15 PM Islandwide Transportation Plan, AB-16-148 - Public Works (Pg. 630)
- C.** 8:35 PM Develop Scope of Work and Professional Services Agreement with ESA for Suzuki Ecological Assessment, AB 14-118 - Executive (Pg. 631)
- D.** 9:05 PM Budget Discussion: Finance and Administrative Services Department 2017-2018 Budget Request (Pg. 675)
- E.** 9:25 PM Budget Discussion: Executive Department 2017-2018 Budget Request (Pg. 682)

5. NEW BUSINESS

- A.** 9:45 PM Lodging Tax Advisory Committee Appointment, AB 16-119 - Mayor Tollefson (Pg. 690)

6. FOR THE GOOD OF THE ORDER

7. ADJOURNMENT

9:50 PM



Americans with Disabilities Act (ADA) accommodations provided upon request. Those requiring special accommodations, please contact the City Clerk at 206-842-2545 (cityclerk@bainbridgewa.gov) by noon on the day preceding the Meeting.

City of Bainbridge Island City Council Agenda Bill



PROCESS INFORMATION

Subject: 7:15 PM Ordinance No. 2016-29, Comprehensive Plan Update, AB 15-018 - Planning (Pg. 3)	Date: 10/18/2016
Agenda Item: UNFINISHED BUSINESS	Bill No.: AB 15-018
Proposed By: Department of Planning and Community Development	Referrals(s): Planning Commission

BUDGET INFORMATION

Department: Planning	Fund:
Expenditure Req:	Budgeted? Budget Amend. Req?

REFERRALS/REVIEW

:	Recommendation:
City Manager:	Legal: Finance:

DESCRIPTION/BACKGROUND

The Planning Commission completed their review and recommendation of the DRAFT 2016 Comprehensive Plan (Plan) on October 13, and forwards their recommended DRAFT Plan on to the City Council to begin its review. See attached memo for additional information.

RECOMMENDED ACTION/MOTION

Begin discussion of the Planning Commission's recommended draft 2016 Comprehensive Plan.

ATTACHMENTS:

Description	Type
☐ Staff Memorandum	Backup Material
☐ Memo Attach Park Zone Map	Backup Material
☐ Cover & TOC	Backup Material
☐ Introduction	Backup Material
☐ Land Use Element	Backup Material
☐ Economic Element	Backup Material
☐ Environmental Element	Backup Material
☐ Water Resources Element	Backup Material

▣ Housing Element	Backup Material
▣ Transportation Element	Backup Material
▣ Capital Facilities Element	Backup Material
▣ Utilities Element	Backup Material
▣ Cultural Element	Backup Material
▣ Human Services Element	Backup Material
▣ Glossary	Backup Material
▣ App A Economic Profile	Backup Material
▣ App B Water Rec Existing Conditions & Future Needs	Backup Material
▣ App C Housing Needs Assessment	Backup Material
▣ App D IWTP	Backup Material
▣ App E Winslow Master Plan	Backup Material
▣ App F Lynwood Center SPA Report	Backup Material
▣ PC PH Comment Period Written Comment	Backup Material



CITY OF
BAINBRIDGE ISLAND

Department of Planning and Community Development
Memorandum

Date: October 18, 2016
To: City Council
From: Jennifer Sutton, AICP
Senior Planner
Subject: 2016 DRAFT Comprehensive Plan

I. REVIEW PLANNING COMMISSION RECOMMENDED DRAFT 2016 COMPREHENSIVE PLAN

The Planning Commission Public Hearing [Draft of the 2016 Comprehensive Plan \(Plan\)](#) was published on Friday August 26, 2016. The publication of the DRAFT accompanied a coordinate public outreach campaign to:

- Inform the public about the [DRAFT Plan, State Environmental Policy Act \(SEPA\) Review](#), and promote public review of the [DRAFT Plan](#);
- Advertise the upcoming Open House/Commission Public Hearing dates, which occurred on Saturday, September 17, and Thursday, September 22; and
- Encourage the public to comment in person at a Public Hearing or in writing on the [DRAFT Plan](#). It was noticed that the deadline for submission of written comment (hard copy or email) was Monday, September 26, at 4:00 pm.

More than 100 citizens attended one or both open house/public hearings. Not everyone that attended the public hearings made comments at that time. The public hearings were recorded, and can be watched from the [Navigate Bainbridge: 2016 Comprehensive Plan Update website](#). Eighty-three (83) written public comments were received between August 26 and 4 pm, September 26. Those written public comments are attached, sorted alphabetically by last name. The written comments are preceded by a “table of contents” of sorts, meant to assist the City Council in organizing their review. [Public Comment received prior to August 26, 2016 may be viewed from the City’s website.](#)

There were many who commented (at the hearings, and in writing) that:

- Fort Ward should not be a *Designated Center* (Land Use Element); and
- That the DRAFT Island-wide Transportation Plan (IWTP) should not show any possible road connections through Gazzam Lake Park.

Regarding Fort Ward- the language in the Land Use Element, the Planning Commission recommends removing it as a potential designated center.

Regarding the DRAFT IWTP, the Planning Commission has indicated that they want to continue to discuss the DRAFT IWTP, more specifically, the connectivity section- a result could be that the only connections would be non-motorized facilities.

The Planning Commission discussed public hearing public comment and recommended changes to the DRAFT Plan at their meetings on October 5 and October 13, 2016. The Planning Commission completed their recommendations on the DRAFT Plan on October 13, 2016. That recommended draft is being forwarded on to the City Council for review and modification. Generally, the Planning Commission recommended revisions to the DRAFT Plan were in response to public comments that clarified/modified policies, used active verbs that replaced “shall” and “should,” and replaced text for grammatical purposes.

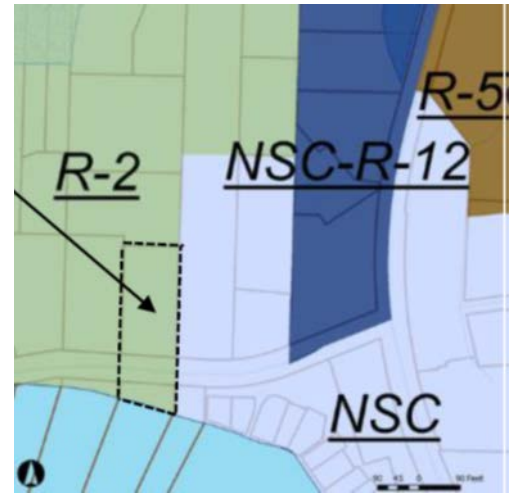
II. RECOMMENDATIONS ON SITE-SPECIFIC COMPREHENSIVE PLAN AMENDMENT REQUESTS

The submittal window for privately initiated Comprehensive Plan Amendment (CPA) requests was May 1 through June 30, 2015. The City received 6 applications, described below. Each application was a request for a land use designation change on the Comprehensive Plan Future Land Use map; the [applications can be viewed on the City’s website](#). The Planning Commission initially discussed 5 for the amendments during the summer of 2015, beginning at their July 9, 2015, meeting in conjunction with the *Land Use Element*. The CPA submitted by Mr. Moore was discussed in the fall of 2015, in conjunction with the Business/Industrial policies of the *Economic Element*. The Commission completed their discussion of the Park District and Schmid applications in the summer of 2016. The applications are discussed in more detail below. Notices of the Commission discussions were sent to property owners in the vicinity of each application (except the Park District), and public comment was accepted on each amendment request. [Minutes from those Planning Commission meetings](#) can be viewed on the [City website](#).

Planning Commission Action: At their meeting on October 5, the Planning Commission recommended **DENIAL** of each CPA application to the City Council.

A. Submitted by S. Thomas, to change the designation from OSR-2 to NSC for a property located at 4552 Point White Drive, immediately west of the Lynwood Center NSC area

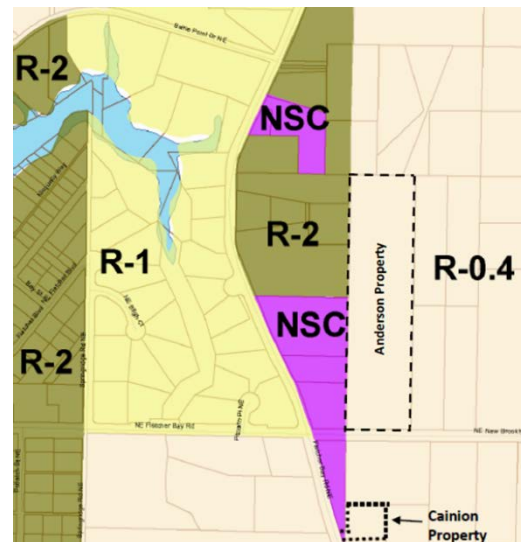
The Thomas amendment was discussed originally at the July 9, 2015 Commission meeting, and again at the July 23 and September 10, 2015 meetings. The property is adjacent to Neighborhood Service Center (NSC) zoning, with the “Roost” development currently in for permitting. Public comment at the time was generally against the application. The Commission discussed whether or not the existing Plan and Bainbridge Island Municipal Code (BIMC) allowed for expansion of an existing NSC zoning without going through the special planning area process (SPA). The Commission’s initial discussion led to the conclusion that a SPA process or amendment should be done to make changes to a NSC area- see Cainion and Anderson applications below.



B. Submitted by A. Cainion, to change the designation from OSR-0.4 to NSC for a property on Fletcher Bay Road, immediately south of the Island Center NSC area

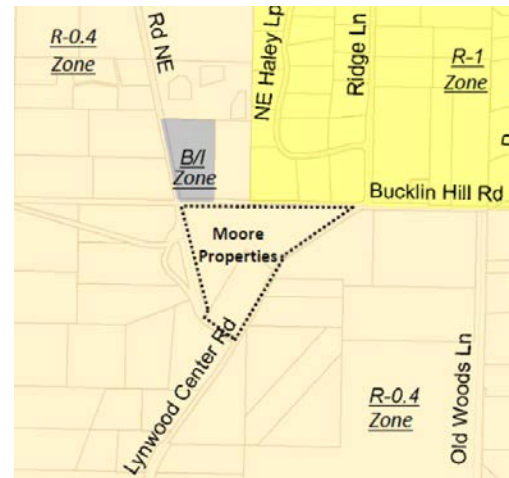
C. Submitted by S. Anderson, to change the designation from OSR-0.4 to NSC for a property on New Brooklyn Road, immediately east of the Island Center NSC area

The Cainion and Anderson applications were discussed originally at the July 9, 2015, Commission meeting, and the Cainion application again at the July 23 and September 10, 2015, meetings. Mr. Cainion has previously submitted CPA requests that have not been approved. The Commission discussion again focused on whether properties could be designated NSC outside of the SPA process. A previous SPA process for Island Center had resulted in a [DRAFT Subarea Plan in 2001](#), which was not adopted by the City Council. As a result of the Commission discussion on the Cainion and Anderson applications, the Commission voiced support for the City to commence subarea planning for Island Center and Rolling Bay, if those communities support it.



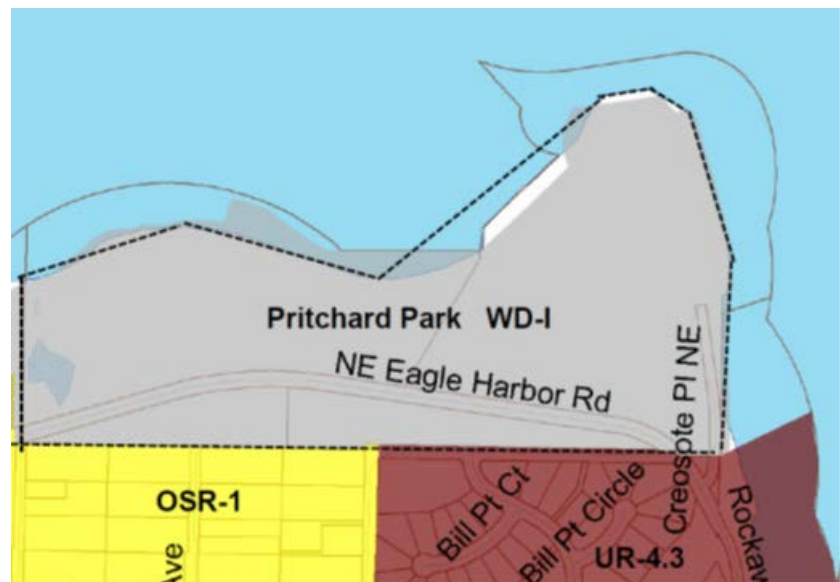
D. Submitted by W. Moore, to change the designation from OSR-0.4 to Business/Industrial (B/I) for a property located at the intersection of Fletcher Bay, Bucklin Hill, and Lynwood Center Roads

When discussing the Moore application initially at the July 9 Commission meeting, the Commission decided to review the Moore application at the same time as B/I goals and policies in the Land Use Element and Economic Element. The discussion was delayed until the Commission began to review the Economic Element in the fall of 2015. The Moore amendment was discussed on October 22, 2015, along with those Land Use and Economic Element policies.



E. Submitted by C. Schmid, to change the designation for Pritchard Park from WD-I to OSR-2

Pritchard Park is made up of 3 properties owned by the City and the Bainbridge Island Metropolitan Parks and Recreation District. The Schmid amendment was discussed originally at the July 9, 2015, Commission meeting, and again at the July 28 and August 4, 2016, meetings. When initially discussed, it was acknowledged that the Schmid application would be moot should the Park District application be approved, and a new Park zone created. Once it became uncertain whether or not the Park District



application would be approved, the Commission revisited the Schmid application in 2016. The Department of Planning and Community development raised the issue regarding whether or not the Schmid application should have ever been accepted, since he is not the property owner of Pritchard Park. See Park District comment letter (page 23)

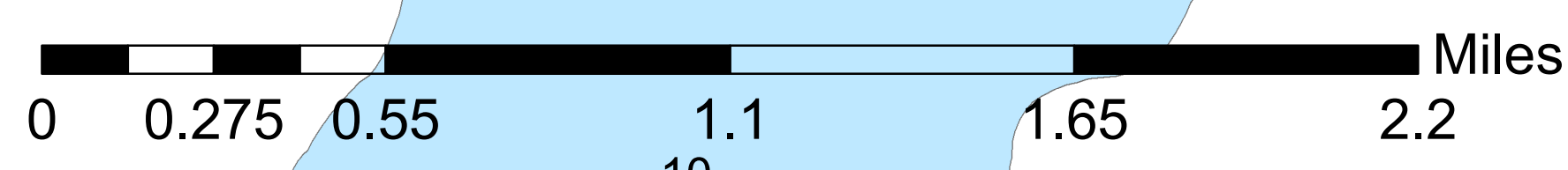
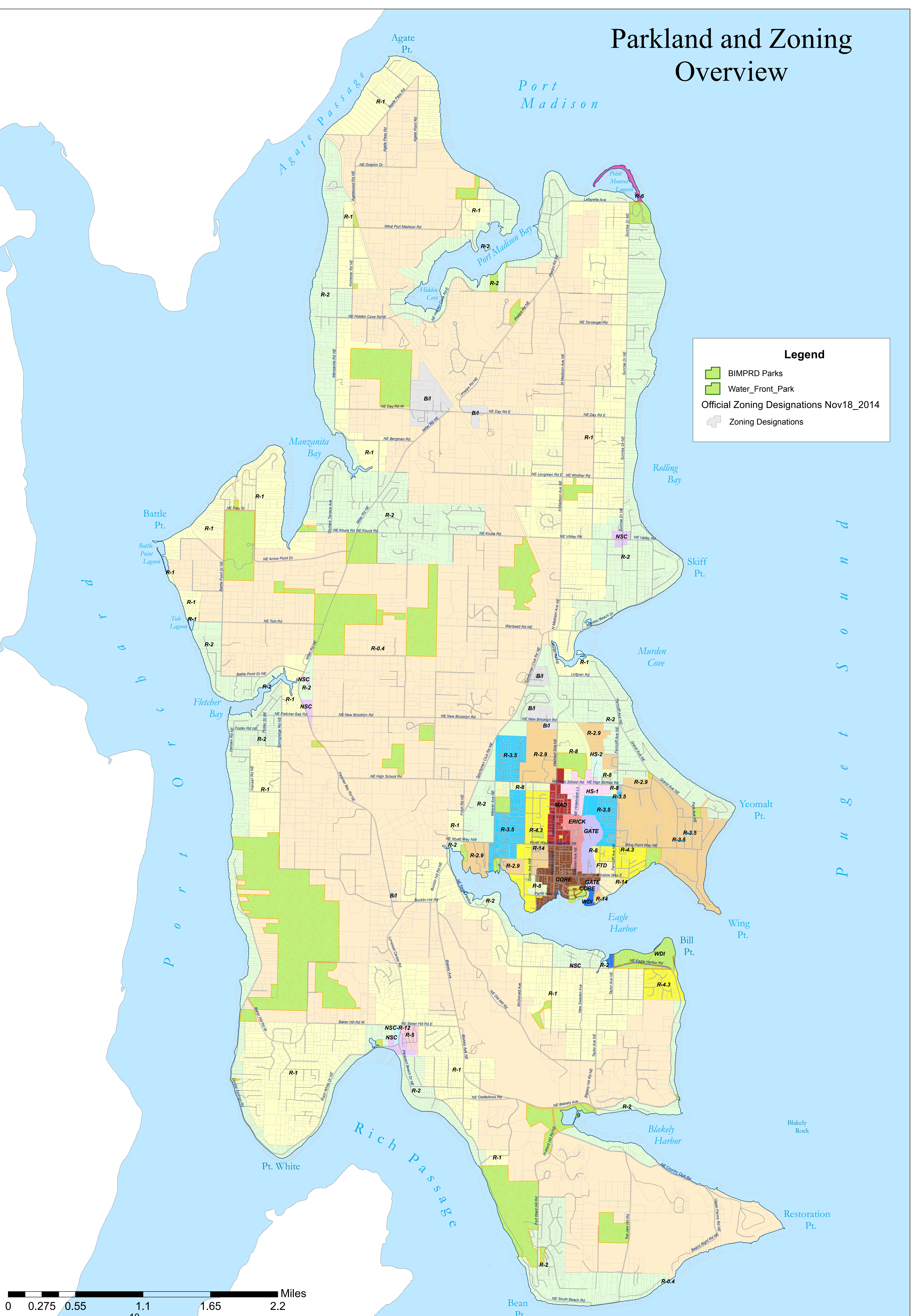
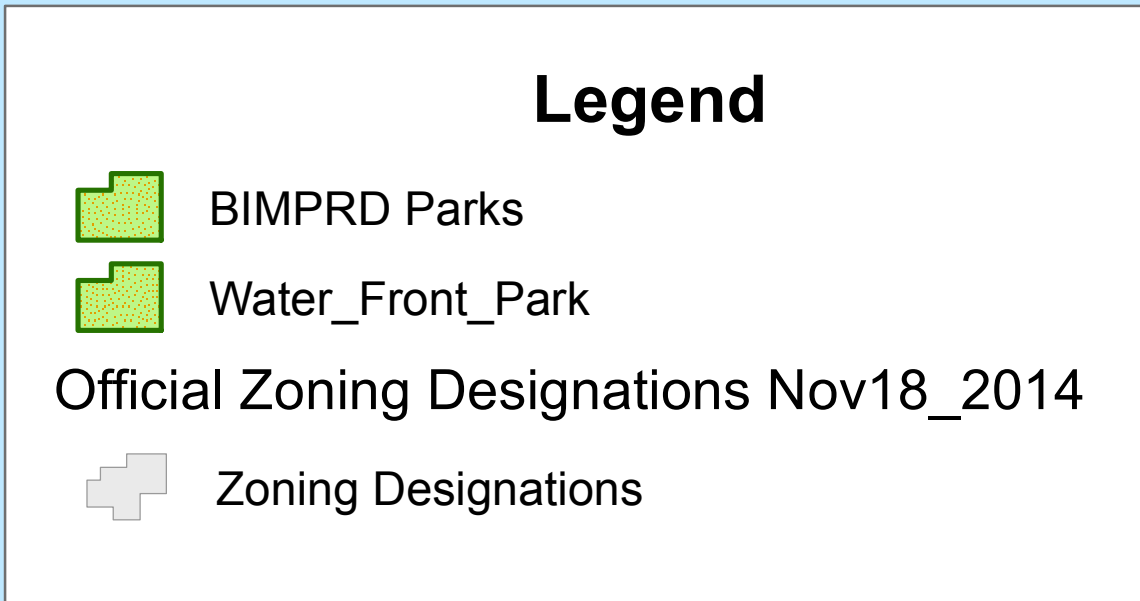
F. Submitted by BI Metro Park and Recreation District, to create a new “Park” Zone for parks

The Park District application was discussed originally at the July 9, 2015, Commission meeting, and again at the July 23 and August 13, 2015, and June 9 and July 28, 2016, meetings. The Commission had requested information from the District including that the District propose new goals and policies for the new “Park” zone and better explain why the new zone was needed. See map below.

III. NEXT STEPS

The City Council will begin their consideration of the Comprehensive Plan using the Planning Commission's recommended draft as a starting place. Discussion of the Comprehensive Plan will continue during every City Council meeting until a final document is approved. The City Council has also expressed an interest in holding a public hearing at some future date to receive input on both the Planning Commission's recommendation and any changes proposed by the City Council. The City Council's intention is to approve the 2016 Comprehensive Plan by the end of 2016.

Parkland and Zoning Overview





City of Bainbridge Island 2016 Comprehensive Plan



Adopted December ____,
Ordinance No. 2016-29

ACKNOWLEDGMENTS

Bainbridge Island City Council

Val Tollefson, Mayor

Anne Blair, Mayor*

Kol Medina

Sarah Blossom

Ron Peltier

Wayne Roth

Michael Scott

Roger Townsend

Steve Bonkowski*

2016 Bainbridge Island Planning Commission

Mack Pearl, Chair

Bill Chester, Vice-Chair

Maradel Gale

Mike Killion

Mike Lewars

Lisa Macchio

Jon Quitslund

*Term ended prior to Planning Commission recommendation or City Council adoption

Contributing City Staff

Doug Schulze, ICMA-CM, City Manager
Morgan Smith, MPP, Deputy City Manager
Gary Christensen, AICP, Planning Director
Kathy Cook, Planning Director*
Kellie Stickney, MPA, Communications Manager
Jennifer Sutton, AICP, Senior Planner, Project Manager
Christy Carr, AICP, PWS, Senior Planner
Heather Beckmann Wright, Senior Planner
Joshua Machen, AICP, Planning Manager
Jane Rasely, Administrative Specialist
Barry Loveless, PE, Public Works Director
Chris Hammer, PE, PMP, Engineering Manager, Public Works
Cami Apfelbeck, MS, Water Resources Specialist, Public Works
Ellen Schroer, MPA, Finance Director
Gretchen Brown, GIS Specialist

Contributing Consultants

Joe Tovar, FAICP, Principal, Tovar Planning
EcoAdapt
Tim Flynn, LHG, CGWP, Principal, Aspect Consulting
Peter Bannister, PE, Aspect Consulting
Victor Salemann, PE, Principal, Transportation Solutions Inc.

Special Thanks to Citizen Advisory Committees and Community Organizations and Outside Agencies that Contributed Comments

Arts and Humanities Bainbridge, Association of Bainbridge Communities,
Bainbridge Community Foundation, Bainbridge Island Chamber of Commerce,
Bainbridge Island Downtown Association, Bainbridge Island Fire Department,
Bainbridge Island Metropolitan Parks and Recreation District, Bainbridge Island Land Trust,
Bainbridge Island Parks Foundation, Bainbridge Island Senior Community Center, EcoAdapt,
Environmental Technical Advisory Committee, Friends of the Farms, Historic Preservation Commission,
Helpline House, Housing Kitsap Public Health District, Housing Resources Bainbridge,
Island Volunteer Caregivers, Island Non-Motorized Transportation Advisory Committee,
Puget Sound Energy, Quality Bainbridge, Sound Food, Squeaky Wheels Bicycle Club,
Sustainable Bainbridge, Utilities Advisory Committee, Watershed Council, Zero Waste



TABLE OF CONTENTS

PLAN CHAPTERS	PAGES
Introduction.....	IN-1 to IN-16
Land Use Element.....	LU-1 to LU-34
Economic Element.....	EC-1 to EC-14
Environmental Element.....	EN-1 to EN-22
Water Resources Element.....	WR-1 to WR-16
Housing Element.....	HO-1 to HO-12
Transportation Element.....	TR-1 to TR-24
Capital Facilities Element.....	CF-1 to CF-14
Utilities Element.....	U-1 to U-10
Cultural Element.....	CU-1 to CU-7
Human Services Element.....	HS-1 to HS-6
Glossary.....	G-1 to G-16
APPENDICES	
A	Economic Profile
B	Water Resources Existing Conditions & Future Needs
C	<u>Housing Needs Assessment</u>
D	<u>Island-wide Transportation Plan</u>
E	<u>Winslow Master Plan</u>
F	<u>Lynwood Center Special Planning Area Report & Final Recommendations</u>

LIST OF FIGURES

Introduction Chapter Figures

Fig. IN-1	Population age cohorts 2000 to 2019.....	Page IN-4
Fig. IN-2	Population by age cohort in 2016.....	Page IN-4
Fig. IN-3	Land Coverage Types.....	Page IN-5
Fig. IN-4	Land Use Types.....	Page IN-5
Fig. IN-5	Comprehensive Plan Structure.....	Page IN-8

Land Use Element Figures

Fig. LU-1	Typical conservation area.....	Page LU-2
Fig. LU-2	Typical designated center.....	Page LU-2
Fig. LU-3	Island-wide Land Use Concept.....	Page LU-3
Fig. LU-4	Listening Session	Page LU-5
Fig. LU-5	Future Land Use Map.....	Page LU-7
Fig. LU-6	State Route 305 Corridor.....	Page LU-8
Fig. LU-7	Low Impact Development methods.....	Page LU-9
Fig. LU-8	Winslow Way buildings and uses.....	Page LU-11
Fig. LU-9	Winslow Residential, Commercial and Civic Uses.....	Page LU-12
Fig. LU-10	Aerial of High School Road Area.....	Page LU-14
Fig. LU-11	High School Road Mid and Low Rise Buildings.....	Page LU-14
Fig. LU-12	Lynwood Center.....	Page LU-16
Fig. LU-13	Rolling Bay Center.....	Page LU-16
Fig. LU-14	Typical Views from the Road.....	Page LU-21
Fig. LU-15	Farmland.....	Page LU-24
Fig. LU-16	Fort Ward.....	Page LU-28

Water Resources Element Figures

Fig. WR-1.	The Hydrologic Cycle.....	Page WR-1
-------------------	---------------------------	-----------

Housing Element Figures

Fig. HO-1	Single family home.....	Page HO-5
Fig. HO-2	Cottage housing.....	Page HO-5
Fig. HO-3	Accessory dwelling unit.....	Page HO-5

Fig. HO-4 Duplex.....	Page HO-5
Fig. HO-5 Row houses.	Page HO-5
Fig. HO-6 Zero lot line.....	Page HO-5
Fig. HO-7 Garden apartment.....	Page HO-5
Fig. HO-8 Mixed use, mid-rise.....	Page HO-5
Fig. HO-9 Micro units.....	Page HO-5

Capital Facilities Element Tables

Table CF-1 City Land and Office Facility Inventory.....	Page CF-8
Table CF-2 City Public Works Facilities Inventory.....	Page CF-8
Table CF-3 City Undeveloped Land Inventory.....	Page CF-9
Table CF-4 Group A & B Water Systems.....	Page CF-10
Table CF-5 Water Systems with over 100 Connections.....	Page CF-10

NOTE: All referenced documents below are hyperlinked.

CITY FUNCTIONAL PLANS ADOPTED BY REFERENCE

[City General Sewer Plan](#)

[City Water System Plan](#)

[Island-wide Transportation Plan](#)

SPECIAL PURPOSE DISTRICT FUNCTIONAL PLANS ADOPTED BY REFERENCE

[Bainbridge Island Municipal Parks & Recreation District 2014 Comprehensive Plan](#)

[Bainbridge Island School District 2014-2020 Capital Facilities Plan](#)

[Bainbridge Island Fire Department 2013-2022 Strategic Plan](#)

[Kitsap Public Utility District 2011 Water System Plan](#)

[Kitsap County Sewer District #7](#)

[Kitsap Regional Library Vision 2020 Strategic Plan](#)



COMPREHENSIVE PLAN INTRODUCTION

TABLE OF CONTENTS

BAINBRIDGE ISLAND HISTORY.....	1
BAINBRIDGE ISLAND TODAY.....	3
HISTORY OF PLANNING ON BAINBRIDGE ISLAND	5
THE FUTURE – NAVIGATING BAINBRIDGE.....	7
VISION – BAINBRIDGE 2036.....	8
GUIDING PRINCIPLES.....	10
WHAT A COMPREHENSIVE PLAN IS AND IS NOT.....	14

BAINBRIDGE ISLAND Past, Present and Future

BAINBRIDGE ISLAND HISTORY



This historical overview provides a foundational perspective to aid community planning in better understanding and preserving the rich and multifaceted history of Bainbridge Island.

Land

Bainbridge Island is split into ~~three~~ two geologic areas, with the southern third composed of sedimentary bedrock thrust up from the sea approximately ~~eighteen~~ thirteen to thirty million years ago. Lying on a seismic fault line, its most prominent feature is the steep gradient at Bill Point, a backdrop for Rockaway Beach. This fault runs from Eagle Harbor to Seattle. Together with other active faults, a 9.0 plus earthquake involving the North American and Pacific Juan de Fuca Plates is a valid disaster potential for Bainbridge Island. Fortunately, only three earthquakes over 6.0 have occurred since World War II: in 1949, 1965, and 2001.

Successive glacial periods left behind deep bodies of water and numerous islands from Puget Sound to Alaska. Resulting deep water sheltered harbors and acidic topsoil influenced human settlement. The primary concern for the Island's southern third is limited water supply caused by impenetrable bedrock. The northern two-thirds, with Eagle Harbor as the dividing line, is composed primarily of sand, clay, and gravel deposits. While still commercially extracted, their primary benefit is an easily accessible ground water source.

People

The first people on Bainbridge Island were the Suquamish Ancestors first inhabited Bainbridge Island and the Kitsap Peninsula around 13,000 years ago and continue to live in the area to the present day. The Suquamish People occupied winter villages and seasonal camps throughout the island as they fished, hunted, collected shellfish, and gathered plants and other vegetation resources. Several areas on the island have religious significance to Tribal members and some areas near the marine shoreline were burial sites. Many significant cultural resources have been documented along the contemporary marine shoreline of Bainbridge Island. Inland portions of the island have not been investigated as intensively as shoreline landforms but likely have evidence of past Suquamish land use. There is no written record as to when they arrived, but artifacts and petroglyphs suggest that the Suquamish were here for almost 10,000 years. Most of what is known about Suquamish life on Bainbridge Island came from Europeans and pioneer settlers who explored the area and provided written and photographic records. Approximately 38 specific Suquamish

communities have been catalogued on the Island, and all, with one exception, were on or near the coast.

The “discovery” of the Island came in 1792 with the arrival of George Vancouver. The United States showed little interest in the region until the Louisiana Purchase and the Lewis and Clark expedition. In 1841 Captain Charles Wilkes entered Puget Sound to map the area. He designated Bainbridge Island as an island rather than a peninsula and named it for the War of 1812 commander, Commodore William Bainbridge. He also named Eagle Harbor, Bill Point, Wing Point, Port Blakely, Port Madison and Point Monroe.

Non-native settlement of the Island began in 1853 when George Anson Meigs ventured into Puget Sound to establish a lumber mill to serve the San Francisco market. He purchased an existing mill near present day Kingston and relocated it to Port Madison. The treaty of Point Elliot ceded any Suquamish claims to Bainbridge Island and Meigs laid claim to the northern third of the Island through the US Patent Office. The Meigs Lumber and Shipbuilding Company was born and soon the mill town of Port Madison had all the accoutrements of a late 19th-century mill town.

Peaking in the 1870s, Port Madison declined slowly until ceasing operations in 1890. Concurrent to its demise, the Port Blakely Mill, owned by Captain William Renton, was ascending after relocating from Port Orchard in 1865. It reached its peak in 1890 as the largest lumber mill in the world. Also at this time, the Hall brothers relocated their ship building business from Port Ludlow to Port Blakely to become one of the best-known names in the business.

Port Blakely’s success laid the foundation for additional industries and eventual reshaping of the Island’s human geography. The mill and shipyard attracted immigrants from around the globe notably from Scandinavia and Japan. The Hall brothers expanded their operation with a move to Eagle Harbor in 1903. The Pacific Creosote Company was located across the harbor near Bill Point. Port Blakely Mill closed in 1922 resulting in a refocus of commercial activity to the Eagle Harbor area.

Commercial agriculture centered on strawberry farms developed by Japanese immigrants who originally came to work at Port Blakely. The acidic soil proved ideal for the seasonal cultivation of strawberries. Japanese families used their American born children as title holders, since immigrants were not allowed to become citizens or own property. Large tracts of wasted timberland were purchased, cleared of stumps and debris, and successfully farmed for generations. A grower’s association was formed to aid marketing.

World War II abruptly altered Bainbridge Island’s economy. Executive Order 9066 ordered West Coast Japanese relocated to internment camps for the war’s duration. This resulted in a severe disruption of strawberry farming from which it never fully recovered. Following exclusion of the Japanese-American community, many Filipinos managed the strawberry farms and businesses.

Modern Development

Scheduled auto ferry service from the Island to Seattle commenced in 1937 and solidified Winslow’s identity as the Island’s urban center. Both the middle school and high school were located there. Prior to this, passenger only ferries, locally known as the, “mosquito fleet,” had made scheduled stops at a number of small coastal communities around the Island. A

significant development in the initial postwar years was the completion of the Agate Pass Bridge and State Highway 305 in 1950, directly linking the Island to the Kitsap Peninsula.

Postwar Bainbridge Island transitioned from rural to suburban with the advent of a convenient commute to Seattle and the peninsula. Regional economic changes caused increasing numbers of people to relocate here, especially during the 1960's and 70's. Farming and local industries remained important, but were no longer the economic mainstay they were historically. A proposed major shopping center and housing development in the late 1980's precipitated a move by a group of Islanders to seek local control by becoming an incorporated city.

Incorporation however, has done little to slow growth, especially with increasing population pressure stemming from Puget Sound's burgeoning technology industry. According to the US Census Bureau, the median family income on Bainbridge Island (2009-2013) was \$95,481 compared to the whole of Washington State at \$59,478. The average home value on the Island (2009-2013) was \$551,700 compared to the state average of \$262,100.

The 2008 recession temporarily postponed a restructuring of Winslow's downtown core. The subsequent economic upturn has since seen its completion, but also fostered controversial projects such as the shopping complex at State Highway 305 and High School Road.

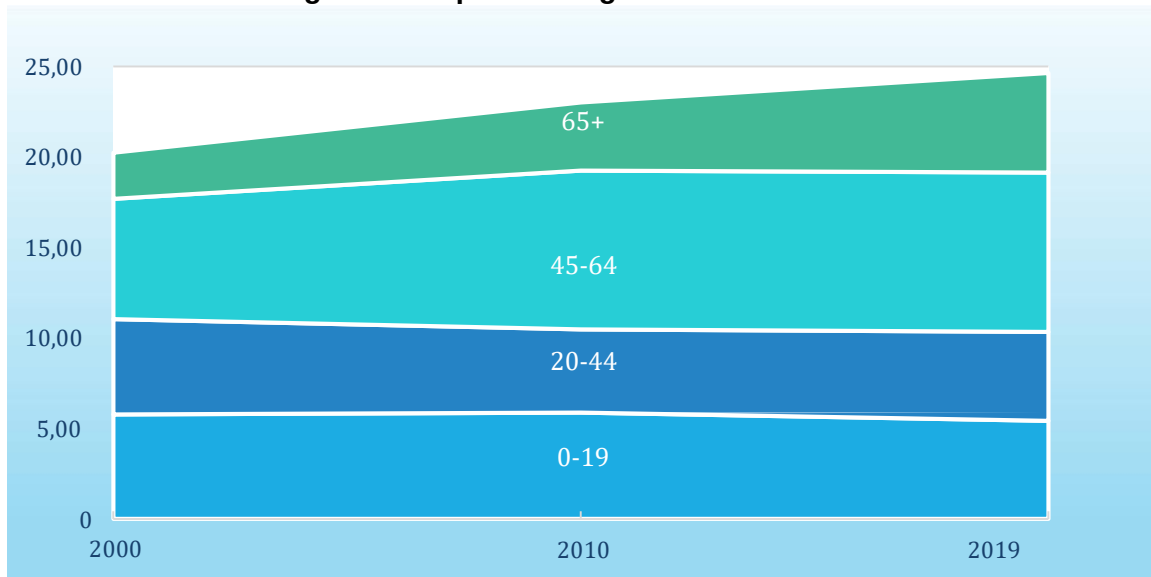
History is a continuum and the preservation of historic buildings and resources by a community is an ongoing autobiographical undertaking. The results of historic preservation choices become a legacy for future generations to appreciate, learn from and live by.

BAINBRIDGE ISLAND TODAY

People

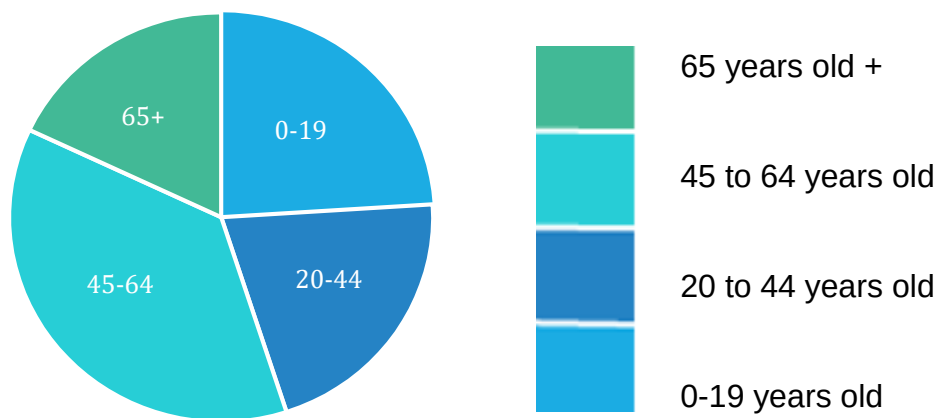
The population of the Island in 2015 was 23,850, which was a modest increase from the 2010 population of 23,025. Demographically Bainbridge Island is predominantly white (91%) while the Hispanic, Asian and mixed race portions of the population are roughly 3% each. 7.4% of the Island's population is foreign-born.

Islanders are relatively well-educated with 66.6% of the adult population (25+ years of age) having a bachelor's degree or higher. With the majority of the population above 45 years of age, the composition of the Bainbridge Island population is markedly different than that of both Kitsap County and Washington State. The median age of Bainbridge Islanders in 2016 is 49 years old, which is nearly 10 years older than that of Kitsap County and 12 years older than that of Washington State.

Fig. IN-1 Population Age Cohorts 2000 to 2019

Source: 2000-2010 U.S. Census and Experian Census Area Projections & Estimates

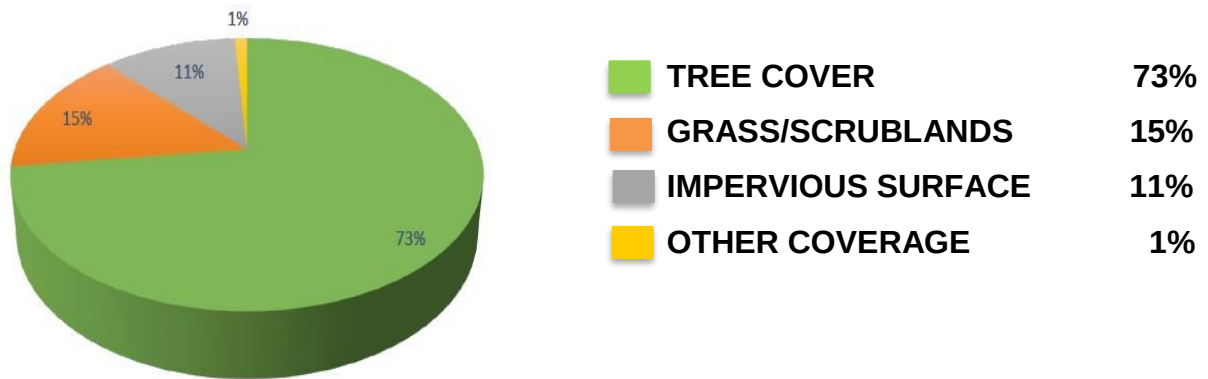
Bainbridge Island's population is relatively affluent. The trend line from the years 2000 through 2019 indicates relative increases in yearly household incomes above \$100,000 and corresponding decreases in the percentage of households earning below \$100,000. More detailed data about population demographics, including household incomes and housing affordability, are presented in the Bainbridge Island Housing Needs Assessment and the Bainbridge Island Economic Profile, which are Plan Appendices C and A, respectively.

Fig. IN-2 Population by Age Cohort in 2016

Island-wide Land Profiles

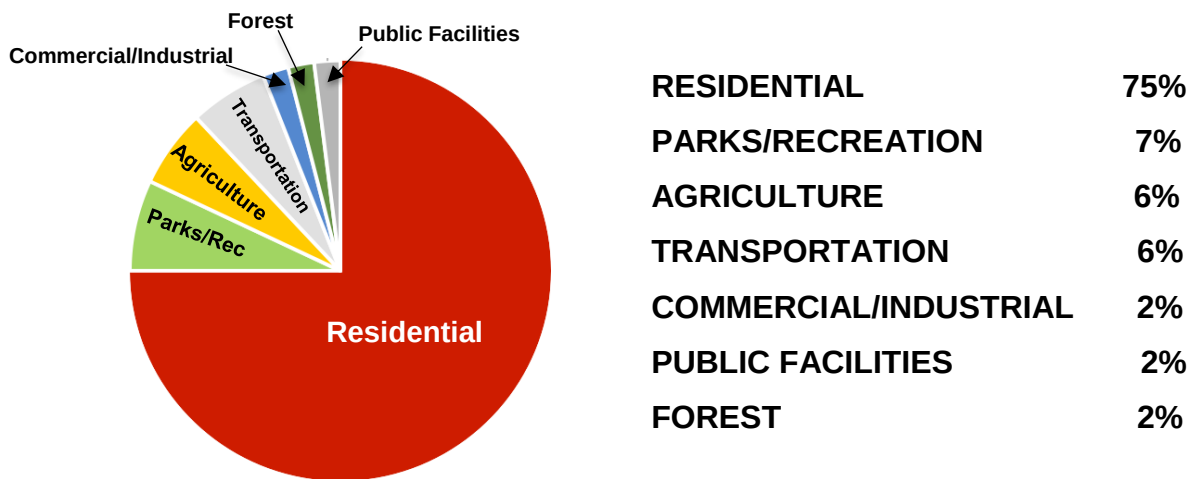
Almost 88% of the twenty-six square miles of the Island's land coverage is either tree cover or grass/scrublands. The developed portions of the Island constitute impervious surface totaling about 11% of its land area.

Fig. IN-3 Land Coverage Types



The predominant land use on Bainbridge Island is residential (75%), with forest, agriculture, parks/recreational lands totalling another 15%. The remaining 10% of the Island is transportation (6%), Commercial/Industrial (2%) and Public Facilities (2%). See Fig. IN-4.

Fig. IN-4 Land Use Types



HISTORY OF COMPREHENSIVE PLANNING ON BAINBRIDGE

The 2016 Update is the second major revision to the *Comprehensive Plan*. The first Plan was officially adopted in 1994. Work on the first Plan began in 1990 when then Mayor Sam Granato appointed members to the *Comprehensive Plan* Advisory Committee (**CPAC**). This was soon after residents in the unincorporated area of Bainbridge (population of 12,000; area of 17,700 acres) voted to annex into the City of Winslow (population of 3,000; area of 2,800 acres) and form the City of Bainbridge Island.

The timing for forming CPAC in 1990 was fortuitous, as the State of Washington that same year passed the *Growth Management Act*. The very first section of the GMA reads:

The legislature finds that the uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and wise use of our lands, pose a threat to the environment, sustainable economics development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizen, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning.

RCW 36.70A.010

With the two parts of Bainbridge Island joined by annexation, CPAC was charged with creating a plan for the entire island. Twenty staff members of CPAC and 130 citizens from around the Island made a fresh start at planning for the Island as a whole. A 17-member citizen participation committee was charged with obtaining broad community participation and carried out a telephone survey and 16 focus groups.

The 1994 version of the *comprehensive plan* covered five elements (Land Use, Housing, Water Resources, Transportation and Capital Facilities). Two more elements were later added: the Cultural element in 1998 and the Economic element in 1999. Around 50 architects, engineers and other citizens contributed to a Winslow Design Workshop as part of the 1994 planning. This eventually led to the adoption of the Winslow Master Plan approved in May 1998. A sub-area *master plan* was adopted for Lynwood Center in 1997. A number of amendments to the *Growth Management Act* and the Bainbridge Island *Comprehensive Plan* have been adopted in the intervening years between 1994 and the present.

A state-mandated update of the *Comprehensive Plan* began in 2000 and was completed in 2004. A steering committee was appointed consisting of three city council members and three planning commissioners, who were supported by City staff. The update consisted of three phases. Phase One produced a "Staff Review 2000", which contained a review of actions to implement the plan and recommendations for revising some of the goals and policies. In addition, the "Community Values Survey Report" was published in July 2000. This survey showed that community values and visions had not changed significantly since 1994. The most significant changes made in 2004 were the creation of the Environmental Element (based on portions of the Land Use Element) and a Human Services Element.

'Winslow Tomorrow' was an ambitious planning process begun in 2004 that led to revision of the Winslow *Master Plan* in 2006 and the ongoing modernization of Winslow's infrastructure. Another significant milestone in the City's planning history was the issuance in 2007 of the Final Report of the Mayor's 2025 Growth Advisory Committee. That document laid the groundwork for portions of the 2016 *Comprehensive Plan* update, including the concept of designating several centers for future growth on the Island.

This brings us to the development of the 2016 *Comprehensive Plan*.

THE FUTURE: NAVIGATING BAINBRIDGE

From 2014 through 2016, the City of Bainbridge Island undertook the update of the *Comprehensive Plan* (the **Plan**). This project titled “Navigate Bainbridge,” involved an extensive public outreach program that engaged hundreds of citizens in dozens of public meetings, workshops, open houses and public hearings culminating in the adoption of the Plan by the City Council.



The 2016 update of the Plan was prepared pursuant to the authority and requirements of the *Growth Management Act (GMA)* which is codified in the Revised Code of Washington (**RCW**) as Chapter 36.70A. The GMA requires that the Plan be reviewed and updated at least every eight years which means the periodic update cycle for Bainbridge Island is 2016, 2024, 2032 and so on.

Among its many provisions, the GMA requires that the Plan must have sufficient land capacity and urban services adequate to accommodate at least the next twenty years of growth. This Plan provides for sufficient land and urban services to accommodate the City's growth allocation through the year 2036, however it also uses a longer time horizon where appropriate. For example, policies in this Plan recognize that the life cycle of a sustainably built environment is multi-decade while planning for natural systems and addressing climate change requires a multi-generational perspective.

The GMA also requires that the Plan provide for sufficient capital facilities (e.g., roads, sewer and water, parks, public buildings) to accommodate the City's twenty-year allocations of population and employment growth. This Plan does so. While the GMA does not require a *comprehensive plan* to provide policy direction to a jurisdiction's operating budget, the *Guiding Principles* of the Bainbridge Island Plan explicitly state this Plan provides direction to both the capital and operating budgets.

The Plan is organized as follows: it begins with a City-wide *Vision* that describes the preferred future for Bainbridge Island in the year 2036. That is followed by eight *Guiding Principles* and associated Guiding Policies that provide substantive direction to the ten Elements (i.e., chapters) of the Plan. They also provide direction to the City's *functional plans* such as its parks, stormwater and utilities plans.

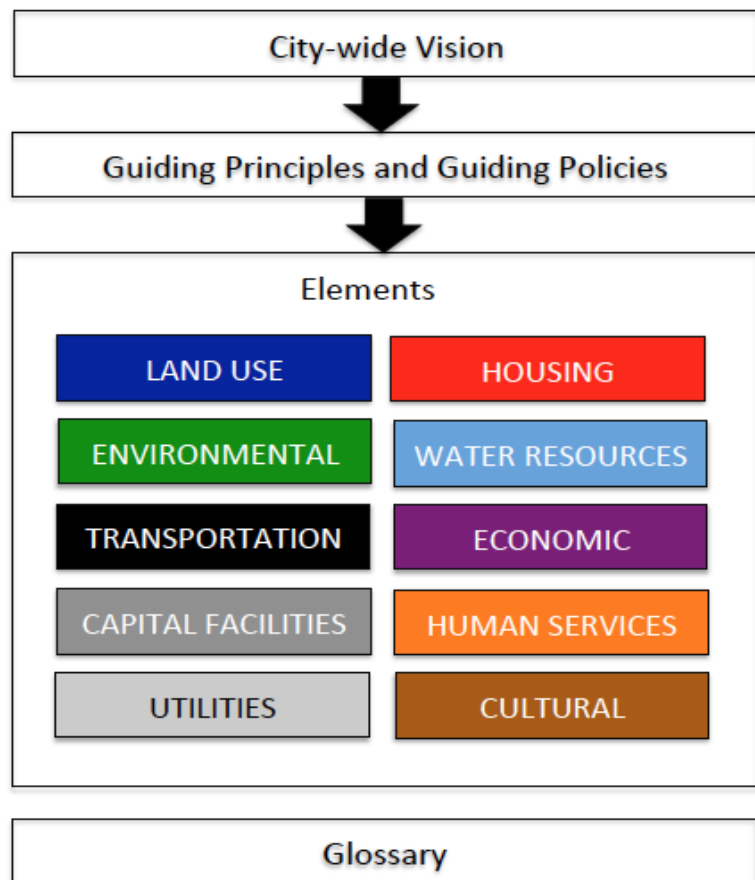
In addition, the Plan's *Vision*, *Guiding Principles* and Policies, and Elements communicate the City's priorities to the other units of government responsible for providing services to the Island community. This includes the Bainbridge Island Fire Department, Park and School Districts, and the Washington State Department of Transportation, all of which prepare functional and operating plans to provide their respective services and facilities to Island residents. The relationship between the components of the *Comprehensive Plan* is illustrated in Figure IN-5.

Fig. IN-5 Comprehensive Plan

The GMA requires that a comprehensive plan include five “mandatory” elements: Land Use, Housing, Transportation, Capital Facilities, and Utilities. The GMA gives specific direction about what information and local policy decisions must be contained in each of these mandatory elements. This Plan includes all of the mandatory elements and sets forth the City’s preferred policies in each.

Cities are authorized to adopt additional “optional” elements. This Plan includes five optional elements: Environmental, Water Resources, Economic, Human Services and Cultural.

The ten Elements in this Plan each contain three distinct components: a *Vision* Statement, Goals and Policies, and a list of prioritized Implementing Actions. Terms that are defined in this Plan’s glossary are italicized.



BAINBRIDGE ISLAND VISION 2036

Bainbridge Island’s people reflect a range of ages, ethnicities, household sizes, livelihoods and personal aspirations – we are 28,660 individuals who share a strong sense of community and a commitment to environmental stewardship. We respect this legacy of the generations that came before, beginning with the Island’s indigenous people, followed more recently by European and Asian immigrants who built timber, maritime and agricultural economies.

~~Contemporary~~ Bainbridge Island is home to a diverse mix of people including farmers, artists, students, business professionals, service employees and retirees. We are an optimistic, forward-looking and welcoming and backgrounds. There is no word for exclusion in Lushootseed, the language of the first peoples of Puget Sound.

Our success at balancing the inter-dependent goals of environmental stewardship, economic development and the needs of our people ~~are~~ is evident in the many ways we

have accommodated growth, addressed the impacts of *climate change* and conserved our environment.

Bainbridge Island's water resources are climate resilient and are able to sustain all forms of life on the Island. *Aquifers* are continuously monitored and managed to maintain our supply of fresh water at a level that meets the high standards for drinking. Education on water conservation has resulted in a significant reduction in the average water consumption per household and low impact development techniques applied to all land uses and redevelopment helps to recharge the Island's *aquifers*.

Winslow, Lynwood Center and the Island's other *neighborhood centers* have gracefully evolved into compact, mixed-use, human-scaled and walkable places. They are the thriving centers of civic life, cultural amenities, goods, services and a wide range of housing and employment opportunities. These centers are pedestrian districts, linked to each other and the region by a network of walkways, bicycle trails and transit that promote healthy lifestyles and reduce the Island's *greenhouse gas emissions*.

Affordable housing is available for much of the local service sector workforce. Improvements in communication infrastructure have enabled more successful local enterprises, including home-based business.

The Island is a national destination for visitors to experience artistic excellence and learn about sustainability and resilient community development. Local employment opportunities are diverse including small manufacturing, artisanal crafts, high tech, e-commerce, arts and food. Small retailers are thriving by serving the needs of local residents as well as visitors. A robust non-profit sector strengthens *social capital* while providing services and employment opportunities.

Outside of the designated centers the predominant land use pattern is lower density with lower building heights which minimizes the footprint of the built environment and maximizes the protection of tree canopy, aquifers, surface waters and fish and wildlife habitat. The Island's broad conservation landscape of canopied woodlots, parks and saltwater shorelines is dotted with working farms, historic structures and a housing stock that has become more compact, energy-efficient and well-integrated into the landscape.

Agriculture is a thriving part of the Island's economy. All City-owned agricultural land is under cultivation and produces seasonal foods for local consumption. The number of farms on private acreage has increased and is supplementing the local food supply. Capital facilities planning has kept up with changes in the natural and built environments, meeting the needs of a population that expects a high level of service. All residents have reliable electric power, telecommunication services to meet their needs, potable water, solid waste and recycling services, and storm water facilities that prevent flooding and erosion while eliminating pollutants before the water enters Puget Sound.

The good will, imagination and pragmatism of our citizens foster an environment in which we engage with, listen to, and learn from one another. Bainbridge Island functions as a caring community that provides human services where needed to maintain the well-being of all its members, where every person feels connected to the community and where each individual has opportunities.

Community cultural planning sets direction for integrating the arts, humanities and history with urban design, economic development, education and other initiatives that nurture the quality of life on Bainbridge Island.

Artistic creativity and humanistic inquiry advance other community goals such as economic vitality, quality education, and community planning and design. Investments in the arts and humanities are investments in the growth of the community, enriching the lives of its residents and making Bainbridge Island a better place to live.

GUIDING PRINCIPLES

While the *Vision* describes a preferred future outcome for Bainbridge Island, the *Guiding Principles* and associated Guiding Policies provide the policy direction needed to navigate toward that desired future.

Guiding Principle #1

Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

Guiding Policy 1.1

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

Guiding Policy 1.2

Accommodate new growth in *designated centers* that meet the Island's identified needs for housing, goods, services and jobs while respecting conservation and environmental protection priorities.

Guiding Policy 1.3

The built environment represents an important element of the Island's special character. Improve the quality of new development through a review process that implements the community *vision* and supports long-term goals for the preservation of the Island's special character.

Guiding Policy 1.4

Review, update and fully implement the Island-wide Transportation Plan so the vision of multimodal transportation becomes reality for today's residents.

Guiding Principle #2

Protect the water resources of the Island.

Guiding Policy 2.1

Manage water resources for Bainbridge Island for present and future generations, recognizing that the Island's finite groundwater resources [aquifers] are the sole source of our water supply.

Guiding Policy 2.2

As part of long-range land use planning, consider the impacts of future development to the quality and quantity of groundwater that will be available to future Islanders and to the natural environment. To that end, strive for sustainable groundwater withdrawal, conserve aquifer recharge, guard against seawater intrusion and prevent adverse impacts to ground water quality from surface pollution.

Guiding Policy 2.3

Preserve and protect the ecological functions and values of the Island's aquatic resources.

Guiding Policy 2.4

Sea level rise Climate change may reduce the volume of our finite groundwater resources. Anticipate and prepare for the consequences of sea level rise, altered precipitation patterns, as well as any other changes in climate and community response to climate in order to ensure ample quality and quantity of groundwater for future generations.

Guiding Policy 2.5

Create a Bainbridge Island groundwater management plan for the purpose of maintaining the long-term health of our fresh water aquifers.

Guiding Policy 2.6

Recognizing the importance of our ground water and other water resources to present and future generations of Bainbridge Islanders, apply the precautionary principle to activities that pose a potentially adverse impact upon those resources.

Guiding Policy 2.7

Allow for the reasonable needs of farms, home gardens and domestic landscapes, when planning for the long-term sustainable use of the Island's finite groundwater resources.

Guiding Principle #3

Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

Guiding Policy 3.1

Ensure a variety of housing choices to meet the needs of present and future residents in all economic segments and promote plans, projects and proposals to create *affordable housing*.

Guiding Policy 3.2

Make budget decisions that adequately consider the well-being of all Island residents with the goal of providing opportunities to be contributing members of the community.

Guiding Policy 3.3

Support, protect and enhance the value of the arts and humanities as essential to education, quality of life, economic vitality, the broadening of mind and spirit, and as treasure in trust for our descendants.

Guiding Principle #4

Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Policy 4.1

Respect private property rights protected by the State and U.S. Constitutions.

Guiding Policy 4.2

Recognize that private property rights are not absolute but must be balanced with necessary and reasonable regulation to protect the public health, safety and welfare.

Guiding Principle #5

The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Policy 5.1

Regulate all development on the Island consistent with the long-term health and carrying capacity of its natural systems.

Guiding Policy 5.2

Recognize that the sustainable use of the Island's finite land base is a macro component of *green building* practices.

Guiding Policy 5.3

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

Guiding Policy 5.4

Protect and enhance wildlife, fish resources and natural ecosystems on Bainbridge Island.

Guiding Policy 5.5

Recognize and protect the Usual and Accustomed fishing areas of neighboring Tribes.

Guiding Principle #6

Address the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Policy 6.1

Within our plan, replace the State's mandated 20-year plan horizon with a horizon of one hundred years in order to recognize the longer-term life cycles of natural systems. Tailor green building practices and public infrastructure investments to be in line with this longer-term perspective.

Guiding Policy 6.2

Advance social equity on the Island by addressing basic human needs including *affordable housing*, personal health and safety, mobility and access to human services.

Guiding Policy 6.3

Seek appropriate ways to provide economic opportunities for all community residents within a diversified Island economy.

Guiding Principle #7

Reduce *greenhouse gas* emissions and increase the Island's climate resilience.

Guiding Policy 7.1

Mitigation: Participate with state, regional and local partners to reduce greenhouse gas emissions consistent with the 1990 benchmark and future year targets set forth in state law, educate the public about climate change and incentivize Island activities including land use patterns and building practices that reduce *greenhouse gas* emissions.

Guiding Policy 7.2

Adaptation: Minimize or ameliorate the impacts of climate change on our community and our Island's ecosystems through climate-informed policies, programs and *development regulations*.

Guiding Policy 7.3

Evaluate the climate vulnerabilities and implications of City actions and identify policies that alleviate those vulnerabilities. Consider the effects of shifting conditions (sea level rise, changing rainfall patterns, increasing temperatures and more extreme weather events) and the effects they cause (altered vegetation, changing water demands, economic shifts).

Guiding Principle #8

Support the Island's *Guiding Principles* and Policies through the City's organizational and operating budget decisions.

Guiding Policy 8.1

Promote good governance and an Island culture of citizenship, stewardship and civic engagement.

Guiding Policy 8.2

Update each City Department's work program annually, allocate sufficient time and resources and provide needed policy direction to achieve consistency with and implement the *Comprehensive Plan* in a manner that is transparent and consistent with the community *Vision*.

Guiding Policy 8.3

Grow a diversified and vibrant local economy.

Guiding Policy 8.4

Nurture a healthy and attractive community including a focus on the quality of the built environment through progressive *development regulations* and reviews.

Guiding Policy 8.5

Build reliable infrastructure and connected mobility that encourages physical activity such as biking and walking while also respecting the Island's scenic qualities.

Guiding Policy 8.6

Grow a green, well-planned, environmentally sustainable community.

Guiding Policy 8.7

Plan for a safe city where citizens, City Officials, and Law Enforcement work together in an environment of accountability and trust.

Guiding Policy 8.8

When implementing policies, consider longer-term, indirect or unintended consequences of decisions.

WHAT A COMPREHENSIVE PLAN IS AND IS NOT

There is an important distinction between a *comprehensive plan* and a development regulation. The former is a policy statement that provides direction. The latter is a control on how land may be used, which is one of the ways in which a policy statement is implemented.

The GMA definition of a *comprehensive plan* is:

"Comprehensive land use plan," "*comprehensive plan*," or "plan" means a generalized coordinated land use policy statement...

RCW 36.70A.030(4)

Thus, the Bainbridge Island *Comprehensive Plan* is a "policy statement" that provides important direction to a variety of City actions including but not limited to, the adoption of its capital budget and its *development regulations*. However, the Plan is not a "land use control" which means that it is not designed or intended to be applied directly to development permits.

The GMA definition of *development regulations* is:

"Development regulations" or "regulation" means the controls placed on development or land use activities by a . . . city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto . . ."

RCW 36.70A.030(7)

The GMA also states:

“Each county and city that is required or chooses to plan under RCW 36.70A.040 shall **perform its activities** and make capital budget decisions in conformity with its *comprehensive plan*.”

RCW 36.70A.120

The “shall perform its activities” phrase suggests broader application of *comprehensive plan* policies than simply codes and capital budgets. On Bainbridge Island, the City maintains a number of *functional plans*, such as the City’s utility plans as well as programs it funds and administers through its budget. The City also coordinates with other units of local government, e.g., the Bainbridge Island School, Fire, and Parks districts, each of which maintains its own programs and functional or operational plans. These are inventoried in the Plan’s Capital Facilities Element.

Types and Degrees of Policy Direction

The Elements in this *Comprehensive Plan* consist of Goals and Policies. Goals express the high-rank order values that are most important to the Island community. They are aspirational, frequently describing desired outcomes. The Policies listed under each Goal identify strategies or specific actions to be taken to move the community in the direction of fulfilling the Goal.

Depending on the issue and the Element, the Goals and Policies may provide direction to the City Council, Planning Commission, Hearing Examiner and City Staff. Some of the actions will take the form of land use or other *development regulations*; others will be capital projects or programs; and still others may take the form of outreach, education, coordination or partnership with citizens, organizations or other units of government.

The goal and policy statements sometimes use very directive verbs such as “maintain” or “adopt.” In other cases, less directive verbs are used such as “consider” or “encourage.”

The more directive verbs convey a higher rank order of policy direction. Directive goal or policy language may call for the updating of *development regulations*, however that does not convert them into controls or conditions that can be directly applied to a permit decision.

A similar distinction can be made between the auxiliary verbs “*should*” and “*shall*.” Both terms are used in the *Comprehensive Plan* and it is intended that both provide substantive direction. The difference in meaning between “*should*” and “*shall*” is one of degree rather than kind. As used in this Plan, the word “*shall*” imparts a higher order of substantive direction than the word “*should*.” However as with the active verbs, the use of “*shall*” remains substantive policy direction not a land use control within the GMA meaning and definitions cited above.

How and when may the *Comprehensive Plan* be amended?

In addition to the eight-year cycle for the periodic review of the *Comprehensive Plan*, the GMA also includes requirements regarding potential plan amendments in the intervening years. Set forth at RCW 36.70A.130, these include:

- A *comprehensive plan* may be amended ~~only~~ no more than once in any calendar year. The City's *comprehensive plan* amendment process allows privately initiated amendments every three years (BIMC 2.16.190).
- All proposed plan amendments, including those initiated by private parties or by the City, should be considered concurrently to determine the cumulative effect of the proposals.
- Procedures must be adopted for any interested person to suggest amendments to either the *Comprehensive Plan* or *development regulations*.
- A city must establish a means by which it will “docket” (i.e., compile and maintain a list) of all suggested plan or development regulation amendments and consider whether or not to adopt them during the amendment process.
- Public participation programs must be developed and followed for proposed amendments to the *Comprehensive Plan* or *development regulations*.

LAND USE ELEMENT

TABLE OF CONTENTS	PAGE
INTRODUCTION	LU-1
LAND USE VISION	LU-2
ISLAND-WIDE LAND USE CONCEPT	LU-3
GOALS AND POLICIES	LU-3
ISLAND-WIDE CONSERVATION AND DEVELOPMENT STRATEGY	LU-5
DESIGNATED CENTERS	LU-8
WINSLOW	LU-11
HIGH SCHOOL ROAD AREA	LU-13
NEIGHBORHOOD CENTERS	LU-15
LYNWOOD CENTER	LU-15
ISLAND CENTER	LU-16
MILLER ROAD/BATTLE POINT DRIVE CONTRACT REZONE	LU-16
ROLLING BAY	LU-16
FORT WARD	LU-17
STANDARDS FOR ALL DESIGNATED CENTERS	LU-17
BUSINESS/INDUSTRIAL	LU-18
WATER-DEPENDENT INDUSTRIAL DISTRICT	LU-20
ISLAND-WIDE CONSERVATION AREA	LU-21
OPEN SPACE RESIDENTIAL	LU-23
LOCAL FOOD PRODUCTION	LU-24
PURCHASE AND TRANSFER OF DEVELOPMENT RIGHTS PROGRAM	LU-25
PROPERTY RIGHTS	LU-25
INTERGOVERNMENTAL COOPERATION AND COORDINATION	LU-26
HISTORIC PRESERVATION	LU-26
FORT WARD	LU-28
CONTAMINATED SITES (MOVED TO LU FROM WR ELEMENT)	LU-29
ESSENTIAL PUBLIC FACILITIES	LU-30
IMPLEMENTATION	LU-31

LAND USE INTRODUCTION

The Land Use Element is one of the mandatory elements of the *Comprehensive Plan* under the Growth Management Act (GMA). It addresses the general location and distribution of land uses within the City and, in combination with other Plan Elements, guides the use of land on Bainbridge Island. These other Elements include:

- The Environment and Water Resources Elements that address the protection and conservation of natural systems including the Island's sole source aquifer, the quality and quantity of water, habitat, vegetation and air.
- The Housing Element that identifies strategies to increase the diversity of *housing types* and the supply of *affordable housing* on the Island.
- The Economic Element that encourages programs and policies to support economic vitality and opportunity for Island residents.
- The Transportation Element to provide mobility and safety for all users while respecting neighborhood character and climate resilience.
- The Capital Facilities and Utilities Elements to address the infrastructure needed to serve the planned land uses.

Taken together, these Elements balance the Island's highly held values of environmental stewardship with the needs of its people for housing, health, safety, economic opportunity and access to goods, services, recreation and cultural amenities.

All of these Elements are guided by the eight *Guiding Principles* set forth in the Introduction Chapter of this *Comprehensive Plan*. These Principles emphasize the importance of shaping future growth and redevelopment in a way that retains the Island's character and quality of life that its residents so highly value.

Future growth on Bainbridge will be accommodated in a manner that is consistent with the requirements of the GMA, yet in several ways this *Comprehensive Plan* goes beyond the GMA's minimum requirements. For example, it exceeds the GMA's minimal requirement to address water resources as a component of the Land Use Element by instead devoting an entire additional Element to Water Resources. The GMA requires plans to be based on a twenty-year horizon, but this plan uses a fifty-year/one hundred-year horizon to better account for the implications of Climate Change and the much longer-term cycles of natural systems and public infrastructure investments.

The Island has sufficiently zoned land in 2016 to accommodate the anticipated growth through the year 2036. Therefore, any localized increase in *density* over current *zoning* *should* further one or more of these public purposes:

1. Shift *density* from *critical areas* or farmland to Winslow or other *designated centers*.
2. Increase the range and supply of *housing types* and *affordable housing*.
3. Contribute to public *infrastructure* or public amenities in excess of what is needed to mitigate the impacts of an individual project's development.
4. Reduce *greenhouse gas* emissions, ~~while planning for the effects of climate change.~~
5. Plan for the effects of *climate change* to avoid or ameliorate the impacts.

Another important component of the Plan's implementation are benchmarks and targets against which to assess progress. For example, the Housing Element sets aspirational targets to increase the diversity of *housing types* and supply of *affordable housing* and establish benchmarks, a monitoring program and a schedule for progress reports. A monitoring program must be created to track progress in achieving other aspects of the Plan's *vision* and *goals*.

LAND USE VISION 2036

The environment, values and culture of our Island community have been protected, conserved and enhanced by managing growth according to the *Comprehensive Plan's Guiding Principles, Goals and Policies*.



Fig. LU-1 Typical Island Designated Center



Fig. LU-2 Typical Island Conservation Ar

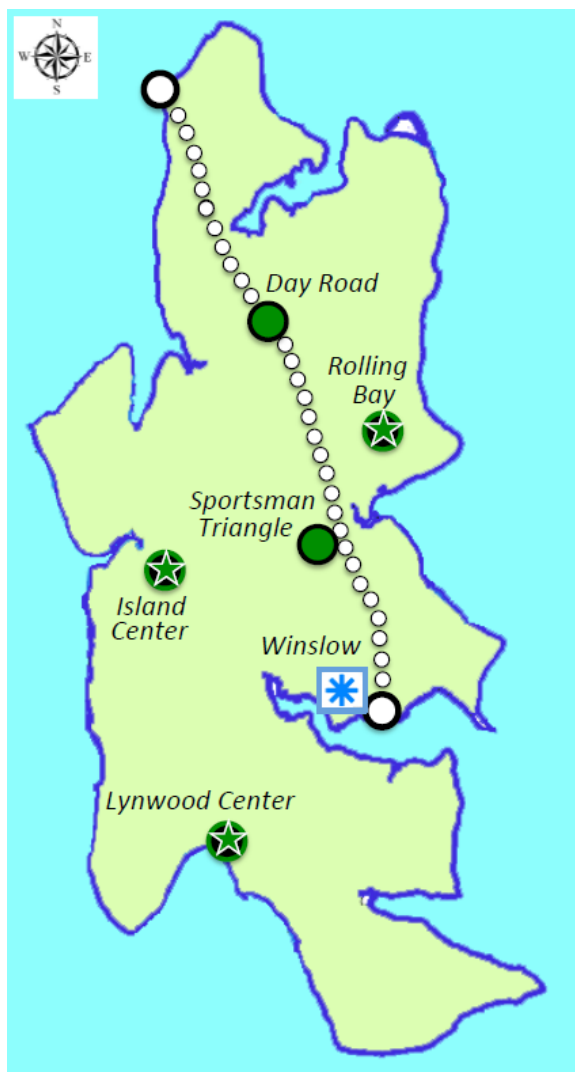
Most of the preceding two decades of growth have been attracted to the high quality of life in the Island's thriving ***designated centers*** where cultural amenities, employment and housing opportunities abound and public services, utilities and infrastructure are efficiently provided.

These *designated centers* are compact, human-scaled and pedestrian-oriented, promoting a healthy lifestyle and are linked to each other and the region by a network of trails and transit. (See Fig. LU-1.)

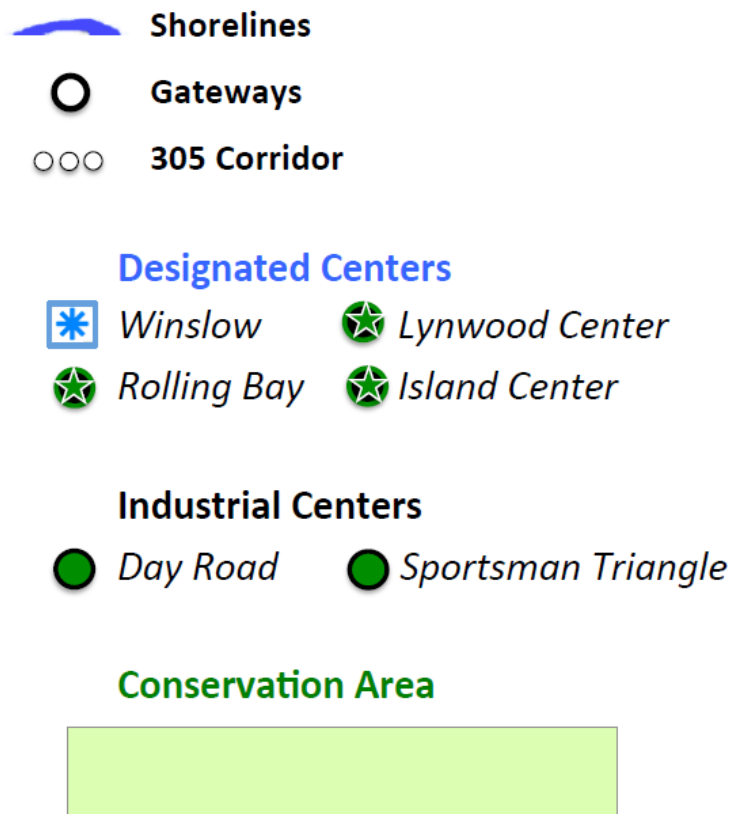
Outside of the *designated centers*, almost 90% of the Island is a green and open landscape. The **residential** land use pattern in this ***conservation area*** minimizes the footprint of the built environment and embodies design principles that protect the Island's aquifers, surface waters and fish and wildlife habitat.

This broad landscape of canopied woodlots, parks and saltwater shorelines is dotted with working farms, historic structures, freestanding residences and *conservation villages*. (See Fig. LU-2.)

The evolving *designated centers* and *conservation areas* on Bainbridge Island embody the successful implementation of the Island Land Use Concept. (See Fig. LU-3.)



**Fig. LU-3. Island-wide
Land Use Concept**



GOALS & POLICIES

GOAL LU-1

Plan for growth based on the growth targets established by the *Kitsap Regional Coordinating Council*: 5,635 additional residents and 2,808 additional jobs from 2010-2036 and at the same time promote and sustain high standards that will not diminish enhance the quality of life and/or degrade improve the environment of the Island.

Policy LU 1.1

The City accepts the *Kitsap Regional Coordinating Council* (KRPC) population allocation and will continue to analyze the impacts of these allocations as the Comprehensive Plan is implemented. With an allocation of 28,660, the Island must plan for an increase in population of 5,635 persons and 2,808 jobs by the year 2036.

Policy LU 1.2

Outside of Winslow and the *Neighborhood Centers*, the Island has a rural appearance with forested areas, meadows, *farms* and winding, narrow, heavily vegetated roadways. These characteristics represent the Island character that is so highly valued by its residents.

As important as preserving Island character is to its residents, of equal importance is the protection of the Island's *environmentally sensitive areas*. These outlying areas contain much of the Island's sensitive areas – the major *recharge* areas for the Island's *aquifers*, *wetlands* and *streams* that serve a variety of important functions. Much of the area serves as *fish and wildlife habitat*. There is strong public support to encourage a pattern of development that preserves and protects this portion of the Island.

GOAL LU-2

This *Comprehensive Plan* recognizes and affirms that as an Island, the City has natural constraints based on the *carrying capacity* of its natural systems. The ~~plan strives to establish~~ a development pattern that is consistent with the *Goals* of the community and compatible with the Island's natural systems.

Policy LU 2.1

Recognizing that the *carrying capacity* of the Island is not known, the citizens of Bainbridge Island should strive to conserve and protect its natural systems within the parameters of existing data. Revisions to the Plan *should* be made as new information becomes available.

The *carrying capacity* of Bainbridge Island is determined by many factors including the supply of limited resources (particularly water), changes in patterns of consumption and technological advances. This Plan acknowledges that with current information, the carrying capacity of the Island is unknown. During the timeframe of this Plan, additional information on the *carrying capacity* of the Island should be developed.

The ~~plan seeks to take~~ a balanced and responsible approach to future development. As our understanding of the Island's capacity changes, the recommendations of this Plan should be reconsidered to ensure they continue to represent a responsible path for the long-range future of the Island.

Policy LU 2.2

~~Establish a~~ A public education program ~~should be established~~ to foster the community's understanding of the natural systems on the Island and their *carrying capacity*.

Policy LU 2.3

This Plan recognizes that stewardship of the land is a responsibility of individual citizens and the community as a whole. Through its status as an employer and landowner, the City ~~should take advantage of its opportunities to be~~ sets an example of environmental stewardship so that others will be encouraged to do so.

Policy LU 2.4

~~The Develop a~~ City ~~should develop a~~ program that recognizes and rewards stewardship so that others will be encouraged to follow suit.

Policy LU 2.5

Work with EcoAdapt and others to prepare a Bainbridge Island Climate Change and Water Conservation Plan Strategy.

GOAL LU-3

~~Develop~~ A meaningful process for citizen participation that includes ~~has resulted in~~ participation from all segments of the Island community.



Fig. LU-4 Listening sessions with citizens helped kick off the 2016 *Comprehensive Plan* update.

ISLAND-WIDE CONSERVATION AND DEVELOPMENT STRATEGY**GOAL LU-4**

As part of a long-term Island-wide Conservation and Development Strategy, focus residential and commercial ~~urban~~ development in *designated centers*, increase a network of conservation lands, maximize public access to and while protecting the shoreline, minimize impacts from the SR 305 corridor and conserve the Island's ecosystems and the green and open character of its landscape.

Policy LU 4.1

Focus development and redevelopment on the Island over the next fifty years in *designated centers* that have or will have urban levels of services and *infrastructure*.

Policy LU 4.2

Focus conservation, protection and restoration on the Island over the next fifty years as identified in an Island-wide Conservation Strategy, and have that strategy include shorelines, especially where there is interaction between the fresh and saltwater environments.

Policy LU 4.3

Adopt a multi-year work program to undertake the “*Special Planning Area*” process for the *designated centers* of Winslow, Island Center, Rolling Bay, Sportsman Triangle, ~~Fort Ward~~ and Day Road.

The product of the “*Special Planning Area*” process will be *Subarea Plans* for each of the *designated centers* that will be adopted as part of the *Comprehensive Plan*.

Policy LU 4.4

Updating the Winslow Master Plan ~~is the City's a highest~~ work program priority because the greatest potential for achieving many of the City's priorities is focused there including increasing the diversity of *housing types* and the supply of *affordable housing* while helping to reduce the development pressures in the Island's conservation areas.

Policy LU 4.5

The "*Special Planning Area*" process for each *designated center* shall be informed by surface water and aquifer data in the respective watershed and appropriate provision made to limit permitted uses or require specific measures to protect the water resource.

Policy LU 4.6

The "*Special Planning Area*" process for each designated center shall engage residents, landowners, businesses and other stakeholders in envisioning the appropriate extent, scale, use mix and the desired and required services and *infrastructure* to serve the selected use mix and intensity.

Policy LU 4.7

The Future Land Use Map in Fig. LU-5 establishes the future distribution, extent and location of generalized *land uses* on the Island.

Policy LU 4.8

Continue to utilize the goals, policies and use regulations of the Shoreline Master Program to protect the environmental quality of and public access to the Island's saltwater shoreline.

Policy LU 4.9

The SR 305 corridor with its gateways at the Washington State Ferry landing in Winslow and the Agate Pass Bridge, is a major regional facility managed by the Washington State Department of Transportation.

Policy LU 4.10

Actively work with the State and others to minimize the traffic impacts of SR 305 on mobility, safety, air quality, noise and the visual character of Bainbridge Island while also serving both the motorized and non-motorized needs of Island residents and businesses.

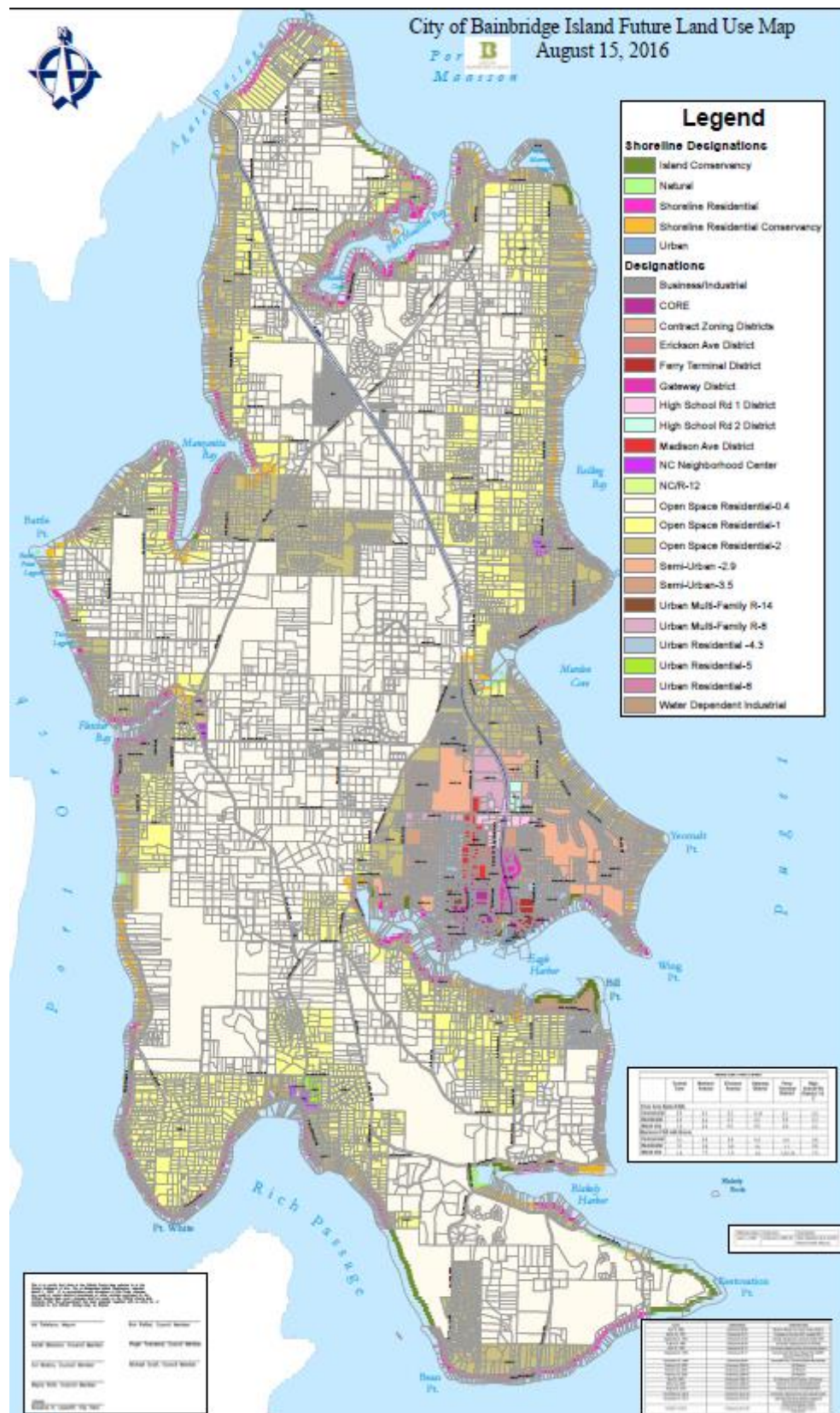


Fig. LU-5 Future Land Use Map



Fig. LU-6 The scenic highway SR 305 corridor is a major part of the Island's functional mobility and visual character

Policy LU 4.11

Lands shown on Fig. LU-3 as "Conservation Areas" are appropriate for residential, recreational, agricultural, habitat and open space uses. The City will use a variety of conservation tools, including public acquisition of certain properties, regulatory protection of environmentally *critical areas* and innovative *tools* such as aquifer conservation zoning and conservation villages to minimize the development footprint within these Conservation Areas.

DESIGNATED CENTERS

GOAL LU-5

Focus Urban Development in *Designated Centers*

The Plan focuses residential, commercial, and industrial growth in Winslow and other current and future centers with urban services such as the Neighborhood Centers, and the industrial centers at Day Road and Sportsman Triangle. Collectively, Winslow, ~~and the Neighborhood Centers, and the two industrial centers~~ constitute Bainbridge Island's *designated centers*.

This is a change from the 1994 and 2004 Plans both of which specified a numeric growth strategy as follows: accommodate 50% of the population growth in Winslow through the year 2012 and accommodate 5% of population growth in the Neighborhood Centers. The balance of the growth was to be absorbed throughout the remainder of the Island.

Policy LU 5.1

Winslow is the urban core of the Island while the Neighborhood Centers are smaller-scale mixed-use centers. In order to achieve the *goals* of the GMA this Plan:

- Encourages development in areas where *public facilities* and services exist or can be provided in an efficient and effective manner.
- Provides a vibrant, pedestrian-oriented core.
- Reduces sprawl.
- Provides choice of housing location and lifestyle.
- Maintains and protects environmentally sensitive and resource lands.

- Encourages the retention of open space.
- Maintains and enhances fish and wildlife habitat.

Policy LU 5.2

Increased density over and above the existing zoning in the Neighborhood Centers *should* only occur through a shift in *density* from areas identified in the Island-wide Conservation Strategy critical areas and farms through PDRs, TDRs or other mechanisms and through the use of *density bonuses for affordable housing*.

Policy LU 5.3

Encourage *residential uses* in a variety of forms and *densities* as part of the use mix in Winslow and neighborhood centers designated centers.

Policy LU 5.4

Sustainable development and redevelopment will be is focused in the *designated centers* through a combination of intergovernmental and public-private partnerships, *affordable housing* programs, “green” capital projects and *low impact development* standards.

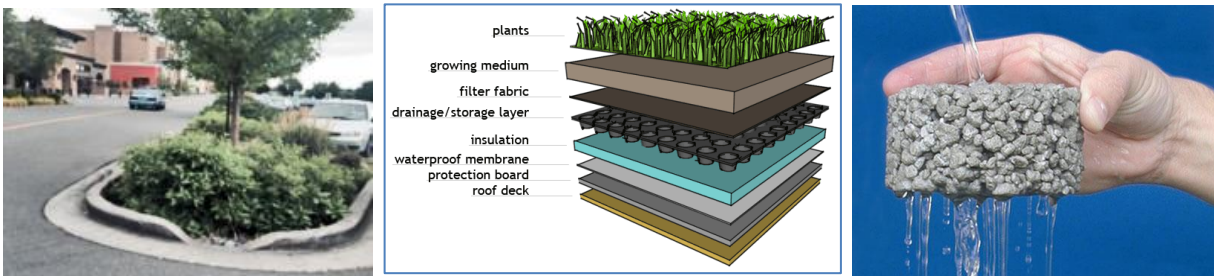


Fig. LU-7 Low Impact Development methods mimic natural drainage processes

Policy LU 5.5

Implement an optional *green building* code or “green factor” for both commercial and *multifamily* residential projects.

Policy LU 5.6

Address mechanisms for retaining and preserving *open space* near *designated centers*.

Policy LU 5.7

Encourage the design of buildings in *designated centers* for a long life and adaptability to successive uses over time.

Policy LU 5.8

Adopt *development standards* and program public improvements to encourage walkability within each *designated center* and to the surrounding areas.

Policy LU 5.9

Design and locate dDevelopment *should be designed and located so as* to avoid or minimize potential conflicts with agricultural activities and recognize right-to-farm regulations ordinances must be recognized by any in developments located adjacent to agricultural uses.

Policy LU 5.10

~~Amend the Island-wide Transportation Plan (IWTP) to improve transportation facilities between link designated centers thereby to reducing vehicle miles traveled and greenhouse gas emissions.~~

GOAL LU-6

Ensure a development pattern that is true to the *Vision* for Bainbridge Island by reducing the inappropriate conversion of undeveloped land into sprawling development.

Policy LU 6.1

Land use designations ~~should~~ reflect the priority of Bainbridge Island to remain primarily residential with nonresidential development concentrated in the *designated centers*.

Policy LU 6.2

~~Higher intensity~~ Promote dense residential and commercial development and encourage human activity ~~is encouraged~~ within Winslow, the heart of Bainbridge Island. In order to create a vibrant city center direct growth where *infrastructure* exists, reduce reliance on the automobile, provide opportunities for *affordable housing* and absorb growth that would otherwise be scattered in outlying areas.

Policy LU 6.3

Island Center, Rolling Bay, and Lynwood Center ~~and Fort Ward~~ offer housing and small-scale, commercial and service activity outside of Winslow. These ~~designated Neighborhood Centers~~ should be ~~are~~ allowed to develop at higher *densities* to reinforce their roles as centers.

Policy LU 6.4

~~Designation of new centers should be~~ Considered designation of new centers only after detailed analysis of the economic impact of the new development shows there will be no significant adverse impact on the existing commercial centers including Winslow.

Policy LU 6.5

The industrial designated centers at Day Road and Sportsman Club are intended to augment the Winslow, Lynwood, Island Center and Rolling Bay *designated centers* and allow a diverse economy with business retention, growth and innovation on the Island.

Policy LU 6.6

Process a ~~Applications~~ for development approval on Bainbridge Island ~~should be processed~~ within the timelines established in the City's *land development regulations* in order to ensure affordability, fairness, citizen notification and predictability in the land development process.

Policy LU 6.7

Accessory dwelling units are considered allowed uses in all residential zoning districts except R-6 ~~To reflect the policies in the Housing Element to provide for a variety of housing options in areas designated for residential development including residential open space, accessory dwelling units shall be considered allowed uses in all residential zoning districts except R-6.~~

Policy LU 6.8

Water or wastewater *infrastructure* which may contribute to system capacity exceeding local need, *shall* not be used to justify development counter to the City-wide *land use* policies.

Policy LU 6.9

The Planning Commission has a role in reviewing long subdivisions to ensure the integrity of the Comprehensive Plan is maintained.

Winslow Town Center

The Winslow Master Plan (Appendix E) encourages development of a *neighborhood* that contains a strong, vital downtown where people want to live, shop and work. Outside the mixed use, higher *density* center, there would be a variety of housing choices, from higher *density multifamily* areas immediately adjacent to the downtown to single-family residential *neighborhoods*.



Fig. LU-8 Winslow Way buildings and uses create human scale, pedestrian orientation and character

GOAL LU-7

The Winslow mixed use and commercial districts are designed to strengthen the vitality of downtown Winslow as a place for people to live, shop and work. The Winslow Mixed Use Town Center (MUTC) is intended to have a strong residential component to encourage a lively community during the day and at night. The high residential density of Winslow requires the Central Core Overlay District to provide services and products that meet the needs of residents as well as visitors.

Policy LU 7.1

The Island's major center for new commercial development is the Mixed Use Town Center (MUTC) and the other commercial districts in Winslow.

Development within the MUTC and High School Road Districts shall be consistent with the Winslow Master Plan. The level of development is determined using Floor Area Ratio (FAR) rather than *dwelling units* per acre. The use of FAR may result in an increase in the base level of development (*density*) over the existing zoning, but will provide greater flexibility in type and size of housing units that will further the *goals* of this Plan.

Policy LU 7.2

A base level of commercial and residential *density* within the *overlay districts* of the MUTC and the High School Road districts is described in the Winslow Master Plan, with an increase in the FAR allowed through the use of:

- *Affordable housing.*
- *TDRs (transferable development rights).*
- Contributions to public *infrastructure* and public amenities in excess of what is required to mitigate the impacts of development.
- Transfer of *density* within the MUTC and within the High School Road Districts.
- Preservation on-site of historic structures eligible for inclusion on a local, state or federal register of historic places.
- Locating ferry-related parking under building.



Fig. LU-9 Winslow Residential, Commercial and Civic Uses are inter-connected

Policy LU 7.3

Phasing mechanisms and/or incentives *should* be developed to promote the timely and logical progression of commercial and residential development.

Policy LU 7.4 Central Core Overlay District

The Central Core is the most densely developed district within the Mixed Use Town Center. Within this Overlay District, residential uses are encouraged, but exclusive office and/or retail uses are permitted. *Mixed-use development* within the Central Core Overlay District that includes a residential component may be exempt from requirements to provide off-street parking for the residential component of the project.

Policy LU 7.5 Ericksen Avenue Overlay District

The purpose of this Overlay District is to preserve the unique and historical features of the neighborhood and to provide for a mix of residential and small-scale non-residential development. Retail development is permitted only on the ground floor, while residential and office development is permitted on the upper floors. Historic (pre-1920) single-family residential

structures on Ericksen may be converted to non-residential use, provided that the structure is preserved. However, any additions to the structure must be added to the rear and must be compatible with the character of the original structure. New buildings shall employ traditional building forms, roof shapes, and relationship of building to street to be compatible with the historic structures on Ericksen Avenue.

LU 7.6 Madison Avenue Overlay District

The purpose of this Overlay District is to provide for a mix of residential and small-scale non-residential development. All retail and office development greater than one story above grade shall include a residential component. Retail development is permitted only on the ground floor.

LU 7.7 Gateway Overlay District

The corridor along SR 305 from Winslow Way to the parcel north of Vineyard Lane is the gateway to Bainbridge Island, and new uses should enhance its role as the gateway while also protecting the Winslow Ravine.

LU 7.8 Ferry Terminal Overlay District

This District is intended to provide an attractive setting for ferry and associated transportation-oriented uses, and to serve as the entry point for Winslow. This District is also a new mixed-use neighborhood that complements the character and vitality of the Core District, serving both neighborhood residents and commuters.

High School Road District

GOAL LU-8

The High School Road District is intended to provide mixed use and commercial development in a pedestrian-friendly retail area.

Policy LU 8.1

The High School Road District includes a diversity of types of shopping and employment. A variety of *commercial uses* are allowed which offer goods and services for the convenience of Island residents.

Policy LU 8.2

Promote Development in the High School Road District ~~should promote~~ pedestrian-oriented mixed use and residential development to offer a variety of housing types and sizes.



Fig. LU-10 High School Road Area

Policy LU 8.3

Auto-oriented uses and drive-through businesses that benefit from access to SR 305 shall be limited to the yellow dashed area shown in Fig. LU-10.

Policy LU 8.4

To visually screen development year-round, properties with frontages along SR 305 shall provide a vegetated buffer along the highway that includes the preservation and protection of existing vegetation. Access to these properties should not be directly from SR 305.

Policy LU 8.5

The properties designated on the Land Use Map as High School Road

District II are each limited to no more than 14,400 square feet of retail use. Retail use between 5,000 and 14,400 square feet requires a conditional use permit. This portion of High School Road is immediately adjacent to a semi-urban, residential area of 2.9 to 3.5 units per acre and *should* have less intense uses than the remainder of the High School Road district.

Since existing businesses are located in this area and infrastructure is in place, this Plan recommends the area for the High School Road designation, but with a limitation on the size of retail uses.



Fig. LU-11 High School Road Area Mid and Low Rise Buildings

Policy LU 8.6

To ensure visual appeal and pedestrian and bicycle safety, the land *development regulations* include design standards for:

- Building height, bulk and placement.
- Landscaping including screening of parking lots and development of *pedestrian-oriented* streetscape with building and landscaping (including trees) located at the street edge.

- Lot coverage.
- *Open space*.
- Road access and internal circulation including pedestrian connections, developing more pedestrian crossings and requiring parking in the rear wherever possible.
- Signage.
- Additional *transit* stops on both sides of SR 305.

NEIGHBORHOOD CENTERS

The Neighborhood Centers provide Island-wide commercial and service activity outside Winslow. These areas ~~should be~~ are to be developed at higher *densities* to reinforce their roles as community-service centers. The ~~service-neighborhood centers~~ will ~~also~~ help reduce traffic congestion by providing an alternative to shopping in Winslow.

GOAL LU-9

Encourage the development of the *Neighborhood Centers* at Rolling Bay, Lynwood Center, ~~Day Road, Fort Ward~~ and Island Center as areas with small-scale commercial, mixed use and residential development outside Winslow.

Policy LU 9.1

The *Neighborhood Centers* ~~should~~ provide Island-wide small-scale commercial and service activity and *mixed-use development* outside Winslow.

Policy LU 9.2

~~Orient development should be oriented~~ toward the pedestrian. Retail uses ~~shall be~~ are encouraged on the ground-floor to prevent blank walls with little visual interest for the pedestrian. Offices and/or residential uses ~~should be~~ are encouraged above ground floor retail.

Policy LU 9.3

Allow development of *Neighborhood Centers* in areas designated on the Future Land Use Map.

Lynwood Center

Policy LU 9.4

Any new development or expansion of existing development in Lynwood Center will be required to connect to *public sewer* when available or meet other Health District requirements when appropriate.

Lynwood Center is designated as a *Special Planning Area*. Appendix F is the “Lynwood Center Special Planning Area Report and Final Recommendations” adopted as a *subarea plan* in 1997.



Fig. LU-12 Lynwood Center is a thriving mixed-use pedestrian neighborhood center

Island Center

Policy LU 9.5

Island Center is designated as a *Special Planning Area*. The boundaries for Island Center are as shown on Fig. LU-5, the Future Land Use Map. Any changes to the boundaries may be considered during the special planning process.

Contract Zone: Miller Road/Battle Point Drive

Policy LU 9.6

The 16.7-acre site on Miller Road is designated a contract zone to recognize the activities currently occurring on-site under the provisions of an Unclassified Use Permit and to consider some expansion of those activities.

Rolling Bay

Policy LU 9.7

The Neighborhood Center boundaries are as shown on Fig. LU-5, the Future Land Use Map. Rolling Bay is designated as a *Special Planning Area*. Any changes to the boundaries may be determined during the special planning process.



Fig. LU-13 Rolling Bay Center is a cluster of primarily retail and civic uses

Standards for all *Neighborhood Centers*

The following standards ensure that development will be designed to fit into the scale and character of the existing centers and the adjacent residential *neighborhoods*. The City developed design prototypes or illustrated design guidelines for each of the three *neighborhood centers* to serve as a visual reference for the future development of the community. These design guidelines can be crafted to recognize the distinct qualities of each designated center.

Policy LU 9.8

The *Neighborhood Centers* ~~should~~ achieve a mix of neighborhood-scale businesses, public uses and housing which are compatible with the scale and intensity of the surrounding *residential neighborhood* and which minimize the impact of noise, odor, lighting, fire safety and transportation on the *neighborhood*.

Policy LU 9.9

Mixed use development is strongly encouraged.

Policy LU 9.10

Proposed uses must consider the impact on water quality, stormwater *runoff* and *environmentally sensitive areas* such as *wetlands*, *streams* and *aquifer recharge areas*.

Policy LU 9.11

The *development regulations* should include design standards for:

- Building height, bulk, massing and articulation to promote a pedestrian scale.
- Parking requirements including location of parking to the rear or side yards unless otherwise provided for in a *Special Planning Area* plan.
- Landscaping including parking lots and buffer areas between higher and lower intensity uses and consideration of trees that allow solar access.
- Lighting standards that prevent unnecessary glare and light trespass on neighboring residential properties.
- Noise level limits appropriate for *mixed use* development.
- Location and screening of service areas such as dumpsters.
- *Open space*.
- Pedestrian linkages.

Policy LU 9.12

Encourage *neighborhood* participation in defining the design standards for each *neighborhood center*.

Policy LU 9.13

Establish and implement a street tree plan and planting program for major roadways at the *Neighborhood Centers*.

Policy LU 9.14

Develop a parking plan for each service center if appropriate.

Policy LU 9.15

~~Consider opportunities for providing a neighborhood commons or meeting place should be considered~~ with any proposal for major redevelopment of an existing *Neighborhood Center* or as part of development of a new *Neighborhood Center* to encourage the use of the Neighborhood Center by surrounding residents.

Policy LU 9.16

To minimize visual and environmental impacts, encourage parking in the rear or side yards of *multifamily*, commercial and *mixed use developments*. Design parking lots should to be pedestrian-oriented and provide pedestrian and bicycle routes between the street, parking area and main entrance. ~~Consideration should be given to the use of~~ Integrate trees in a parking lot with respect to that allow solar access.

Policy LU 9.17

Infill within the boundaries of Neighborhood Centers through the *transfer of development rights* from the *Conservation Areas* of the Island (See Fig. LU-3) or through an *affordable housing density bonus*.

Policy LU 9.18

The base density of residential development in the Neighborhood Centers is 2 units per acre. A *density bonus* of ~~3~~ 1 additional units per acre may be obtained for a total of 3 units per acre in areas not served by public water and sewer systems and using *TDRs* or providing *affordable-housing*, provided state and local health district regulations can be met. Allow up to R-5 with public water and sewer.

BUSINESS/INDUSTRIAL**GOAL LU-10**

~~The~~ Provide appropriate Business/Industrial (B/I) zoned land provides to create opportunities for new businesses and expansion of existing Island businesses for diversity of jobs and for low-impact industrial activity that contributes to well-paying and new employment opportunities jobs, where traffic congestion, visual, and other impacts on the surrounding *neighborhood* can be minimized.

Policy LU 10.1

The Business/Industrial District is for light manufacturing development as well as other uses that add to the diversity of economic activity on the Island. New uses shall be compatible with established uses and the character of other development in the *neighborhood*.

Policy LU 10.2

New manufacturing businesses that plan to utilize toxic/hazardous substances must list these substances and quantities projected for annual usage and demonstrate compliance with all Federal, State and Kitsap Public Health District requirements for their handling. Development proposals are evaluated using performance standards for the B/I district. Uses of certain toxic/hazardous substances can disqualify the application from approval because of potential

environmental impact, however the City would consider factors such as quantity used, adequacy of storage, containment, spill management and waste disposal plans in reviewing such a proposal.

Policy 10.3

Coordinate with the Bainbridge Island Fire Department when reviewing development proposals concerning hazardous materials.

Policy LU 10.4

Applications for development approval within the B/I district must show that adequate water, wastewater, transportation, fire and storm drainage services are available to serve the development.

Policy LU 10.5

Ensure the adequate monitoring and enforcement of hazardous material regulations.

Policy LU 10.6

Performance standards for the B/I district address odor, lighting, noise, vibration, signage, traffic volumes, ingress and egress, parking, delivery and loading areas, and pedestrian and vehicle circulation, to create safe, efficient, compatible conditions among a variety of on-site uses and to protect adjacent residential *neighborhoods*.

Policy LU 10.7

B/I uses must be visually screened year-round from adjacent non-industrial properties and roadways, especially scenic highway SR 305. This policy establishes a performance standard — ~~B/I uses must be visually screened from the roadway and from adjacent non-Business/Industrial development.~~ The visual screening could be achieved through a combination of vegetation and building setback that would add depth to the buffer.

GOAL LU-11

Provide appropriate land for Business/Industrial in order to provide opportunities for small manufacturing businesses on the Island to expand, and to provide additional employment opportunities.

Policy LU 11.1

Discourage the inappropriate designation of isolated Business/Industrial Districts.

Policy LU 11.2

Isolated B/I activities are designated to reflect historical use and the designation ~~should~~ shall not be expanded.

WATER-DEPENDENT INDUSTRIAL DISTRICT

GOAL LU-12

Allow for the continuation of water-dependent, industrial uses on Bainbridge Island in order to preserve elements of a working waterfront within the urban shoreline area. Water-dependent uses require direct contact with the water and cannot exist at a non-water location due to the intrinsic nature of the operation.

Policy LU 12.1

The Water-dependent Industrial District is intended primarily to provide for ship and boat building and boat repair yards. Preference *should* be given to small, local, boat haul-out and repair facilities, and water-oriented industry which serves boating needs.

Policy LU 12.2

Water-dependent industrial development *shall* not be located on sensitive and ecologically valuable shorelines such as natural accretion shore forms, marshes, bogs, swamps, salt marshes and tidal flats, and wildlife habitat areas, nor on shores inherently hazardous to such development, such as flood and erosion prone areas and steep and unstable slopes.

Policy LU 12.3

Industrial uses *shall* employ best management practices (BMPs) and best available facilities practices and procedures concerning the various services and activities performed and their impacts on the surrounding water quality.

Policy LU 12.4

Carefully consider regional and statewide needs for industrial facilities ~~*should be carefully considered*~~ in reviewing new proposals, as well as in allocating shorelines for such development. Coordinate such reviews or allocations ~~*should be coordinated*~~ with port districts, adjacent counties and cities, and the State in order to minimize new industrial development that would duplicate under-utilized facilities elsewhere in the region, or result in unnecessary adverse impacts.

Policy LU 12.5

Encourage expansion or redevelopment of existing, legally established industrial areas, facilities, and services with the possibility of incorporating *mixed use development* ~~*should be encouraged*~~ over the addition and/or location of new or single-purpose industrial facilities. ~~Such development or redevelopment for mixed use *should* occur through a master planned development process in areas designated appropriate for such urban shoreline uses.~~

Policy LU 12.6

Encourage or require the joint use of piers, cargo handling, storage, parking, and other accessory facilities among private or public entities ~~*should be strongly encouraged or required*~~ in waterfront industrial areas.

Policy LU 12.7

Require new or expanded industrial development ~~should be required~~ to provide physical and/or visual access to shorelines and visual access to facilities whenever possible, and when such public access does not cause significant interference with operations or hazards to life and property.

ISLAND-WIDE CONSERVATION AREA**GOAL LU-13**

Conserve ecosystems and the Island's green, natural, open character.

Policy LU 13.1

Preserve the open space conservation area outside *designated centers* through a *land use* pattern which will enhance the character of the area – forested areas, meadows, *farms*, scenic and winding roads that support all forms of transportation – and the valuable functions the open space conservation area serves on the Island (i.e., *aquifer recharge, fish and wildlife habitat, recreation*).

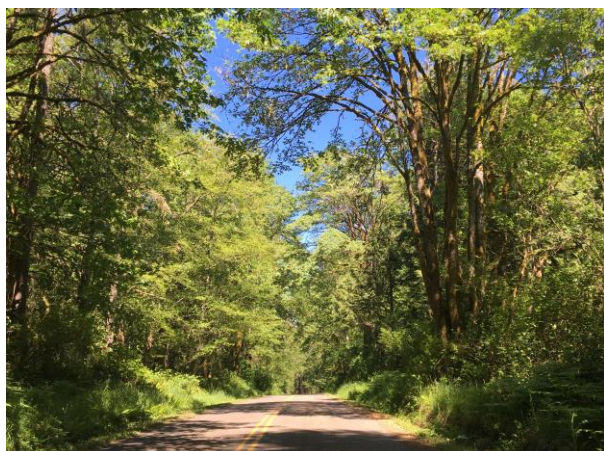


Fig. LU-14 Typical views from the road on much of the Island is of green, leafy countryside

Policy LU 13.2

Protect *open space, critical areas* and agricultural uses through public and private initiatives such as open space tax incentives, cluster development conservation villages, *PUDs, transfer and purchase of development rights*, public land acquisition, greenways, *conservation easements*, landowner compacts or limiting the amount of lot coverage.

Policy LU 13.3

Encourage the aggregation of nonconforming lots of record and undeveloped subdivisions and short plats in order to achieve a development pattern that is consistent with *goals* of the Plan to preserve *open space*, provide greenways through the Island, protect *environmentally sensitive areas* and protect water resources.

Policy LU 13.4

Protect aquifer recharge functions throughout the Island all of which is an *aquifer recharge area*, through the application of critical areas *development regulations*, Shoreline Master Program use, *low impact development* regulations and the wellhead protection regulations administered by the Kitsap Public Health District.

Policy LU 13.5

Establish appropriate procedures to monitor the effect of water drawdowns within and between *aquifers* and adopt programs and *development regulations* to preclude *groundwater* contamination and to encourage water conservation and enhanced *aquifer recharge*.

Policy LU 13.6

Work with Kitsap Public Health District to allow innovative solutions for on-site sewage treatment including community septic and grey water systems.

Policy LU 13.7

Allow a *density bonus* in exchange for dedicating a portion of property into conservation as *open space*, farmland or public access. Priority should be given to conserving these lands near more densely developed areas.

GOAL LU-14

Adopt landscape design standards and identify and protect public vantage points, view corridors and scenic vistas to support the Island's sense of place, identity and orientation.

Policy LU 14.1

Manage existing vegetated buffers ~~should be managed~~ to preserve the Island's character and the forested view from the road. Remove invasive species ~~should be removed~~ in order to keep the *native vegetation* healthy.

Policy LU 14.2

Design and site new development ~~should be designed to respond to the natural landscape and should be sited~~ so as to have the least visual and environmental impact on the Island landscape. Encourage the retention of features that enhance the Island's character such as barns, fences, fruit or vegetable stands ~~should be retained and encouraged~~.

Policy LU 14.3

Map tree-covered hillsides and hilltops, particularly the ridgelines so valued by the community, and Adopt *development regulations* and programs to protect them for their visual and aesthetic benefits as well as their functions as wildlife habitat and erosion and runoff retardation.

Policy LU 14.4

Properties with frontage along SR 305 will provide and maintain a vegetated buffer along the highway, preserving and augmenting existing vegetation, providing a year-round visual screen between development and the highway. Access to these properties shall not be directly from SR 305.

OPEN SPACE RESIDENTIAL DISTRICT

GOAL LU-15

~~Develop *context-sensitive* regulations for residential development in areas designated OSR-2, OSR-1 or OSR-0.4, in order to limit clearing, soil disturbance, promote *low impact development* and reconcile development and conservation. Preserve the character of the interior areas of Bainbridge Island through establishment of an Open Space Residential District.~~

Policy LU 15.1

~~The Open Space Residential District area is designated for less intensive residential development and a variety of agricultural and forestry uses.~~

~~Policy LU 15.2~~

~~Encourage residential development *should be that is* compatible with the preservation of *open space*, forestry, agricultural activities, and natural systems. Accessory *farm* buildings and uses are allowable.~~

Policy LU 15.2

~~Maintain the natural and scenic qualities of the Island by limiting residential *density*. The overall *density* for residential use is a maximum of one units per 2.5 acres, however the landscape *should maintain the natural and scenic qualities of the Island*.~~

Policy LU 15.3

~~Permit *home occupations* that provide employment opportunities and *should be permitted* where they are compatible with surrounding neighborhoods and the environment.~~

GOAL LU-16

~~The Residential-1 (R-1) and Residential-2 (R-2) Districts are intended to recognize an existing development pattern in the Island's Open Space areas.~~

~~Policy LU 16.1~~

~~The R-1 District recognizes an existing development pattern of one unit per acre.~~

~~Policy LU 16.2~~

~~The R-2 District recognizes an existing development pattern of two units per acre.~~

Policy LU ~~15.5~~ 16.3

Establish *land use policies* and *development standards* through the development of subarea plans tailored to the individual communities. *Neighborhood* participation in development of *subarea plans* should be encouraged.

LOCAL FOOD PRODUCTION

GOAL LU-16

Promote food security through support for local food production, awareness of farming practices and public health by encouraging locally-based food production, distribution and choice through commercial and urban agriculture, community gardens, farmers' markets, farm stands and food access initiatives. ~~Establish partnerships and share resources to promote food access and production.~~

Policy LU 16.1

Encourage ~~Allow~~ community gardening and/or agriculture on public land where appropriate.



Fig. LU-15 Farmland - Agriculture is part of Bainbridge Island's landscape, history, economy and culture

Policy LU 16.2

Encourage the development of neighborhood community gardens or small-scale commercial agriculture where appropriate.

Policy LU 16.3

Promote interagency and intergovernmental cooperation and resource-sharing to expand community gardening opportunities.

Policy LU 16.4

Promote the dedication of land for community gardens in new housing developments.

Policy LU 16.5

Support the local farmers market and the connection between consumers and farmers.

PURCHASE AND TRANSFER OF DEVELOPMENT RIGHTS PROGRAM

GOAL LU- 17

Prioritize program *goals* and establish and maintain planning tools including a *purchase and transfer of development rights* program, to allow transferring development rights from areas intended for conservation and promoting development in areas suitable for denser development.

Policy LU 17.1

Maintain and improve the City's *Purchase of Development Rights* (PDR) and *Transfer of Development Rights* (TDR) programs to enable transferring development rights from the Conservation Areas of the Island into *Designated Centers*. See Fig. LU-3.

Policy LU 18.2

~~Within the Conservation Area of the Island prioritize those parcels most appropriate as TDR sending sites.~~

~~The highest priority sending areas could contain sensitive lands that are not protected by the critical areas regulations, priority links in the Wildlife Corridor, priority open space lands or historic resources. Determination of priorities for sending areas should also be coordinated with the development of an Island-wide open space plan.~~

Policy LU 17.3

Adopt an Island-wide Conservation Strategy ~~open space plan~~.

Policy LU 17.4

The City recognizes the need to take a proactive role in the *purchase and transfer of development rights* and such a program should include:

1. Designating appropriate staff resources to promote the program;
2. Providing for the outright *purchase of development rights* by the City and establishing a fund for banking development rights;
3. Creating a process that coordinates the *purchase and transfer of development rights*; and
4. Initiating an outreach program to educate property owners and potential buyers about the use of the *Purchase and Transfer of Development Rights program*.
5. Engage and involve community partners such as the BI Land Trust, in the exploration and potential implementation of a density transfer program.

PROPERTY RIGHTS

GOAL LU-18

Strive to ensure that basic community values and aspirations are reflected in the City's planning program while recognizing the rights of individuals to use and develop private property in a manner that is consistent with City regulations. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners *shall* be protected from arbitrary and discriminatory actions.

INTERGOVERNMENTAL COOPERATION AND COORDINATION

GOAL LU-19

The citizens expect all government entities ~~should strive~~ to cooperate and serve their constituents in a fiscally sound manner.

In addition to the City government, there are three special purpose districts and the Kitsap Public Health District and Sewer District #7 which all serve the citizens of Bainbridge Island, as well as a number of state and county agencies. This *goal* addresses the need for cooperation and coordination in order to serve the Island's citizens in the most cost effective manner.

HISTORIC PRESERVATION

GOAL LU-20

Maintain and support an *Historic Preservation Program* – A successful *historic preservation* program requires on-going support of the community as well as the City government and its designated department.

Policy LU 20.1

Maintain the City's status as a Certified Local Government (CLG) thereby promoting collaboration among City departments, boards and commissions.

Policy LU 20.2

The City and its Historic Preservation Commission (HPC) ~~should will~~ regularly review the local *historic preservation* ordinance and update where necessary to assure that it achieves the *Comprehensive Plan's* goals and policies.

Policy LU 20.3

~~The City and HPC should~~ Develop the City's preferred method of project compliance review and reporting consistent with state laws and local ordinances.

Policy LU 20.4

~~The City and HPC shall~~ Coordinate with Tribes and other interested stakeholders to promote awareness, respect for and celebration of the who have an interest in historic resources of on the Island.

GOAL LU-21

Identification and Evaluation of Historic Resources – Historic property inventory and context statements inform planning efforts by identifying areas where resources worthy of preservation exist or are likely to occur.

Policy LU 21.1

~~The City and HPC shall~~ **Recognize** historic resources listed on or eligible for the local registry as significant historic properties.

Policy LU 21.2

~~The City and HPC shall continue to Maintain an updated inventory historic resources thereby maintaining an up-to-date site database~~ using the latest affordable technologies available.

Policy LU 21.3

~~The City and HPC should continue to~~ **Support** and expand the Local Historic Register program.

Policy LU 21.4

~~The City and HPC should~~ **Develop** protocols for the consistent evaluation of historic resources on the Island.

Policy LU 21.5

~~The City and HPC shall~~ **Define and identify its** “iconic” structures and sites (those intended for permanent preservation) which are deemed essential elements of the community’s character, history and identity.

GOAL LU-22

Preservation and Enhancement of Historic Resources – An effective *historic preservation* program provides meaningful practical incentives and policies for property owners and developers to preserve historic resources.

Policy LU 22.1

~~The City shall~~ **Encourage** preservation of existing historic structures and sites as an important tool in building a sustainable and unique community.

Policy LU 22.2

Encourage the preservation, rehabilitation and restoration of existing structures through the adoption and implementation of the International Existing Building Code (IEBC).

Policy LU 22.3

~~Collaborate with the HPC and Design Review Board to~~ **Develop** design guidelines for projects within or adjacent to significant historic properties and/or *neighborhoods* to ensure compatible development.

Policy LU 22.4

Develop guidelines to ensure review of potential direct and indirect impacts to significant historic properties when planning and/or permitting projects.

Policy LU 22.5

Identify and support practical owner/operator economic incentives and *policies* to encourage the rehabilitation and preservation of significant historic resources.

Policy LU 22.6

Engage in cooperative efforts with owners to encourage the preservation of historic resources.

GOAL LU-23

Public Participation – Establishing a broad base of support from citizens and their city government will strengthen the community's commitment to *historic preservation*.

Policy LU 23.1

Support on-going education programs to increase awareness of the Island's historic resources.

Policy LU 23.2

Support efforts to publicly recognize preservation efforts within the Island community.

Policy LU 23.3

Collaborate with interested stakeholders to promote historic preservation on the Island.

Policy LU 23.4

Identify and give public access to an appropriate repository for curating historic preservation records and documentation.

Fort Ward**Policy LU 23.5**

Maintain and enhance the unique character of Fort Ward Planning Area to recognize the history and natural landscape of the area and the sense of community that exists including an *open space* system made up of *wetlands*, a *neighborhood* park, the historic marching fields, unbuildable slopes and the State Park.

Policy LU 23.6

Where possible, create tax incentives and encourage private purchase and renovation of historic structures. Transfer *density* within the Fort Ward Study Area as incentives for the preservation of historic structures.



Fig. LU-16 Fort Ward history and structures help create unique local character and identity

CONTAMINATED SITES

MOVED FROM WR ELEMENT TO LU ELEMENT

GOAL LU-24 ~~WR-6~~

Incorporate awareness of known contaminated sites such as former lumber treatment facilities, former fueling stations and other pollutant-generating *land uses* into all water resources management, *land use* planning and *capital facility* management in order to remediate or clean-up sites as effectively as possible while preventing further impacts to the environment ~~water resources~~.

Policy LU 24.1 ~~WR 6.1~~

Assemble and maintain an inventory of contaminated sites on the Island to track site location, contaminant(s) of concern, cleanup status and potential to impact nearby surface or *groundwater*.

Policy LU 24.2 ~~WR 6.2~~

Collaborate with the U.S. Environmental Protection Agency, Washington State Department of Ecology, Tribes and the Kitsap Public Health District to address contaminated site assessment and cleanup efforts within the purview of those agencies to achieve remediation/cleanup as quickly as reasonably possible.

Policy LU 24.3 ~~WR 6.4~~

~~Make every reasonable attempt to~~ Clean-up and/or remediate City-owned contaminated sites that are known to be or discovered to be contaminated.

Policy LU 24.4 ~~WR 6.3~~

Consult the contaminated site inventory:

- Prior to property acquisition and weigh the cost/benefit of acquiring such a property;
- As part of development or redevelopment site plan review and take potential impacts into consideration when making *land use* decisions;
- As part of capital *infrastructure* construction or maintenance;
- As part of emergency management preparedness and response.

Policy LU 24.5 ~~WR 6.5~~

~~Consult the contaminated site inventory as part of development or redevelopment site plan review and take potential impacts into consideration when making *land use* decisions.~~

Policy LU 24.6 ~~WR 6.6~~

~~Consult the contaminated site inventory as part of capital *infrastructure* construction or maintenance.~~

Policy LU 24.7 ~~WR 6.7~~

~~Consult the contaminated site inventory as part of emergency management preparedness and response.~~

ESSENTIAL PUBLIC FACILITIES

GOAL LU-25

The needs of the community ~~should be~~ **are** met by providing *essential public facilities* and services that are equitably distributed throughout the community; that are located and designed to be safe and convenient to the people they serve; that provide flexibility of use and maximum efficiency; and that are compatible with adjacent uses, the environment, and preservation of public health and safety.

The GMA requires that all jurisdictions planning under the Act must provide a process for siting *essential public facilities* such as airports, correctional facilities and sewage treatment plants. These *goals* and *policies* are intended to guide the siting process and therefore, in accordance with RCW 36.70A.200(2), they do not preclude the siting of *essential public facilities*. Site specific consideration of a proposed *essential public facility* would occur during the development application review process.

Policy LU 25.1

~~The City should~~ **Develop** a list of *essential public facilities* of a local nature that may potentially be sited on Bainbridge Island and coordinate with the *Kitsap Regional Coordinating Council* in the development of a list of state and countywide *public facilities*.

Policy LU 25.2

~~When an essential public facility of a statewide or countywide nature is proposed for Kitsap County, the City should appoint representatives as members of the Facility Analysis and Site Evaluation Advisory Committee or any other established siting committee to evaluate proposed public facility siting.~~

Policy LU 25.2

New *essential public facilities* shall not be located in designated resource lands and *critical areas*.

GOAL LU-26

The process for siting *essential public facilities* ~~should~~ **is designed to** create an environment of cooperation and include adequate and early public review to promote trust between government agencies and the community.

Policy LU 26.1

~~If an~~ **When an** *essential public facility* **as defined in RCW 36.70A.200 is proposed for Bainbridge Island, and is greater than 3,000 square feet,** ~~is proposed for Bainbridge Island that is an “essential public facility” as defined in RCW 36.70A.200,~~ the City ~~should~~ **will** create a Facility Analysis and Site Evaluation Committee composed of citizens, City Staff, elected officials and appropriate technical experts should consider, at a minimum, the following in determining a recommendation to City Council:

- Analysis of the need for such facility;
- The development of specific siting criteria for the proposed project;
- Identification, analysis and ranking of potential sites;

- Consistency with the *goals and policies* of the City's *Comprehensive Plan*;
- Identification of potential physical impacts including but not limited to those relating to land use, the environment, transportation, utilities, noise, odor and public safety;
- Identification of potential cumulative impacts including the likelihood of a related development locating in proximity to the proposed *essential public facility*;
- Identification of potential fiscal impacts to the local economy; and
- Measures to minimize and/or mitigate such impacts.

Policy LU 26.2

~~The City or other government agency, if responsible for construction of an essential public facility, shall~~ Develop a community notification and communications plan that will ensure ongoing contact with the community during the planning and construction phase of an essential public facility project.

~~The plan should include identification~~ Identify of all departments that will play a role in the planning or construction of an *essential public facility*. Identify other governmental regulatory requirements, identify strategies for coordinating interdepartmental and interagency activities and strategies for responding to emergency or problem situations and identify a conflict resolution process.

LAND USE IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions including adopting or amending *development regulations*, creating partnerships and educational programs and staffing or other budgetary decisions. Listed following each action are several of the Comprehensive Plan's policies that support that action.

HIGH PRIORITY ACTIONS

LU Action #1 Adopt a multi-year planning work program for adopting the subarea plans for Island Center, Rolling Bay, ~~Fort Ward~~, Sportsman Triangle and Day Road.

GOAL LU-4 As part of a long-term Island-wide Conservation and Development Strategy, focus residential and commercial-urban development in *designated centers*, increase a network of conservation lands, maximize public access to and while protecting the shoreline, minimize impacts from the SR 305 corridor and conserve the Island's ecosystems and the green, natural and open character of its landscape.

Policy LU 4.3 Adopt a multi-year work program to undertake the "Special Planning Area Process" for the *designated centers* of ~~Winslow~~, Island Center, Rolling Bay, Sportsman Triangle, ~~Fort Ward~~ and Day Road. The product of the "Special Planning Area Process" will be *Subarea Plans* for each of the *designated centers* that will be adopted as part of the *Comprehensive Plan*.

Policy LU 4.6 The *special planning area process* for each designated center shall engage residents, landowners, businesses and other stakeholders in envisioning the appropriate extent, scale, use mix and the desired and required services and *infrastructure* to serve the selected use mix and intensity.

GOAL LU-6 Ensure a development pattern that is true to the *Vision* for Bainbridge Island by reducing the inappropriate conversion of undeveloped land into sprawling development.

Policy LU 6.3 Island Center, Rolling Bay, ~~and Lynwood Center and Fort Ward~~ offer housing, small-scale, commercial and service activity outside of Winslow. These ~~designated Neighborhood Centers~~ should be ~~are~~ allowed to develop at higher *densities* to reinforce their roles as centers.

GOAL LU-9 Encourage the development of the Neighborhood Centers at Rolling Bay, Lynwood Center, ~~Day Road, Fort Ward~~ and Island Center as designated on the Future Land Use Map, as areas with small-scale commercial, mixed use and residential development outside Winslow.

GOAL EC-6 As the city's *designated centers* evolve, balance their functions as places of commerce and employment with their roles helping to meet housing needs and provide focal points for civic engagement and cultural enrichment.

LU Action #2 Update the Winslow Mixed Use Town Center Master Plan in order to facilitate progress on the Housing Priorities that can best be accommodated in an area with an existing urban character, urban facilities, services and multi-modal transportation options.

GOAL LU-4 As part of a long-term Island-wide Conservation and Development Strategy, focus residential and commercial-urban development in *designated centers*, increase a network of conservation lands, maximize public access ~~to and~~ while protecting the shoreline, minimize impacts from the SR 305 corridor and conserve the Island's ecosystems and the green, natural and open character of its landscape.

Policy LU 4.4 Updating the Winslow Master Plan is the City's a highest work program priority because the greatest potential for achieving many of the City's priorities is focused there, including increasing the diversity of *housing types* and the supply of *affordable housing* while helping to reduce the development pressures in the Island's conservation areas

GOAL LU-5 Focus urban development in *designated centers*.

Policy LU 5.3 Encourage *residential uses* in a variety of forms and *densities* as part of the use mix in Winslow and neighborhood centers. designated centers.

GOAL LU-7 The Winslow mixed use and commercial districts are designed to strengthen the vitality of downtown Winslow as a place for people to live, shop and work. The MUTC is intended to have a strong residential component to encourage a lively community during the day and at night. The high residential density of Winslow requires the Central Core Overlay District to provide services and products that meet the needs of residents as well as visitors.

GOAL LU-8 The High School Road District is intended to provide mixed use and commercial development in a pedestrian-friendly retail area.

GOAL EC-5 Provide a variety of *affordable housing* choices so that more people who work on Bainbridge Island can live here.

LU Action #3 Prepare a new *Conservation Village* land use regulation to incentivize creation of a new housing pattern that consolidates and dedicates open space.

Policy LU 4.11 Lands shown on Fig. LU-3 as “Conservation Areas” are appropriate for residential, recreational, agricultural, habitat and open space uses. The City will use a variety of conservation tools including public acquisition of certain properties, regulatory protection of environmentally *critical areas* and innovative *tools* such as aquifer conservation zoning and *conservation villages* to minimize the development footprint within these Conservation Areas.

Policy HO 6.4 Create new *conservation villages* permit process to apply outside of *designated centers* to increase housing choices including *affordable housing* and requiring *green building* practices while better conserving *open space*.

Policy HO 3.1 Encourage innovative zoning regulations that increase the variety of *housing types* and choices suitable to a range of household sizes and incomes in a way that is compatible with character of existing neighborhoods.

LU Action #4 Identify discrete sections of the Land Use Code to eliminate confusion, redundancy and delay in the permit process.

Policy LU 6.6 Process applications for development approval on Bainbridge Island ~~should be processed~~ within the timelines established in the City’s land *development regulations* in order to ensure affordability, fairness, citizen notification and predictability in the land development process.

LU Action #5 Create more efficient and effective review processes, including the roles and best practices and procedures for the Planning Commission, Design Review Board and Hearing Examiner.

Policy LU 6.6 Process applications for development approval on Bainbridge Island ~~should be processed~~ within the timelines established in the City’s land *development regulations* in order to ensure affordability, fairness, citizen notification and predictability in the land development process.

LU Action #6 Prepare an Island-wide Conservation Strategy.

Policy LU 17.3. Adopt an Island-wide Conservation Strategy ~~open space plan~~.

OTHER PRIORITY ACTIONS

LU Action #7 Review and update design standards and guidelines for the *neighborhood centers*.

Policy LU 5.4 *Sustainable* development and redevelopment ~~will be~~ is focused in the *designated centers* through a combination of intergovernmental and public-private partnerships, *affordable housing* programs, “green” capital projects and *low impact development* standards.

Policy LU 5.7 Encourage the design of buildings in *designated centers* for a long life and adaptability over time to successive uses.

Policy LU 5.6 Address mechanisms for retaining and preserving *open space* in the vicinity of *designated centers*.

Policy LU 8.6 To ensure visual appeal and pedestrian and bicycle safety, the land *development regulations* include design standards for:

- Building height, bulk and placement.
- Landscaping, including screening of parking lots, and development of *pedestrian-oriented* streetscape with building and landscaping (including trees) located at the street edge.
- Lot coverage.
- *Open space*.
- Road access and internal circulation including pedestrian connections developing more pedestrian crossings and requiring parking in the rear wherever possible.
- Signage.
- Additional *transit* stops on both sides of SR 305.

Policy LU 9.2 Orient development ~~should be oriented~~ toward the pedestrian. Retail uses ~~shall be are~~ encouraged on the ground-floor to prevent blank walls with little visual interest for the pedestrian. Offices and/or residential uses ~~should be are~~ encouraged above ground floor retail.

Policy LU 9.16 To minimize visual and environmental impacts, encourage parking in the rear or side yards of *multifamily*, commercial and *mixed use developments*. Design parking lots ~~should to~~ be *pedestrian-oriented* and provide pedestrian and bicycle routes between the street, parking area and main entrance. ~~Consideration should be given to the use of~~ Integrate trees in a parking lot to that allow solar access.

Action #8 Evaluate the reasons why the City's PDR and TDR programs have not been successful and explore ways to make them functional to meet City objectives.

Policy LU 17.1 Maintain and improve the City's *Purchase of Development Rights* (PDR) and *Transfer of Development Rights* (TDR) programs to enable transferring development rights from the Conservation Areas of the Island into *designated centers*. See Fig. LU-3.

ECONOMIC ELEMENT

TABLE OF CONTENTS

	PAGE
ECONOMIC ELEMENT INTRODUCTION	EC-1
FRAMEWORK	EC-1
ECONOMIC VISION	EC-2
GOALS AND POLICIES	EC-3
DIVERSIFIED ECONOMY	EC-3
INFRASTRUCTURE	EC-4
SUSTAINABILITY	EC-4
CIVIC LIFE	EC-5
JOBS/HOUSING BALANCE	EC-6
DEVELOPMENT IN <i>DESIGNATED CENTERS</i>	EC-6
PUBLIC/PRIVATE PARTNERSHIPS	EC-7
RETAIL AND SERVICES	EC-8
SERVICES SECTOR	EC-9
BUILDING, DESIGN AND CONSTRUCTION SECTOR	EC-9
TOURISM	EC-10
ARTS	EC-10
HOME-BASED BUSINESSES	EC-11
AGRICULTURE	EC-11
BUSINESS/INDUSTRIAL	EC-12
IMPLEMENTATION	EC-13

ECONOMIC ELEMENT INTRODUCTION

The future economy of Bainbridge Island is linked to the community's *vision* and strategy for dealing with future needs. A healthy, resilient economy, based on our collective future vision of the Island, is a tool for accomplishing larger community *goals* and creating a robust future.

"The *vision* a community has of itself is important to its economy. Each community plays a crucial role in creating for itself an environment that is attractive to and nurturing of new and existing businesses. A vital economy requires adequate *public facilities* (water, sewer, roads, schools, parks, libraries, emergency services and utilities). A community that does all that AND preserves its natural features will have an edge when it comes to improving its economy."

Washington State Department of Commerce

The *Growth Management Act* (GMA) addresses the concerns of "uncoordinated and unplanned growth that potentially pose a threat to the environment, sustainable economic development, and the health, safety and high quality of life enjoyed by residents." An important part of a healthy economy is the quality of the environment.

The Economic Element of the *Comprehensive Plan* is intended to guide the climate for enterprise and commercial exchange on Bainbridge Island and reinforce the overall vision and values of the *Comprehensive Plan* adopted in 1994, and subsequently updated in 2004 and 2016: to steward a sustainable community; to protect the quality of its environment: the water, air and land; and to encourage traditional resource based activities such as agriculture.

FRAMEWORK

NOTE: RECOMMEND THIS WHOLE SECTION FOR DELETION- NO OTHER ELEMENTS HAS THIS TYPE OF SECTION

~~The community seeks to retain and enhance an economy that reinforces Bainbridge Island's diverse character and capitalizes on its assets, including: history and heritage, high educational attainment, diverse skills, artistic creativity, rural quality, agricultural base, natural resources, preserved open spaces, beaches and shorelines, maritime orientation, and proximity to the Seattle metropolitan area and the Kitsap Peninsula.~~

~~These critical elements of our community identity and economy are all susceptible to anticipated changes in our climate, population and the subsequent responses we make with regard to that change. By considering these changes explicitly, we can work to increase the resilience of our economy and thrive in the face of change.~~

~~The intent is to integrate the Economic Element with other parts of the *comprehensive plan* because the economy is intertwined with all aspects of community life. The Economic Element recommends *goals and policies* which recognize the following considerations:~~

~~1. The Island's economic future *should* include enterprises that are diverse by type and scale, under local ownership and control; that offer a variety of employment options; and that support a broad range of income and skill levels.~~

~~Bainbridge Island residents have high incomes relative to the rest of the state and region. See Appendix A — Economic Profile. However, the prospect of functioning solely as an exclusive~~

high-income bedroom community is not desirable. The Comprehensive Plan aims to foster diverse residential and business opportunities, as does the Economic Element. Creating a diversity of jobs and affordable housing coupled with provisions for responding to market conditions and encouraging innovative business activity are important economic policy steps for the City's future.

2. Bainbridge Islanders are enterprising and are establishing small scale businesses which create jobs and grow bigger businesses.

Over half of Island-based businesses are home-based. National studies indicate that small businesses provide impetus for new business development and job creation. Existing land use codes and City business tax structure are supportive of home-based and small-scale businesses. This support *should* be continued and expanded into a more complete continuum of opportunities for locating and maintaining Island-grown business.

3. When weighing choices regarding our future economy, the fundamental considerations *should* be the quality of the Island's natural environment and the community's desire to maintain the visual character.

Bainbridge Island's quality of life is associated with forests and fields, waters and harbors, open space and abundant natural resources, and a thriving town center. These elements of Bainbridge Island will be affected by climate change over the coming decades. Careful stewardship of our land and other resources – the foundation for our invaluable sense of place – will be necessary as we promote and permit new development, both residential and commercial.

The Economic Element incorporates fifteen *goals* and related *policies* as enumerated below. The order of the *goals* and *policies* does not indicate preference or priority.

ECONOMIC VISION 2036

Bainbridge Island has balanced economic development with stewardship of our Island's finite natural resources and the needs of a diverse population. Affordable housing is available for much of the local service sector workforce and improvements in communications infrastructure have enabled more successful local enterprises, including home-based business.

The economy of Bainbridge Island reaps advantages from proximity to the Seattle area and the Kitsap peninsula. The Island is a destination for visitors interested in learning about sustainability and resilient community development. Local employment opportunities are diverse, including small manufacturing, artisanal crafts, high tech, e-commerce, arts, and food. Small retailers are thriving by serving the needs of local residents as well as visitors.

Agriculture is a thriving part of the Island's economy: all City-owned agricultural land is now under cultivation and producing seasonal foods for local consumption. The number of farms on private acreage has increased and is supplementing the local food supply.

Innovative and flexible city programs encourage the real estate market to adapt to trends that favor conservation, efficient use of land and resources, and homes of modest size and price.

Islanders recognize that a sense of community as well as economic value is achieved by

neighborly acts. A robust non-profit sector strengthens social capital, provides services and employment opportunities.

GOALS & POLICIES

DIVERSIFIED ECONOMY

GOAL EC-1

Promote economic vitality, growth and stability.

Bainbridge Island has the opportunity to create a robust, resilient and durable economy by demonstrating early leadership and acknowledging the changes that will affect our economy. Planning for these changes and taking actions that support and encourage a local economy will help reduce community vulnerability to issues such as aging demographics, housing availability, transportation constraints, and climate change.

By providing enterprises that both serve and employ local residents, Bainbridge Island will be better able to withstand fluctuations in the larger regional economy. In addition, people who live and work in their community are available to invest time and money in their families, organizations, and community life. A key to a healthy, stable and vital economy is to create and undertake business opportunities that anticipate and respond to conditions that affect our community. This would include identifying emerging needs and markets so that Bainbridge Island businesses benefit from being on the leading edge of change.

Policy EC 1.1

Develop and maintain regulations that provide support for our community's businesses sectors. ~~These will prepare our strong existing business sectors for change, while encouraging the business community to look for emerging sectors that will be part of responses to change on Bainbridge Island and beyond.~~

Policy EC 1.2

The city *should* embrace diverse and innovative business opportunities compatible with community values and develop programs to make Bainbridge Island an attractive location for those businesses.

Bainbridge Island is affected by regional, national, international and global environmental and economic trends and changes in the physical environment. While we cannot control global economic or environmental conditions we can support the local economy by providing *policy* direction and land use *infrastructure* to allow for and encourage robust economic activities that are prepared for and responsive to change.

Policy EC 1.3

Coordinate with local business groups to track commercial activity, identify trends and assess the economic health of the Island. ~~Adopt~~ Create an Economic Development-vitality Strategy to identify creative and appropriate ways for the City to encourage and stimulate business activity.

Policy EC 1.4

Support entrepreneurship by providing adequate *land use* designations in keeping with the

character of the Island, while avoiding investment in sectors/activities/*infrastructure* that will not remain viable in the foreseeable future

Policy EC 1.5

In order to provide opportunities for business enterprise, adequate space must be provided for efficient use of existing developed areas near public transportation (e.g. ferry, bus service) ~~growth that recognizes and in order to~~ protect the Island's valued natural amenities, its limits of land and water and the quality of its residential *neighborhoods*.

~~Policy EC 1.6~~

~~Establish, maintain and share with interested parties a data base of indicators of the health of the sectors of the Island's economy.~~ **RECOMMEND DELETION: SIMILAR TO EC 1.3**

~~Policy EC 1.6 1.7~~

~~Coordinate Partner with the business community Chamber of Commerce, the Bainbridge Island Downtown Association, and others to monitor the Island's business climate and make appropriate adjustments to the economic vitality strategy~~

INFRASTRUCTURE

GOAL EC-2

Provide sufficient and resilient infrastructure that is supportive of a healthy economy and environment, particularly telecommunications and electrical reliability.

Policy EC 2.1

Identify long-term *infrastructure* needs that support economic sustainability and are designed to withstand future conditions.

Policy EC 2.2

Support *infrastructure* enhancement to accommodate new information technology and changing conditions.

Policy EC 2.3

Implement infrastructure and technology improvements around *designated centers* to provide enhanced service and to retain and attract business.

Policy EC 2.4

Utilize Local Improvement Districts to spur *infrastructure* development.

SUSTAINABILITY

GOAL EC-3

Promote business practices that protect the Island's natural beauty, and environmental health, and support long-term business success.

Environmental protection is a value expressed in the *guiding principles* that are the foundation of the comprehensive plan. A quality environment ~~promotes~~ incorporates and enhances financial, natural, and social economic capital ~~vitality~~ of the community.

Policy EC 3.1

Encourage the use of *green building* materials and techniques in all types of construction, as well as design approaches that are responsive to changing conditions.

Policy EC 3.2

Help businesses find markets for surplus materials, by-products and waste.

Policy EC 3.3

Encourage local enterprises to participate in programs such as the Kitsap County Waste Wise and Green Community Initiative, which recognize and assist business efforts to protect the environment.

Policy EC 3.4

Encourage public sector solid waste reduction, reuse and recycling.

Policy EC 3.5

Encourage existing and new businesses to become part of a linked cooperative whereby the by-products and waste of one enterprise become the raw materials of another.

Policy EC 3.6

Create opportunities to foster green technology and industries, such as energy, waste and information technology, which have the potential to create local, family wage jobs in our community at the same time we are protecting our natural beauty, environmental and economic health.

CIVIC LIFE

GOAL EC-4

Encourage a broad range of civic activities and organizations.

Non-profit organizations are a source of employment and other economic benefits for Islanders and utilize many local commercial and service providers. Volunteers also provide significant contributions to the local economy. ~~Organizations such as Helpline House, Arts and Humanities Bainbridge, Bainbridge Island Museum of Art, Housing Resources Bainbridge, Bainbridge Island Downtown Association, and the Chamber of Commerce rely largely on volunteer efforts and provide irreplaceable valuable human resources to the community.~~

Policy EC 4.1

Support the non-profit sector of human and social service providers.

Policy EC 4.2

Encourage and recognize individuals, organizations, and businesses that volunteer time and skills to the community.

Policy EC 4.3

Encourage local business groups, educational institutions, and other entities to provide continuing education and skills development.

Policy EC 4.4

Promote Bainbridge Island as a family-friendly community with high quality schools, recreational opportunities and a safe, clean environment.

JOBS/HOUSING BALANCE**GOAL EC-5**

Provide a variety of *affordable housing* choices so that more people who work on Bainbridge Island can live here.

The Housing Element of the *comprehensive plan* provides several options for the development of *affordable housing* on the Island.

Policy EC 5.1

Continue to monitor the progress in implementing the Housing Element and evaluate new ways of providing *affordable housing*.

Policy EC 5.2

In concert with the Housing Element's Goals and Policies, pursue a housing strategy that seeks to accommodate a wide variety of housing options, both in design and affordability, to meet the demands of the full range of the population including service sector employees, retirees, students, artists, farmers and craftspeople.

DEVELOPMENT IN DESIGNATED CENTERS**GOAL EC-6**

As the city's *designated centers* evolve, balance their functions as places of commerce and employment with their roles helping to meet housing needs and provide focal points for civic engagement and cultural enrichment.

Policy EC 6.1

~~Create attractive~~ Enhance the existing *designated centers* that will to help the Island economy prosper and provide a high quality of life, creating ancillary benefits such as decreasing pollution (including *greenhouse gas emissions*), protecting *open space*, and creating local family wage jobs.

Policy EC 6.2

Utilize urban design strategies and approaches to ensure that changes to the built environment are at a locally appropriate scale and enhance the Island's unique attributes, in recognition of the economic value of "sense of place."

Policy EC 6.3

Develop urban design strategies to ensure that the built environment is appropriate for present and future conditions, including the impacts of *climate change*.

Policy EC 6.4

Ensure the efficient flow of people, goods, services, and information in and throughout the Island with infrastructure investments, particularly within and connecting to designated centers, to anticipate the needs of the Island's businesses.

Policy EC 6.5

Promote emerging business sectors such as artisanal and ~~craft~~ small-scale producers, including ~~specialty~~ craft food and beverages, as well as low-impact, specialty manufacturing, including software, electronics and green technology.

Policy EC 6.6

Preserve and enhance activities that feature Bainbridge Island's history of maritime, agricultural and artistic enterprises.

Policy EC 6.7

Monitor parking requirements in the *designated centers* and revise them as needed to encourage business development, while reasonably accommodating parking demand. This should be done in concert with efforts to increase use of multi-modal transportation options, reduce dependence on automobiles and improve our local environment.

PUBLIC/PRIVATE PARTNERSHIPS

GOAL EC-7

Partner with local businesses and business associations on programs and projects to diversify and grow the City's economic make-up, reduce sales leakage, attract spending by visitors, enhance local employment, and increase municipal tax revenues to support local services.

Policy EC 7.1

Leverage technology assets, such as existing fiber connections, to support technology- based businesses and potentially to pursue new revenue streams.

Policy EC 7.2

Focus "buy local" community marketing on consumer spending segments in which there is significant "leakage" and also a strong possibility of recapturing spending.

Policy EC 7.3

Support and enhance social, cultural, artistic, nature based recreational and other learning activities for residents, workers and visitors.

Policy EC 7.4

Integrate programs and activities related to economic prosperity with objectives related to environmental sustainability, social and political equity, climate change adaptation and cultural engagement.

Policy EC 7.5

Continue to support and enhance the arts/culture sector and the visitors that arts and cultural events attract.

Policy EC 7.6

Support and enhance the role of the *craft food and beverage* industry as attractions for residents and visitors alike.

Policy EC 7.7

Support and enhance recreational, nature-based, and other outdoor events that attract visitors.

Policy EC 7.8

Support and make Bainbridge Island a model community for *climate change* preparedness and sustainability practices that ensure long-term business viability while attracting and protecting visitors, businesses and residents.

Policy EC 7.9

Support and enhance our waterfront, including docks and maritime services that attract visitors and residents.

Policy EC 7.10

Provide an efficient, timely and predictable regulatory environment within the framework of a strong customer service approach.

Policy EC 7.11

Encourage the private, public, and non- profit sectors to incorporate environmental and social responsibility into their practices.

RETAIL AND SERVICES

GOAL EC-8

Maintain and enhance Winslow as the commercial hub of Bainbridge Island. Position the Neighborhood Centers to provide the opportunities for smaller-scale commercial and service activity.

Policy EC 8.1

Reinforce Winslow as the mixed-use center for commerce and exchange by fully implementing the Winslow Master Plan.

Policy EC 8.2

Develop Neighborhood Centers ~~should be developed~~ at higher residential *densities*, as recommended in the Land Use Element, in order to attract a variety of small-scale retail and service providers.

SERVICES SECTOR**GOAL EC-9**

Grow a healthy service sector to increase employment opportunities, enhance local revenues, and meet emerging needs of the Island's changing demographics.

Policy EC 9.1

Increase availability of housing to enable service sector employees to live on the Island.

Policy EC 9.2

Increase access to transportation options that better enable service sector employees who live off-Island to work on-Island.

Policy EC 9.3

Promote an emerging professional services sector that recognizes the Island's linkage to the Seattle job market for managerial jobs and information-based industries.

Policy EC 9.4

Promote on-Island access to healthcare facilities and medical services, particularly those addressing the needs of the Island's increasing older population.

BUILDING DESIGN AND CONSTRUCTION SECTOR**GOAL EC-10**

Support building design and construction industries to increase employment opportunities, enhance local revenues, and help ensure a built environment that responds to and reflects the Island's Vision and Guiding Principles.

The professions and trades involved in design, construction, furnishing, renovation and marketing of commercial and residential real estate constitute a large and very important sector of the Island's economy. Productivity and profits within that sector are crucial factors in the stability and well-being of the entire community. ~~The built environment is no less important than our natural resources in defining Bainbridge Island as a unique and attractive place.~~ Good development, in a community such as ours, must work within limits and be compatible with the goals of environmental conservation.

Policy EC 10.1

Make the City's development permit and code enforcement action process timely, fair and predictable.

Policy EC 10.2

Partner with Island architects, landscape architects, builders and related construction professionals to draft development standards and practices that incorporate green building practices and context-sensitive design.

TOURISM

GOAL EC-11

Tourism is a key sector of the Island's economy and needs to be supported. Bainbridge Island provides unique opportunities for visitors to experience internationally recognized gardens, cultural centers, parks, and recreational events.

Policy EC 11.1

Improve pedestrian links between the ferry terminal, downtown Winslow, and the harbor.

Encourage visitors on foot and bicycle ~~should be encouraged. Encourage~~ and support public transit and shuttle services.

Policy EC 11.2

The predominant focus of downtown Winslow ~~should be~~ is to serve the commercial and social needs of Island residents. A lively, *pedestrian-oriented* town center that provides a mix of commercial and *residential* ~~uses~~ is creates a potential tourist destination.

Policy EC 11.3

Support the Island as a visitor destination by preserving and enhancing the unique qualities of our community.

Policy EC 11.4

Encourage multiple-day stays and participation in selected Island events and destinations by off-Island visitors.

Policy EC 11.5

Encourage bed and breakfasts and other creative tourist accommodations.

Policy EC 11.6

Monitor the Island's short-term rentals to gauge their impact on the community.

ARTS

GOAL EC-12

Continue to promote the arts as a significant component of the Bainbridge Island economy.

Policy EC 12.1

Encourage and support the creative and economic contribution of the arts by implementing the *goals* and *policies* of the Cultural Element.

Policy EC 12.2

Promote the arts community within the ~~northwest~~ region as an economic asset of the Island.

HOME-BASED BUSINESSES

GOAL EC-13

Foster home-based businesses as a key to a present and future vital economy.

Nearly half of all businesses licensed on Bainbridge Island are reported as home-based. Bainbridge Island allows home-based businesses in all zones, and 16.3% of the Island workforce works from home. Home-based businesses are divided into two categories: minor and major home occupations.

Policy EC 13.1

Continue Apply performance standards to harmonize limit impacts of home-based businesses in residential neighborhoods. Home-based business that do not meet performance standards may qualify as a major home occupation and will require a conditional use permit.

Policy EC 13.2

Support home-based businesses through business licensing and other City programs.

AGRICULTURE

GOAL EC-14

Recognize that farming is a part of the Island's heritage and contributes to the island's economy.

The Environmental and Land Use Elements contains several *goals* and *policies* intended to sustain and enhance agriculture.

Policy EC 14.1

Support the market for Island-grown agriculture products by:

- Recognizing and supporting the Bainbridge Island Farmers' Market, including permanently dedicating space for the market and enhancing the market area.
- Allowing and promoting roadside stands that sell Island-grown products.
- Promoting and supporting Community Supported Agriculture (CSA).
- Encouraging the development of value-added processing facilities that can be shared by many farmers.
- Encouraging food crops to be planted on public land.

Policy EC 14.2

Support a program that helps working farms through educational, historic, farm stay and tourist visits.

Policy EC 14.3

Support working farms through the creation and sale of locally-constituted, high-grade compost to maintain the fertility of Island soils.

BUSINESS/INDUSTRIAL**GOAL EC-15**

The Business/Industrial (B/I) land use designation should provide space for job creating enterprises. Island based businesses provide the possibility of living and working in the community. It is the purpose of the B/I land use designations to provide opportunities for light industrial and other non-retail activities. The City should be prepared to respond to a changing marketplace and the business opportunities perceived by its citizens, when those opportunities require pre- existing infrastructure and well-designed accommodations in order to flourish.

Policy EC 15.1

Promote manufacturing and business/industrial employment as an important source of family wage jobs on Bainbridge Island.

Policy EC 15.2

New Business/Industrial (B/I) *land use* designations ~~shall~~ will be considered based on the following:

- Proximity to existing B/I.
- The total amount of and expected need for B/I-zoned land.
- Compliance with all *policies* in the Land Use Element.
- Reasonable proximity to SR 305.
- Availability of public sewer and water, *or* whether permitted uses might safely use wells and septic systems or other alternative systems that are approved by the Kitsap Public Health District.
- Consideration of pollution and *aquifer recharge* concerns.
- Adjacency to non-residential *land uses*.
- Minimal impact to residential *land uses*, *neighborhoods* and *open space*/conservancy and agriculture areas.

Policy EC 15.3

Conform Business/Industrial development ~~shall conform~~ to all Business/Industrial performance standards, the requirements of Site Plan and Design Review, and applicable design guidelines.

ECONOMIC IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating partnerships and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the comprehensive plans policies that support that action.

HIGH PRIORITY ACTIONS

EC Action #1 Adopt and maintain an Economic Development Strategy to coordinate public and private efforts to grow and sustain a healthy economy on the Island

Policy EC 1.3

Coordinate with local business groups to track commercial activity, identify trends and assess the economic health of the Island. ~~Adopt~~ Create an Economic-vitality Development Strategy to identify creative and appropriate ways for the City to encourage and stimulate business activity.

Policy EC 1.7

~~Coordinate Partner with the business community Chamber of Commerce, the Bainbridge Island Downtown Association and others to monitor the Island's business climate and make appropriate adjustments to the economic vitality strategy.~~

MEDIUM PRIORITY ACTIONS

EC Action #2 Continue efforts to promote and support agriculture as a component of the Island's economy, landscape and culture.

Policy EC 14.1

Support the market for Island-grown agriculture products by:

- Recognizing and supporting the Bainbridge Island Farmers' Market, including permanently dedicating space for the market and enhancing the market area.
- Allowing and promoting roadside stands that sell Island-grown products.
- Promoting and supporting Community Supported Agriculture (CSA).
- Encouraging the development of value-added processing facilities that can be shared by many farmers.
- Encouraging food crops to be planted on public land.

EC Action #3 Identify capital projects and streetscape standards to enhance non-motorized mobility within Winslow and connecting to shoreline activities.

Policy EC 11.1

Improve pedestrian links between the ferry terminal, downtown Winslow, and the harbor. Encourage visitors on foot and bicycle ~~should be encouraged. Encourage~~ and support public transit and shuttles.

OTHER PRIORITY ACTIONS

EC Action #4 Assure that adequate parking is available to support businesses.

Policy EC 6.7

Monitor parking requirements in the *designated centers* and revise them as needed to encourage business development, while reasonably accommodating parking demand. This should be done in concert with efforts to increase use of multi-modal transportation options, reduce dependence on automobiles and improve our local environment.

ENVIRONMENTAL ELEMENT

TABLE OF CONTENTS

	PAGE
INTRODUCTION	EN-1
VISION	EN-2
GOALS AND POLICIES	EN-2
ENVIRONMENT	EN-2
FISH AND WILDLIFE	EN-5
FREQUENTLY FLOODED AREAS	EN-6
SEA LEVEL RISE	EN-7
GEOLOGICALLY HAZARDOUS AREAS	EN-7
AIR QUALITY	EN-9
NOISE	EN-10
GREENHOUSE GASES	EN-10
DARK SKIES	EN-11
INVASIVE SPECIES	EN-11
AGRICULTURAL LANDS	EN-12
FOREST LANDS	EN-15
FORESTS AND TREES	EN-15
MINING	EN-17
ENVIRONMENTAL ELEMENT IMPLEMENTATION	EN-17

ENVIRONMENTAL INTRODUCTION

This element addresses the natural environment of Bainbridge Island. The Environmental Element includes *goals* and *policies* for all lands considered *critical areas* under the *Growth Management Act* (GMA), such as *wetlands*, *streams*, *aquifer recharge areas*, *fish and wildlife habitat*, *frequently flooded areas* and *geologically hazardous areas*.

This element also addresses natural resources such as forests, *agricultural lands* and *mineral resources* and provides *goals* and *policies* concerning air quality and the retention and development of the *Greenways* trails and *open space* systems.

Preserving and protecting the environmental resources and natural amenities of the Island is an important component for the vision of our city. Bainbridge Island contains interconnected forests, meadows, *wetlands* and *stream* systems, and saltwater shorelines, all of which provide wildlife habitat and scenic value, and some of which are protected as public parkland. The Island also contains *agricultural lands* and land areas that are sensitive due to geological conditions, slope and/or soil types.

As our Island grows and develops continued protection of varied *open space* areas and environmentally sensitive landscape is necessary to maintain the quality of life that is currently enjoyed on Bainbridge Island. Additionally, the unpredictable cumulative impacts of *climate change* in our region justify appeals to the *precautionary principle*. *Climate change* may require that the areas we protect and approaches we use to achieve our *goals* and *policies* will change.

Citizens of Bainbridge Island enjoy and value the Island's natural environment. The public parklands, *open spaces*, and other natural areas contribute to the quality of life on the Island. ~~The 2013 and 2014 National Citizen Surveys indicate that the citizens' support for preservation of environmentally sensitive areas and agricultural lands remains is high. It also indicates that~~ The community is supportive of providing pedestrian and bicycle trails and increased public access to shorelines.

Understanding the functions of the Island's valuable natural systems and what types of activities may impact these functions now and in the future as conditions change, is key to protecting these lands and natural resource areas. Retaining the viability and ecological functions of our natural systems and protecting those areas that are sensitive to development is paramount to maintaining a healthy natural environment and a high quality of life.

The goals and policies of the Environmental Element attempt to guide future action such that the quality of the Island's natural environment is protected and maintained and when possible, restored and improved. Future actions will incorporate the *best available science* as required by RCW 36.70A.172.

ENVIRONMENTAL VISION 2036

It is well understood that the integrity of our environment – the foundation of our quality of life – sets limits on the growth of our population and our economic life. We have faced some distressing events within the changing natural order and have survived as a stronger community.

A culture of stewardship has preserved and even improved the varied landscapes, forests and views that contribute so much to the sense of place that is valued here. Monitoring and regulation of the impacts of human activities on the Island's natural resources has been successful in maintaining their resilience. Public policies and many initiatives of citizens and businesses have been proactive in response to the anticipated effects of climate change, such as sea level rise, adapting where necessary and mitigating impacts to the extent possible.

GOALS & POLICIES

ENVIRONMENT

GOAL EN-1

Preserve and enhance Bainbridge Island's natural systems, natural beauty and environmental quality.

Policy EN 1.1

A primary goal of the *Comprehensive Plan* is protecting the Island's natural environment. When making land use decisions implement this goal. seriously consider the overall goal of the *Comprehensive Plan* in protecting the Island's natural environment.

Policy EN 1.2

Taking into account the present and future need to reduce the potential for personal injury, loss of life, or property damage due to flooding, erosion, landslides, seismic events, *climate change* or soil subsidence, properties adjoining or adjacent to *critical areas* must be developed in observance of the following principles in descending order:

- Avoid the impact if possible.
- Minimize or limit the degree or magnitude of the action and its implementation by using appropriate technology to avoid or reduce impacts.
- Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action.
- Rectify by repair, rehabilitation or restoration of the affected environment.
- Compensate for unavoidable impacts by replacing, enhancing or providing substitute resources or environments.

Critical areas are identified in order to flag concerns during the review process and to make applicants aware of potential hazards or areas where development may be constrained. Compatible development will be allowed which avoids designated *critical areas*, minimizes the impact or mitigates potential problems through engineering, siting or design. Proposals will be examined on a case-by-case basis to allow for creative solutions and to assure that the special combinations of factors in a particular case are addressed.

Policy EN 1.3

Protect and enhance the natural systems and environmental quality of Bainbridge Island by continuing to build cooperative relationships between the City, citizens, landowners and other public, non-profit and private organizations.

Policy EN 1.4

~~Land use plans and development patterns should to the extent possible~~ Maintain and enhance natural systems and protect wildlife, fish resources and *open spaces* through *land use* plans and development patterns including tree retention and planting.

Policy EN 1.5

Create and maintain overlay maps that show the location of *agricultural lands*, critical *aquifer recharge areas*, *geologically hazardous areas*, floodplains, *streams*, *wetlands* and *fish and wildlife habitat*. ~~Additionally, the City shall utilize~~ Integrate the maps from the Bainbridge Island Climate Impact Assessment (2016).

Policy EN 1.6

Use the City's Shoreline Management Master Program to address and protect marine fish and marine shoreline habitat.

Policy EN 1.7

To protect the Island's ecosystems, prohibit the use of *neonicotinoid* pesticides.

Policy EN 1.8

Consider the potential impacts of *climate change* and its impacts in all decisions related to natural systems and environmental quality.

GOAL EN-2

Encourage sustainability in City Government operations.

Policy EN 2.1

In managing City government operations, take reasonable steps to reduce impacts to the environment and ecosystems upon which we depend. This ~~shall includes~~ recognizing and preparing for the impacts of *climate change*.

Policy EN 2.2

Seek to minimize the quantity and toxicity of materials used and waste generated for City facilities and operations through reduction, reuse and recycling. Use products made from recycled materials when available.

Policy EN 2.3

~~Where feasible,~~ Use new technologies to reduce environmental impacts such as solar panels, electric and hybrid vehicles, high-efficiency lights and heating systems.

Policy EN 2.4

~~The City shall follow~~ Utilize integrated pest management practices.

Goal EN-3

Consider the impact on *critical areas* whenever land is subdivided.

Policy EN 3.1

~~The Design of lots shall be based on to protecting natural systems and avoiding or minimizing~~ impact to *critical areas*. In order to protect *critical areas*, the full *density* permitted under the zoning ordinance might not be achieved.

Policy EN 3.2

~~The Use of~~ *Transfer of Development Rights (TDRs) and Purchase of Development Rights (PDRs)* to protect critical areas ~~should be explored.~~

Policy EN 3.3

Include in any lot created by *subdivision* of land ~~shall include~~ sufficient area to accommodate a building site outside of a *critical area* and its buffers.

Goal EN-4

Encourage sustainable development that maintains diversity of healthy, functioning ecosystems that are essential for maintaining our quality of life and economic viability into the future.

Policy EN 4.1

~~Planning and land development should~~ Employ conservation design methods and principles such as *low impact development* techniques for managing storm and waste water, *green building* materials, high-efficiency heating and lighting systems.

Policy EN 4.2

Create a program with effective mechanisms intended to offset development impacts to the Island's ecosystems.

FISH AND WILDLIFE

GOAL EN-5

Protect and enhance wildlife, fish resources and ecosystems.

Policy EN 5.1

The protection and enhancement of *fish and wildlife habitat* and wildlife networks-corridors, including Tribal Usual and Accustomed fishing areas, ~~are shall be an~~ integral components of the *land use* planning process.

Policy EN 5.2

The identification of *fish and wildlife habitat* ~~shall be is~~ based on an a current evaluation of the species of wildlife on the Island and the habitat requirements of these species now and in the future.

Policy EN 5.3

The protection and enhancement of mature trees, and fish and wildlife habitat shall be among the are important criteria used when evaluating the preservation of *open space* as part of development techniques such as clustering, *flexible lot design subdivisions* and *transfer of development rights* (TDRs).

Policy EN 5.4

Protect *fish and wildlife habitat* and limit fragmentation of habitat that physically and genetically isolates fish and wildlife populations by identifying an interconnected system of corridors that will provide continuous links east to west and north to south connecting larger tracts that are important habitat ~~identified as critical habitat~~.

Policy EN 5.5

Protect *wetlands* and riparian areas.

Policy EN 5.6

Undertake appropriate, adequate and timely actions to protect and recover state priority species, species listed under the federal *Endangered Species Act*, local species of concern and their habitats located within the City to 1) avoid *local extirpation* of such species from the lands or fresh waters or nearshore of the City and 2) contribute to the protection and recovery of such species throughout the greater region in cooperation with federal, state and other local agencies.

Policy EN 5.7

Work closely with Tribes, local conservation organizations and the Washington State Department of Fish and Wildlife (the agency with expertise to “preserve, protect, and perpetuate” wildlife resources of the state) in matters involving wildlife including identifying “priority *fish and wildlife habitat*.”

Policy EN 5.8

Develop in coordination with the Department of Fish and Wildlife, the Bainbridge Island Metropolitan Park and Recreation District and the Bainbridge Island Land Trust a program to educate the citizens of the Island, particularly those citizens who reside adjacent to priority wildlife habitat, on ways to utilize private property in a manner that will help protect and enhance wildlife habitat.

Policy EN 5.9

Consider *climate change* and its impacts in all decisions related to wildlife, fish resources and natural systems.

FREQUENTLY FLOODED AREAS

Regulation of *frequently flooded areas* is important for property and habitat protection. Floodplains are valuable natural resource areas that play a major role in the function of ecosystems. Floods are a natural process where rising water inundates otherwise dry land. Floodplains provide storage for floodwaters which reduces downstream erosion and improves downstream water quality. Floodplains allow infiltration for *aquifer recharge* and provide important habitat necessary for the survival of many invertebrate, fish and wildlife species. Flood courses can change naturally over time. As impervious development covers more land surface and encroaches on floodplains, damage increases to both the built and natural environments.

The Federal Emergency Management Agency (FEMA) has designated frequently flooded areas as areas that have a 1% or greater chance of flooding in any given year. Also known as the 100-year flood, this level was chosen to manage flooding as a compromise between an economic use of the land and an understanding of the natural benefits of flooding. *Frequently flooded areas are Critical Areas.*

GOAL EN-6

Protect the natural functions of frequently flooded areas.

Policy EN 6.1

Minimize public and private losses due to flood conditions by limiting development in *frequently flooded areas* as shown on the Flood Insurance Rate Maps. Educate property owners and residents in proximity to *frequently flooded areas* about vulnerability over time.

Frequently flooded areas can and do migrate over time. Increased development may affect the level of occurrence and location of frequently flooded areas. The Flood Insurance Rate Maps adopted by the City were originally produced in 1975 and updated in 1977. ~~Flood hazard maps should and need to be kept current.~~

Policy EN 6.2

Limit the alteration of natural floodplains, *stream* channels and natural protective barriers that help accommodate, dissipate, or channel floodwaters.

Policy EN 6.3

Emphasize nonstructural methods such as setbacks and vegetation, to prevent or minimize flood damage.

Policy EN 6.4

Locate public facilities such as sewer and water lines ~~should be located~~ outside of frequently flooded areas and with consideration of future sea level rise in order to minimize damage to both the *public facility* and the natural environment. *Public facilities* may be located within *frequently flooded areas* only if no environmentally preferable alternative exists to mitigate environmental concerns. Additional development is not encouraged in *frequently flooded areas*.

SEA LEVEL RISE**GOAL EN-7**

Anticipate and prepare for the consequences of sea level rise.

Sea level rise may happen as the result of natural or human activity such as geologic subduction or *climate change*. Here in the Puget Sound we experience the effects of both the geologic and climatological forces. Cumulative sea level rise has serious implications for the shorelines and lowland areas of the Island such as beach and bluff erosion and loss of intertidal zones. These areas serve such purposes as nursery habitat, feeding grounds for fish and fowl, stormwater collection and water filtration.

Policy EN 7.1

Consider the implications of sea level rise in all relevant decision-making by using regional sea level rise projections and shoreline instability maps (as provided by the WA Department of Ecology and utilized and interpreted with the Bainbridge Island Climate Impact Assessment).

Policy EN 7.2

Coordinate with Tribal, Federal, State and local agencies to address issues related to sea level rise.

GEOLOGICALLY HAZARDOUS AREAS**GOAL-EN-8**

Protect *landslide hazard areas* and *erosion hazard areas* from the impacts of use and development for the protection of public safety, property and the environment.

Policy EN 8.1

~~Avoid land uses on landslide hazard areas and erosion hazard areas should be avoided.~~ If the hazard caused by development can be mitigated, then design land use ~~should be designed~~ to prevent damage to persons or property and environmental degradation and to preserve and enhance existing vegetation to the maximum extent possible.

Policy EN 8.2

As the degree of slope increases, decrease development intensity, site coverage, and vegetation removal ~~should decrease~~ to mitigate problems of drainage, erosion, siltation and landslides.

Policy EN 8.3

In order to protect *landslide and erosion hazard areas* from damage during construction and from intrusion following construction, an analysis by a geotechnical engineer and a certified arborist may be required.

Policy EN 8.4

Construct roads, driveways and utility corridors ~~should be constructed~~ to preserve the integrity of the existing land forms, drainage ways, and natural systems minimizing impact to the *landslide and erosion hazard areas*. Utilize common access drives and utility corridors ~~should be utilized~~ where feasible.

Policy EN 8.5

Allow clearing, grading or filling on sloped areas containing *landslide hazard areas and erosion hazard areas* ~~shall only be allowed~~ only when other alternatives are not feasible. Such activity ~~should be~~ is limited to the dry period of the year.

Policy EN 8.6

Any alteration of a *landslide hazard area* or *erosion hazard area* may not increase the rate of surface water discharge or sedimentation and may not decrease slope stability on adjacent property. Landscape the altered area ~~shall be landscaped~~ to provide erosion control.

GOAL EN-9

Identify and map areas that are at risk due to seismic activity and regulate activities in these areas for public safety and property protection.

Policy EN 9.1

Consider the best available science ~~shall be considered~~ in mapping these high-risk areas and in regulating and permitting *land use* activities in areas that have a heightened risk from earthquakes such as liquefaction areas and fault rupture zones, tsunami or other geological hazards.

Policy EN 9.2

Consider tsunami hazards in regulating *land use* activities on Bainbridge Island.

Policy EN 9.3

Consider seismic activity and the potential for earthquake-induced landslides ~~should be considered~~ in the determination of *geologically hazardous areas*. Areas that are stable under normal conditions can become landslides during earthquake events.

Policy EN 9.4

The City should Provide information and educational opportunities to the citizens of Bainbridge Island on the hazards posed by seismic events.

AIR QUALITY**GOAL EN-10****Protect and promote clean air.****Policy EN 10.1**

These policies address the need for clean air to protect the Island's residents and ecosystems, under current and future climatological conditions. For example, increasing regional air temperatures are increasing air pollution components such as ground level ozone and smog.

Policy EN 10.2

Promote *land use* patterns and transportation policies that ensure that the Island's contribution to regional air quality is consistent with or better than State and Federal standards.

Policy EN 10.3

Encourage the retention of existing trees and vegetation and the planting of new trees and vegetation that provides natural filtration of suspended particulate matter, removes carbon dioxide and improves air quality.

Policy EN 10.4

~~Consider~~ **Address** the impacts of new development on air quality as a part of the environmental review process and require mitigation when appropriate.

Policy EN 10.5

Cooperate with the Puget Sound Clean Air Agency in providing information to the community about available and innovative emission controls for residential, commercial, vehicular and light industrial use.

Policy EN 10.6

~~Strive to~~ **Ensure** beneficial indoor air quality in all renovations and new construction of City-owned facilities and promote design choices that enhance beneficial indoor air quality in private construction.

Policy EN 10.7

Reduce the quantity of airborne particulates through regulations for dust abatement of construction sites and street sweeping programs in areas with concentrations of both vehicular and pedestrian traffic.

Policy EN 10.8

Maintain nuisance regulations to minimize offensive odors generated by commercial or industrial uses in proximity to *residential uses*.

Policy EN 10.9

Encourage the retrofit or replacement of non-certified wood stoves with certified appliances.

Policy EN 10.10

Transportation and energy production diminish air quality when power is produced with fossil fuel combustion. ~~therefore to~~ Maintain and improve Island air quality, ~~the City should consider and by promoting~~ the development of carbon free *infrastructure*.

NOISE**GOAL EN-11**

Promote the reduction of ~~cumulative~~ invasive noise impacts.

Policy EN 11.1

Review the effectiveness of current noise standards and modify these standards as necessary to ensure acceptable noise levels.

Policy EN 11.2

Promote actions such as equipment modifications and operational requirements that reduce noise from transportation modes, construction sites, industrial uses and commercial business establishments.

Policy EN 11.3

~~The City should~~ Work with the Federal Aviation Administration to design flight paths and schedules that minimize the airplane noise over Bainbridge Island.

GREENHOUSE GASES**GOAL EN-12**

Reduce *greenhouse gas* emissions through compliance with federal, state and regional policies while developing local strategies to reduce emissions further.

Policy EN 12.1

Support and implement climate pledges and commitments undertaken by the City and other multi-jurisdictional efforts to reduce *greenhouse gas* emissions, address *climate change*, sea-level rise, ocean acidification and other impacts of changing global conditions.

Policy EN 12.2

Facilitate the improvement and convenience of low carbon mass transit and increased car-sharing, cycling, walking and the development of alternative vehicle infrastructure (e.g., charging stations) to reduce *greenhouse gas* emissions.

Policy EN 12.3

Strive for reduced *greenhouse gas* emissions through coordinated *land use* and transportation planning and management including assessment and mitigation for air quality impacts.

Policy EN 12.4

Establish benchmarks, metrics and targets for reduction of *greenhouse gas* emissions, assess current conditions and progress in reducing *greenhouse gas* emissions from municipal, commercial, residential and transportation-related land uses, projects and programs.

Policy EN 12.5

Promote energy conservation measures by all government entities including:

- Retrofitting offices, shops and garages with high-efficiency lighting;
- Converting vehicles to hybrid fuel vehicles as replacement or new vehicles are acquired;
- Converting traffic signals and lighting to LED; and
- Adopting incentive programs and design standards that encourage the employment of renewable energy sources and energy efficient appliances on the Island.

Policy EN 12.6

Promote the installation of residential solar panels and the adoption of other energy saving technologies such as LED lights, heat pumps and insulation.

DARK SKIES**Goal EN-13**

Preserve and enhance the view of the dark sky by controlling glare and light trespass.

Policy EN 13.1

Enforce *development regulations* that provide standards for appropriate lighting practices and systems that will curtail the degradation of the nighttime visual environment.

INVASIVE SPECIES**Goal EN-14**

Collaborate with the Kitsap County Noxious Weed Board and other relevant agencies and organizations to develop and maintain a plan to remove and control invasive plant and animal species, as well as prepare for vulnerability to future invasive plant and animal species resulting from climate change and international commerce.

Policy EN 14.1

Coordinate with public agencies and nonprofit organizations to remove-control and where feasible, eradicate invasive plant species from public lands.

Policy EN 14.2

Improve public outreach to encourage residents to remove-and control and where feasible, eradicate invasive plant species on private property.

Policy EN 14.3

Tree clearing permits may require a surety bond for larger-scale tree clearing to cover the costs of invasive species removal in the eventuality that land is not properly managed and result in invasive weed infestation.

AGRICULTURAL LANDS

NOTE: Consider deleting this introductory section

~~The protection and support of existing farms and the preservation of prime agricultural lands and farms of local significance are important goals of the residents of Bainbridge Island. Agricultural lands provide open space, habitat, groundwater recharge, local food production with fewer transportation impacts and cultural value. Their protection can augment sustainability goals.~~

~~Farming on the Island provides economic, social, aesthetic and nutritional benefit to the community. Equally important, protection of *agricultural lands* will enhance the cultural and economic diversity and help retain the Island's rural character. *Open space* dedicated to agriculture also conserves environmental resources.~~

~~Farm operations on the Island are unique. 40 small *farms* ranging in size from 1 acre to 40+ acres, are mostly dispersed throughout the Island with some clustering in a few locations. The specialty, high-intensity, small *farms* will continue to be an important adjunct to farming in the future.~~

~~The City currently owns sixty acres of public farmland managed under contract by a non-profit organization. That organization also works with private landowners, seeking ways to increase the amount of land used for food production, and to conserve the land for agricultural uses over the long term. In order to preserve public farmland, the City is designating its public farmland properties as *Agricultural Resource Land (ARL)*. Other non-profits are also involved in promoting agriculture on Bainbridge.~~

~~Agriculture is a vulnerable enterprise in any rapidly growing area. As land values continue to rise the economic viability of farms on Bainbridge Island depends on the farmers' industry and ingenuity and on public policies that provide incentives and tax relief.~~

GOAL EN-1519

Conserve and protect the Island's existing agricultural uses and increase the acreage of permanently protected and productive farmland by using preservation methods including incentive-based programs.

Policy EN 15.1 19.1

Provide owners of farms ~~should have~~ the option of participating in the *transfer of development rights (TDRs)/purchase of development rights (PDRs)* program.

Policy EN 15.2 19.2

Inventory land currently used and/or potentially available for agriculture, including community gardens.

Creating a specific area or areas for future *agricultural operations* aims to limit conflicts with *residential uses* and would provide an opportunity for *farm* operations within the area to share resources such as *farm* equipment, processing facilities, retail sales area and road access.

Policy EN 15.3 ~~19.3~~

Where land that had historically been used for agriculture is being subdivided for residential development, a portion *should* be reserved for agricultural use or community gardens. Existing traditional *agricultural lands should* be included in the *open space* of clustered development.

Policy EN 15.4 ~~19.4~~

Develop a procedure to allow other public and private property owners to designate their properties *Agricultural Resource Land*.

Policy EN 15.5 ~~19.5~~

Utilize the Floor Area Ratio (FAR) Farmland/Agriculture fund for viable farmland preservation projects.

Policy EN 15.6 ~~19.6~~

Prioritize food production on public farmland to address long-term food security for Island residents.

Policy EN 15.7 ~~19.7~~

Encourage the use of native and/or regionally produced edible plants for use in required landscape and roadside vegetation buffers.

Policy EN 15.8 ~~19.8~~

Ensure protection of the Island's *aquifers* and streams by promoting agricultural uses that are not water intensive, and agriculture practices that protect water quality.

Policy EN 15.9 ~~19.9~~

Work with the Conservation District and nonprofits to encourage farming that accounts for changing Island conditions with regard to hydrology, temperature and other climatologically influenced factors. Select Promote crops and commodities that are adapted to future conditions and do not rely on chemical amendments that may adversely impact future water availability.

GOAL EN-16 ~~20~~

Minimize conflict between agricultural and non-agricultural uses.

Policy EN 16.1 ~~20.1~~

Design and locate development adjacent to areas designated or registered as agricultural land ~~should be designed and located so as~~ to avoid or minimize potential conflicts with agricultural activities.

Policy EN 16.2 ~~20.2~~

Require notification on all plats, development permits and building permits of the existence of any registered agricultural lands within 300 feet of the development.

Policy EN ~~16.3~~ 20.3

Maintain the Right to Farm Ordinance.

Policy EN ~~16.4~~ 20.4

Cooperate with the Kitsap Conservation District to promote use of Best Management Practices.

GOAL EN-~~17~~ 21

Encourage and support farming as an economically viable option for *land use* and as a means to providing diversity of lifestyle.

Policy EN ~~17.1~~ 21.1

Encourage small-scale farming ~~should be encouraged~~.

Policy EN ~~17.2~~ 21.2

The City should Work with the Kitsap County Assessor's office to educate the farming community about the availability of the Tax Reduction Program.

Policy EN ~~17.3~~ 21.3

Elevate and encourage public appreciation and awareness of *farms* by allowing tours of *farms* and farming facilities.

Policy EN ~~17.4~~ 21.4

Permit the production, processing and marketing of *farm* products from Island *farms*.

Policy EN ~~17.5~~ 21.5

Support the Farmers' Market and promote the sale of local *farm* products in other locations.

Policy EN ~~17.6~~ 21.6

Minimize the parking requirements for agricultural uses ~~should be minimized~~ (i.e., number of parking spaces, paved parking and landscaping requirements), due to the seasonal nature of the marketing of *farm* products.

Policy EN ~~17.7~~ 21.7

Support agricultural tourism that ensures compatibility with surrounding uses.

Policy EN ~~17.8~~ 21.8

Consider Establishing a Citizen Advisory Group on Agriculture comprised of citizens representing farmers, non-profit organizations involved with local agriculture and businesses with an interest in local *farm* produce.

FOREST LANDS

Few large tracts of second-growth timber remain on the Island and some of these could be converted to other uses in the near future. As of August 2015, there were approximately 529.34 acres classified as timberlands by the Kitsap County Tax Assessor. Forty-six parcels are classified as *Forest Land* including the 42-acre Port Madison watershed. These *forest lands*, together with tracts that are protected by conservancy agreements and other privately owned forested acres that may not be classified as timberlands, have immeasurable value within the Island-wide conservation strategy.

GOAL EN-18 22

Encourage the retention of *forest land* and multiple-aged forests since healthy forests provide many ecological benefits to all forms of life on the Island and help mitigate climate change.

Policy EN 18.1 22.1

Encourage stewardship of forests, to promote forest health, provide for selective harvest of merchantable timber and protect *critical areas*. Department of Natural Resources and City regulations apply when converting *forest land* to agricultural, residential or other uses.

Policy EN 18.2 22.2

When acreage classified as timberlands or *forest land* is being converted to residential or agricultural use promote protection of the most valuable trees and forested area and compact development to limit the extent of clearing and soil disturbance.

FORESTS & TREES

GOAL EN-19 23

Retain, conserve and improve portions of the community forests where people live, work and learn through public education and through management and protection measures that will help to conserve these resources.

The community forests on Bainbridge Island are comprised of the street tree system in the urban center, trees in parks and on other public lands, and trees and forested areas on private properties throughout the Island. Bainbridge Island's urban and rural forests have historically been a source of community identity and civic pride. Trees and forested areas are essential to the Island's conservation strategy.

It is recognized that in addition to biological benefits a community forest provides a significant return by creating appealing streets and *neighborhoods* with resulting higher property values in the built environment. In addition, trees and forests provide buffering and screening between differing *land uses*, reduce surface water *runoff*, improve air and water quality, help maintain soil and slope stability, provide wildlife habitat, reduce energy consumption by providing shade and functioning as windbreaks, and sequester carbon dioxide.

Policy EN 19.1 ~~23.1~~

Encourage protection, restoration and maintenance of existing vegetation that has environmental, wildlife habitat and aesthetic qualities including tree groves, significant tree stands, forested hillsides and vegetation associated with *wetlands, stream corridors, and riparian areas, steep slopes and areas subject to erosion.*

Policy EN 19.2 ~~23.2~~

Utilize various tools to understand and monitor existing conditions and changes of Island-wide tree cover, significant tree groves and significant individual trees over time. ~~The City should~~ **Undertake** periodic tree inventories to assess canopy cover and health of forested areas and significant trees.

Policy EN 19.3 ~~23.3~~

In pre-application conferences and as part of the review of development applications, encourage property owners to maximize the preservation of trees and to maintain and enhance the cohesive quality of tree groves through appropriate site design and construction methods as well as *open space* dedication of areas that contain these resources.

Incentives such as a building height bonus could be used to encourage tree preservation during site design. **Update** Guidelines for Commercial and Mixed Use Projects including Guidelines for Lynwood Center, Island Center and Rolling Bay ~~should be updated~~ to incorporate tree preservation practices and policies.

Policy EN 19.4 ~~23.4~~

Implement a community-wide program to educate Island residents about the functions and values of trees ~~should be put into effect.~~

Policy EN 19.5

Consider partnering with the Bainbridge Island Land Trust and other organizations and re-establishing a Community Forestry Commission. ~~The Community Forest Management Plan (2006) and the Community Forest Best Management Practices Manual (2007, 2010), with appropriate revisions, could form the basis for an ongoing program of outreach and education.~~

Policy EN 19.6 ~~23.5~~

Encourage Best Management Practices to protect and enhance community forests.

Policy EN 19.7 ~~23.6~~

Encourage activities that enhance the community's awareness of the value of trees and the a community forest ~~should be encouraged.~~

~~Focused activities might include celebration of Arbor Day; developing a volunteer tree protection program that identifies and conserves trees that are significant due to size, species, or historical or cultural importance; and provision of expert arborist resources where necessary.~~

~~A program, such as a "Heritage Tree Program" would be voluntary on the part of the property owner and would include criteria that must be met to be considered as a resource important for recognition and protection. A Heritage Tree Program might for example, require that special consideration be given to preservation of Heritage Trees during site development.~~

Policy EN ~~19.8~~ 23.7

The City ~~should~~ Develop street tree programs for the commercial and mixed-use zones, and the more densely developed residential zones.

MINING**GOAL EN-~~20~~ 24**

Manage the remaining mining operations on the Island.

Bainbridge Island has had a history of mining, predominantly sand and gravel. While multiple sites have been reclaimed there are still two active mining operations on the Island. One operation functions as a recycling/mulching facility and another as a sand mining operation.

Policy EN-~~20.1~~ 24.1

Rigorously control the excavation of sand and gravel and other minerals.

ENVIRONMENTAL IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating outreach and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the comprehensive plans policies that support that action.

HIGH PRIORITY ACTIONS

EN Action #1 When updating the City's Critical Areas Ordinance, integrate the precautionary principle and mitigation sequencing to protect and preserve natural resources

Policy EN 1.2

Taking into account the present and future need to reduce the potential for personal injury, loss of life or property damage due to flooding, erosion, landslides, seismic events, *climate change* or soil subsidence, properties adjoining or adjacent to *critical areas* must be developed in observance of the following principles in descending order:

- Avoid the impact if possible.
- Minimize or limit the degree or magnitude of the action and its implementation by using appropriate technology to avoid or reduce impacts.
- Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action.
- Rectify by repair, rehabilitation or restoration of the affected environment.
- Compensate for unavoidable impacts by replacing, enhancing or providing substitute resources or environments.

Critical areas are identified in order to flag concerns during the review process and to make applicants aware of potential hazards or areas where development may be constrained. Compatible development will be allowed which avoids designated *critical areas*, minimizes the impact, or mitigates potential problems through engineering, siting, or design. Proposals will be examined on a case-by-case basis to allow for creative solutions and to assure that the special combinations of factors in a particular case are addressed.

Policy EN 5.6

Undertake appropriate, adequate and timely actions to protect and recover state priority species, species listed under the federal *Endangered Species Act*, local species of concern and their habitats located within the City to 1) avoid *local extirpation* of such species from the lands or fresh waters or nearshore and 2) contribute to the protection and recovery of such species throughout the greater region in cooperation with federal, state and other local agencies.

Policy EN 6.1

Minimize public and private losses due to flood conditions by limiting development in *frequently flooded areas* as shown on the Flood Insurance Rate Maps. Educate property owners and residents in proximity to *frequently flooded areas* about vulnerability over time.

Frequently flooded areas can and do migrate over time. Increased development may affect the level of occurrence and location of frequently flooded areas. City Flood Insurance Rate Maps originally produced in 1975 and updated in 1977, and need to should be kept current.

Policy EN 8.1

~~Avoid land uses on landslide hazard areas and erosion hazard areas should be avoided.~~ If the hazard caused by development can be mitigated, then design land use should be designed to prevent damage to persons or property and environmental degradation and to preserve and enhance existing vegetation to the maximum extent possible.

EN Action #2 Integrate sustainability and conservation into regulations.

Goal EN-4 Encourage sustainable development that maintains diversity of healthy, functioning ecosystems which are essential for maintaining our quality of life and economic viability into the future.

Policy EN 4.1

~~Planning and land development should~~ Employ conservation methods and principles such as *low impact development* techniques for managing storm and waste water, *green building* materials, high-efficiency heating and lighting systems.

EN Action #3 Consider *climate change* in all relevant City decisions, including capital projects, budgeting, staffing, and program creation.

GOAL EN-2 Encourage sustainability in City Government operations.

Policy EN 1.8

The City will consider the potential impacts of *climate changes* and its impacts in all decisions related to natural systems and environmental quality.

Policy EN 2.1

In managing City government operations, take reasonable steps to reduce impacts to the environment and ecosystems upon which we depend. This ~~shall include~~ recognizing and preparing for the impacts of *climate change*.

Policy EN 6.4

Locate public facilities such as sewer and water lines ~~should be located~~ outside of *frequently flooded areas* and with consideration of future sea level rise, in order to minimize damage to both the *public facility* and the natural environment. *Public facilities* may be located within *frequently flooded areas* only if no environmentally preferable alternative exists to mitigate existing environmental concerns. Additional development is not encouraged in *frequently flooded areas*.

Policy EN 10.10

Transportation and energy production diminish air quality when power is produced with fossil fuel combustion. ~~therefore to~~ Maintain and improve Island air quality, the city should consider and by promoting the development of carbon free *infrastructure*.

EN Action #4 Increase agriculture on Bainbridge Island by improving information and creating new programs while advocating for farming practices that protect water quality and quantity. Consider creating a new “Agricultural Resource Land” (ARL) designation, and consider designating City-owned farmland ARL.

Policy EN 15.2

Inventory land currently used and/or potentially available for agriculture, including community gardens.

Policy EN 15.4

Develop a procedure to ~~allow other~~ public and private property owners to designate their properties *Agricultural Resource Land*.

Policy EN 15.6

Prioritize food production on public farmland to address long-term food security for Island residents.

Policy EN 15.8

Ensure protection of the Island's *aquifers and streams* by promoting agricultural uses that are not water intensive and agriculture practices that protect water quality.

Policy EN 17.7

Support agricultural tourism that ensures compatibility with surrounding uses.

Policy EN 17.8

Consider establishing a Citizen Advisory Group on Agriculture comprised of citizens representing farmers, non-profit organizations involved with local agriculture and businesses with an interest in local *farm* produce.

MEDIUM PRIORITY ACTIONS

EN Action #5 Improve City outreach programs to educate the public about how they can protect and enhance natural resources and respond to climate change.

Policy EN 1.3

Protect and enhance the natural systems and environmental quality of Bainbridge Island by continuing to build cooperative relationships between the City, citizens, landowners, and other public, non-profit and private organizations.

Policy EN 5.8

Develop in coordination with the Department of Fish and Wildlife, the Bainbridge Island Metropolitan Park and Recreation District and the Bainbridge Island Land Trust a program to educate the citizens of the Island, particularly those citizens who reside adjacent to priority wildlife habitat, on ways to utilize private property in a manner that will help protect and enhance wildlife habitat.

Policy EN 19.4

Implement a community-wide program to educate Island residents about the functions and values of trees ~~should be put into effect.~~

EN Action #6 Evaluate the reasons why the City's PDR and TDR programs have not been successful and explore ways to make them functional to meet City objectives.

NOTE: SAME ACTION IN LAND USE ELEMENT

Policy EN 3.2

~~The Use of TDRs and PDRs to protect critical areas should be explored.~~

Policy EN 5.3

The protection and enhancement of mature trees, fish and wildlife habitat ~~shall be among the~~ are important criteria used when evaluating the preservation of *open space* as part of development techniques such as clustering, *flexible lot design subdivisions* and *transfer of development rights* (TDRs).

Policy EN 15.1

Provide owners of farms ~~should have~~ the option of participating in the (TDRs)/(PDRs) program.

EN Action #7 Coordinate with other agencies to promote safe and sustainable pest and weed management.

Goal EN-14 Collaborate with the Kitsap County Noxious Weed Board and other relevant agencies and organizations to develop and maintain a plan to remove and control invasive plant and animal species, as well as prepare for vulnerability to future invasive plant and animal species resulting from climate change and international commerce.

Policy EN 1.7

To protect the island's ecosystems, prohibit the use of neo-nicotinoid pesticides.

Policy EN 14.1

Coordinate with public agencies and nonprofit organizations to control, and where feasible, eradicate remove invasive plant species from public lands.

Policy EN 14.2

Improve public outreach to encourage residents to remove and control and where feasible, eradicate invasive plant species on private property.

EN Action #8 Prepare an Island-wide Open Space Plan.

NOTE: SAME ACTION IN LAND USE ELEMENT

Policy EN 5.4

Protect *fish and wildlife habitat* and limit fragmentation of habitat that physically and genetically isolates fish and wildlife populations by identifying an interconnected system of corridors that will provide continuous links east to west and north to south connecting larger tracts identified as *critical habitat*.

EN Action #9 Review and update BIMC 16.22 Vegetation Management and other City tree regulations and programs.

Policy EN 18.2

When acreage classified as timberlands or *forest land* is being converted to residential or agricultural use promote protection of the most valuable trees and forested area and compact development to limit the extent of clearing and soil disturbance.

Policy EN 19.8

~~The City should~~ Develop street tree programs for the commercial and mixed-use zones and the more densely developed residential zones.

OTHER ACTIONS

EN Action #10 Coordinate with organizations and governments at all levels to prepare for and respond to climate change.

GOAL EN-12 Reduce *greenhouse gas* emissions through compliance with federal, state and regional policies while developing local strategies to reduce emissions further.

Policy EN 7.1

Consider the implications of sea level rise in all relevant decision-making by using regional sea level rise projections and shoreline instability maps (as provided by the WA Department of Ecology and utilized and interpreted with the Bainbridge Island Climate Impact Assessment).

Policy EN 10.2

Promote *land use* patterns and transportation policies that ensure that the Island's contribution to regional air quality is consistent with or better than State and Federal standards.

WATER RESOURCES ELEMENT

TABLE OF CONTENTS

	PAGE
INTRODUCTION.....	WR-1
VISION	WR-4
GOALS AND POLICIES	WR-4
GENERAL WATER RESOURCES	WR-4
GROUNDWATER PROTECTION AND MANAGEMENT	WR-5
SURFACE WATER PROTECTION AND MANAGEMENT	WR-7
STORMWATER PROTECTION AND MANAGEMENT	WR-9
RESIDENTIAL ON-SITE SEWAGE SYSTEMS	WR-10
CONTAMINATED SITE MOVED TO LU ELEMENT	WR-11
PUBLIC EDUCATION AND OUTREACH	WR-11
IMPLEMENTATION	WR-14

WATER RESOURCES INTRODUCTION

Bainbridge Island ~~is a quasi-enclosed environment that~~ requires a holistic perspective to understand the interdependence among the Island's three primary water resources: *groundwater*, surface water and *stormwater*. Although these waters are typically regulated and managed independently, they are in nature, intimately connected. ~~In fact, it is all the same water simply given a different name and managed according to where it resides in the hydrologic cycle at any given time (see Fig.WR-1).~~

When rain falls, rainwater that is not evaporated or taken up by plants will follow one of three paths. It may infiltrate into the ground where it is called *groundwater*. It may drain directly into *streams* and harbors where it is called surface water or it may be captured by manmade *infrastructure* such as street drains, ditches or detention/retention ponds where it is called *stormwater*.

Rainwater that infiltrates into the ground (*groundwater*) may be pumped from wells to provide drinking water or irrigation or seep out of the ground into *streams*, springs and harbors where it is again called surface water. Likewise, *stormwater* may discharge into a nearby stream or harbor and become surface water or infiltrate into the ground and become *groundwater*. (see Fig.WR-1)

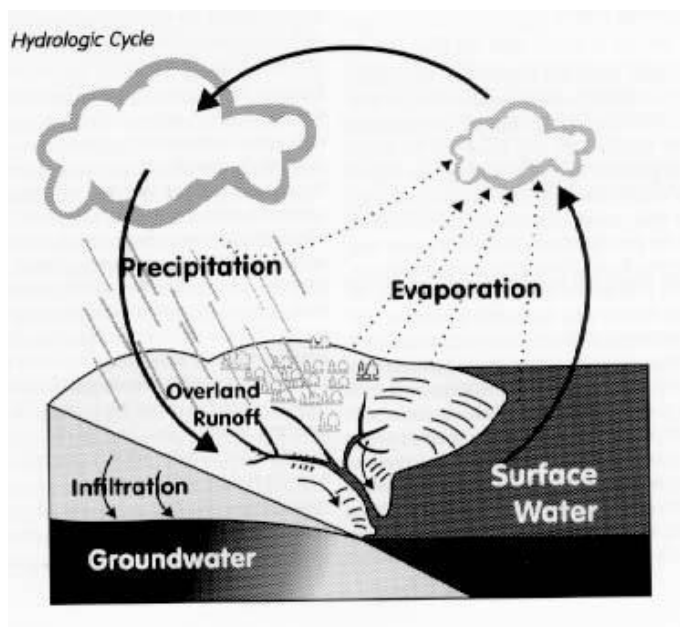


Fig. WR-1 The Hydrologic Cycle

In order to successfully protect and manage any one of these waters one must protect and manage all three. To address these interrelationships, a separate Water Resources Element has been developed as follows:

- General water resources management policies
- *Groundwater* protection and management policies
- Surface water protection and management policies
- *Stormwater* protection and management policies
- Residential on-site sewage system policies
- Contaminated sites policies
- Public education and outreach policies

Land Use Connection

In the development of policies related to the management of our Island water resources, it is important to understand the links between water resources quality and quantity and *land use*. Most water quality and habitat integrity impacts are caused by the way land was or is used. Developed land allows for rapid *runoff* and inundation of natural conveyance systems such as *wetlands* and *streams*. Rapid *runoff* can cause damage through flooding, erosion and water-borne contamination.

In addition, *households* create sewage that needs disposal either by a wastewater treatment plant or by residential on-site sewage systems. Wastewater treatment plants are reasonably effective at cleaning wastewater but do not at present provide complete removal of nitrogen nor treat for contaminants of emerging concerns that include but are not limited to, byproducts of medications, recreational drugs, health and beauty products and caffeine.

Residential on-site sewage systems can fail and cause contaminants to enter the surface water and/or *groundwater*. Even functioning systems, depending upon *density* and proximity to surface water and *groundwater*, can contribute to accumulations of nitrogen and contaminants of emerging concern in these waters.

Use of fertilizers, pesticides and other chemicals for cropland, lawns and gardens, and vehicle and *household* cleaning and maintenance as well as improper pet and livestock waste management can add significant contamination to surface water, *stormwater* and *groundwater*.

Commercial and industrial uses, past and present, leave behind pollutants in our soils. In particular, historic *land uses* such as large row crop agriculture, lumber, petroleum and others have left behind legacy pollutants in sediments both on upland properties and in the sediments along the bottoms of our *streams*, harbors and nearshore areas.

Without proper coordination of the regulations that will implement policy statements, conflicting signals may be given when dealing with water resources issues. For example, a surface water problem may be resolved by efficiently collecting and removing all water from the area whereas a *groundwater recharge* issue may require that the water be kept on-site to allow for infiltration.

Another conflict arises when infiltration of *stormwater* competes for space with on-site sewage system drain fields. There are physical limitations to the rates of infiltration and absorption based on soil types which may make it impossible to have both of those facilities on the same site. Where development occurs in important *aquifer recharge areas*, special consideration is needed to preserve the volume of *recharge* available to the *aquifer* and to protect the *groundwater* from contamination. A key component of water resources protection and adaptive management is adequate monitoring in order to assess impacts of current land use and the effectiveness of applied management actions.

The overriding theme that runs through all of the policies and *goals* in this element is the preservation and protection of water quality, water quantity, and ecological and hydrologic function.

Climate change

Climate change projections indicate that over the coming decades sea level may rise up to four feet in the Puget Sound region, the ocean will become more acidic and climatic conditions are likely to become warmer. This will result in more intense rain events during the wet season with longer, drier summers, though overall annual volume of rainfall will under current models is expected to remain approximately the same.

Ocean acidification will likely impact aquatic species survival and assemblages in our marine areas and sea level rise will likely impact habitat and built *infrastructure* in our nearshore areas including homes, businesses and public facilities such as roads and sewer facilities.

Wetter conditions during the wintertime will increase water availability but may cause flooding or diminish water quality. More intense and frequent storms or heavier rainfall events can cause *stormwater* inundation and localized flooding, chronic flooding, non-infiltrated run-off, erosion and landslides. Increased intensity of rainfall may also diminish *aquifer recharge* rates as saturated soils are less able to absorb large amounts of water falling over short periods of time.

Warmer, drier conditions in the summertime will increase evaporation rates and water demand by plants, wildlife and people, and may diminish water quality. Dry conditions decrease water availability resulting in reduced stream flow and diminished *aquifer recharge*. Warmer and drier conditions can also reduce water quality, both by increasing in-stream temperatures and by concentrating contaminants in smaller volumes of water.

WATER RESOURCES VISION 2036



Bainbridge Island's water resources (precipitation on the surface and in the ground) are climate resilient and demand and quantity are adequate for all forms of life on the Island. *Aquifers* are continuously monitored and maintained above the early warning level. The water quality for most of the consumed water is monitored to ensure quality fully meets the standards for drinking water.

Education on water conservation ~~has resulted~~ results in a significant reduction in the average water consumption per *household*. The Bainbridge Island *groundwater* model is regularly updated with new data and results from model runs are used to maintain long-term *sustainability* of the Island's water resources. *Low impact development* techniques are applied to all *land* uses and redevelopment.

GOALS & POLICIES

GENERAL WATER RESOURCES

GOAL WR-1

Manage the water resources of the Island in ways that preserve, protect, maintain, and where necessary restore and enhance and preserve their ecological and hydrologic function.

- Degradation of water resources is not allowed.
- The long-term *sustainability* of the Island's water resources is maintained, taking into account future climatic conditions and their effects on the water cycle.
- New development and population growth are managed so that water resources remain adequate for the indefinite future.
- *Groundwater*, surface water and *stormwater* monitoring, data assessment and reporting are current and available including future projections of availability, quality and need.
- Use current and future technology to maintain and protect water resources.

Policy WR 1.1

Study future climate and demand scenarios to accurately understand plan for future water resource conditions.

Policy WR 1.2

Groundwater, surface water and *stormwater* are resources that *shall* be protected and managed to preserve water quality and quantity, and to retain natural ecological and hydrologic function to the maximum extent practicable.

Policy WR 1.3

~~To foster sustainable water resources, The City will provide sustainable water resource planning, protection, management and monitoring and on-going education and outreach should be provided by the City in coordination with government agencies at all levels, drinking water purveyors, watershed management groups, Tribes, non-profit organizations, local integrating organizations for regional recovery and protection and other stakeholders.~~

Policy WR 1.4

Apply the policies in this element in tandem with the protective measures set by the City's Shoreline Management Master Program, *Critical Areas Ordinance* and any other environmental or water resources management ordinance established by the City.

Policy WR 1.5

Identify the areas of the Island that are the most vulnerable to pollution from concentrations of fecal coliforms and nitrates (for example, septic fields, agricultural activities, or fertilizers), and monitor those areas to determine if and when preventative or restorative measures are warranted.

GROUNDWATER PROTECTION AND MANAGEMENT**GOAL WR-2**

Protect the quality and quantity of groundwater on the Island.

Policy WR 2.1

Recognize that the entire Island functions as an *aquifer recharge area*. *Low impact development* techniques are essential for maintaining *aquifer recharge*.

Low impact uses and less intense development are appropriate for areas with high *aquifer recharge*. Low impact uses include development for buildings, roads or parking that has a reduced area of impact on the land. Low impact uses do not depend on regular applications of fertilizers or pesticides.

Low impact development is an environmentally-friendly approach to site development and *stormwater* management emphasizing the integration of site design and planning techniques that conserve and protect the natural systems and hydrologic functions of a site.

Policy WR 2.2

~~Identify and assess areas of high *aquifer recharge* should be identified and assessed as part of a *land use* application. Care should be taken to~~ Minimize the effect of development on these areas.

Policy WR 2.3

To promote efficient use of *groundwater* resources, encourage the expansion of public and private water systems rather than encouraging *shallow* or individual residential wells.

Policy WR 2.4

Assess the impacts of proposed activities and development on the flow of springs and *streams* and levels of *wetlands* that are either sustained by *groundwater* discharge or contribute

recharge to groundwater, and require an assessment of anticipated hydrologic impacts. Activities or development may be restricted if the report indicates any adverse impacts.

Policy WR 2.5

In cooperation with the appropriate regulatory agencies (e.g., Washington State Department of Health and the Kitsap Public Health District) institute new wellhead protection procedures.

Policy WR 2.6

~~Encourage~~ Reduce the use of pesticides and herbicides by encouraging use of integrated pest management techniques and less toxic alternatives and the reduction of pesticide and herbicide use within the City boundaries.

Policy WR 2.7

Establish a stakeholder group to develop an Island-wide *groundwater* management plan and work with Kitsap Public Utility District to update the Kitsap County Coordinated Water System Plan.

Policy WR 2.8

Develop an incentive based program to strongly encourage exempt well owners to regularly monitor and report the quality of their well water and identify leaks using tools such as flow meters. ~~Results should be self-reported to the Kitsap Public Health District.~~

Policy WR 2.9

Recognizing that the Island *aquifer* system is a Sole Source *Aquifer* as designated by EPA, institute an added level of development and re-development permit review to prevent or mitigate potential pollutant-generating activities or activities that could affect stormwater runoff and aquifer recharge associated with a proposed *land use*. The Island's aquifers are protected through critical area regulations and Washington Administrative Code (WAC) Chapter 362-190.

Policy WR 2.10

Develop ~~Retard~~ seawater intrusion through well-location prevention regulations.

Policy WR 2.11

Develop a water conservation program for all water uses on the Island.

Policy WR 2.12

Encourage water re-use and reclamation to serve as a supplementary source for high-water users such as industry, parks, schools and golf courses as approved by the Washington State Department of Health.

Policy WR 2.13

Develop a program that incentivizes and facilitates innovative methods for ~~encourages homeowners and business owners to explore innovative methods for~~ to use stormwater recapturing and reusing surface water runoff and grey water as approved by the Washington State Department of Health and the Kitsap Public Health District.

Policy WR 2.14

Maintain a comprehensive program of *groundwater* data gathering and analysis. ~~The program shall including~~ modeling, hydro geologic and geologic studies, and monitoring of static water levels, water use, water quality, surface water flows and acquisition of other data as necessary.

SURFACE WATER PROTECTION AND MANAGEMENT**GOAL WR-3**

Achieve no net loss of ecological functions and processes necessary to sustain *aquatic resources* including loss that may result from cumulative impacts over time.

Over recent decades awareness has grown of the importance of preserving and protecting *aquatic resources*. *Aquatic resources* have a number of important ecological functions, processes and values. These functions vary but include providing water quality protection, flood plain control, shoreline stabilization, contributions to *groundwater* and stream flows, and wildlife and fisheries habitat. *Aquatic resources* also have values as natural areas providing aesthetic, recreational and educational opportunities that *should* be preserved for future generations.

Policy WR 3.1

Approve development ~~should not be approved~~ in regulated aquatic *critical areas* or their associated water quality buffer ~~unless only if~~ the subject property is encumbered to such an extent that application of *development regulations* would deny all reasonable use of property.

Policy WR 3.2

Require that vegetated buffers be maintained between proposed development and the aquatic resource in order to protect the functions and values of such systems. Restore degraded buffers ~~should be restored~~ to enhance their function. Allow reductions in vegetated buffers only in areas where such reductions, if consistently applied, would not result in significant cumulative impacts to *aquatic resources* and *fish and wildlife habitat*.

Policy WR 3.3

Require that buffers be retained in their natural condition wherever possible while allowing for appropriate maintenance. Where buffer disturbance has occurred, require re-vegetation with appropriate species, with a preference for native species, to restore the buffers' protective values.

Vegetated buffers facilitate infiltration and maintenance of stable water temperatures, provide the biological functions of flood storage, water quality protection and *groundwater recharge*, reduce amount and velocity of run-off, and provide for wildlife habitat.

Policy WR 3.4

Ensure that development activities are conducted so that *aquatic resources* and natural drainage systems are maintained and water quality is protected.

Policy WR 3.5

Prior to any clearing, grading or construction on a site, all *wetlands*, *streams* and buffer areas ~~should are to~~ be specifically identified and accurately located in the field in order to protect these areas during development.

Policy WR 3.6

Herbicides and pesticides approved for use near aquatic resources ~~shall not~~ may only be used in aquatic resource areas and buffers when applied by licensed applicators. ~~and should be discouraged in the areas that drain into them.~~

Policy WR 3.7

Prohibit access to aquatic *critical areas* by *farm* animals. Require farm management plan for agricultural activities within proximity of *aquatic resources* ~~should complete a farm management plan~~ addressing water quality and other natural resource protection.

Policy WR 3.8

Require mitigation to compensate for unavoidable impacts to aquatic *critical areas*. Mitigation ~~should~~ be designed to achieve no net loss in functions and processes of *aquatic resources*.

Policy WR 3.9

Promote *watershed*-based mitigation to meet federal regulations, improve mitigation success and better ~~preserve~~ address the ecological function demands of the island's *watersheds*.

Policy WR 3.10

Work with state and local health departments to evaluate the merits of new technologies such as grey water capture, package treatment plants and composting toilets as alternatives to septic and sewer systems. ~~Determine which of those systems should be allowed and/or encouraged to better protect the quality and capacity of the Island's surface water and nearshore environment.~~

Policy WR 3.11

Consider the impacts of *climate change* and ocean acidification when developing regulations or approving capital projects related to *aquatic resources* including marine nearshore, *wetlands*, *streams*, lakes, creeks, associated vegetated areas and *frequently flooded areas*.

Policy WR 3.12

~~Allow~~ Stream relocation will only be allowed where relocation would result in improved stream ecosystem function ~~habitat or when a property owner would otherwise be denied all reasonable use of the property.~~

Policy WR 3.13

Degraded channels and banks ~~should~~ be rehabilitated by various methods (e.g., culvert replacement, volunteer efforts, public programs or as offsetting mitigation for new development) to restore the natural function of the riparian habitat for fish and wildlife.

Policy WR 3.14

Protect, preserve and enhance fish and wildlife habitate and adjacent riparian areas to ensure sustainable populations of resident aquatic life. ~~and migratory fish streams and adjacent land should be preserved and enhanced to ensure a sustainable fishery.~~

Policy WR 3.15

Require the construction of public facilities to avoid encroachment into and disturbances of *aquatic resources*.

Policy WR 3.16

Maintain a comprehensive program of surface water inventory, data gathering and analysis. The program *shall* include monitoring and assessment of physical, chemical and biological health of surface water ecosystems to include *streams*, ephemeral *streams*, lakes, *wetlands* and marine waters. This may include water, flow, sediment, habitat, *pollutants*, submerged aquatic vegetation, fish and shellfish tissue, aquatic species diversity and other ecosystem health indicators.

Policy WR 3.17

Support a community-wide program to educate Island residents about alternatives to using and disposing of herbicides, pesticides, and other household chemicals, to reduce impacts to marine shoreline areas, wetlands, streams, and other environmentally sensitive areas.

Policy WR 3.18

Promote and support volunteer or community-driven restoration projects.

STORMWATER PROTECTION AND MANAGEMENT**GOAL WR-4**

Rather than capture and carry stormwater away as a waste stream, protect it from pollutants and retain it on site to replenish *aquifers* and maintain *wetlands* and *natural summer* stream flows, preserving or mimicking the natural water cycle to the maximum extent practicable.

Policy WR 4.1

Comply with all requirements of the City's National Pollutant Discharge Elimination System Phase II Municipal *Stormwater* Permit (NPDES Permit).

Policy WR 4.2

~~Continue to~~ **Provide** ongoing opportunities for the public to participate in the decision-making process involving the development, implementation and update of the City's *Stormwater* Management Program through advisory councils, public hearings, and *watershed* committees.

Policy WR 4.3

~~Continue to~~ **Improve** and maintain an education and outreach program designed to reduce or eliminate behaviors and practices that cause or contribute to adverse *stormwater* impacts and encourage the public to participate in stewardship activities.

Policy WR 4.4

~~Continue to~~ **Identify** and eliminate sources of pollutants to the City's *stormwater* drainage system through proactive field screening techniques such as effluent monitoring, system inspections and cleaning, and commercial and industrial business inspection, and through the enforcement of the City's Illicit Discharge Detection and Elimination ordinance.

Policy WR 4.5

Ensure development of and adherence to required public and private *stormwater* pollution prevention plans for public facilities, construction sites and commercial and industrial *land use*. Encourage the use of such plans where not specifically required.

Policy WR 4.6

Ensure development of and adherence to erosion and sediment control plans on all construction and development sites of any size.

Policy WR 4.7

Develop and actively enforce a strong *low impact development (LID)* ordinance to require any and all methods and practices for new development and redevelopment to the maximum extent practicable and reasonable. ~~LID is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning and distributed stormwater management practices that are integrated into a project design.~~

Policy WR 4.8

Prioritize *LID*-based retrofit of public and private *stormwater* drainage systems and built assets through the inventory, management and fiscal planning process.

Policy WR 4.9

Incentivize *LID* retrofit of current built environment.

Policy WR 4.10

Use *watershed* and basin plans to reduce *stormwater* impacts and *non-point source pollution*.

Policy WR 4.11

Comply with all requirements specifically identified by the City's permit for any Total Maximum Daily Load (TMDL) in which the City is a stakeholder.

Policy WR 4.12

Conduct effectiveness monitoring and assessments to continue to adaptively manage *stormwater* to ensure optimal protection.

RESIDENTIAL ON-SITE SEWAGE SYSTEMS

GOAL WR-5

Ensure that sewage is collected, treated and disposed of properly to prevent public health hazards and pollution of *groundwater*, Island surface water and the waters of Puget Sound.

Policy WR 5.1

Regulations and procedures of the Washington State Department of Health and the Kitsap Public Health District apply to all on-site disposal systems. ~~The City shall work~~ Coordinate with these agencies to assure regular inspection, maintenance and repair of all *sanitary sewer* and on-site systems located on the Island.

Policy WR 5.2

Request notification of all waivers or variances of Kitsap Public Health District requirements such as modification of setbacks, vertical separation, minimum lot size, reserve drainfield, etc., prior to issuance and subsequent modifications by the Kitsap Public Health District of an approved Building Site Application.

Policy WR 5.3

Allow alternative systems such as sand filters, aerobic treatment, composting toilets and living-systems when approved by the Kitsap Public Health District.

Policy WR 5.4

~~Development regulations shall~~ Require coordination between the on-site septic and storm drainage disposal systems designs to ensure the proper functioning of both systems.

Policy WR 5.5

Assist the Kitsap Public Health District in developing a program to require proper maintenance of all on-site waste disposal systems in order to reduce public health hazards and pollution. This program *shall* include periodic system inspection and pumping when necessary.

Policy WR 5.6

Work with the Kitsap Public Health District on a collaborative program to fund and pursue grants or low-cost loans for low and moderate-income *households* to repair failed septic systems. Incentivize maintenance, repair and replacement of systems for any income level.

Policy WR 5.7

~~Allow~~ on-site waste disposal systems serving more than one *household* ~~should be allowed~~ only with assurance of proper design, operation, management and approval from the Kitsap Public Health District.

Policy WR 5.8

~~The City may~~ Provide the service of operation and maintenance management for approved large on-site *sanitary sewer* systems or community *sanitary sewer* systems in coordination with the Kitsap Public Health District.

Policy WR 5.9

~~The City should~~ Support the Kitsap Public Health District in maintaining and improving a public education program to foster proper construction, operation and maintenance of on-site septic systems.

Policy WR 5.10

Support the Kitsap Public Health District in developing and maintaining an ongoing inventory of existing on-site disposal systems to provide needed information for future studies.

PUBLIC EDUCATION AND OUTREACH

GOAL WR-7

The City, in concert with federal, state and local governments, public water purveyors, watershed councils, non-profits, citizens and other appropriate entities will continue to improve and implement comprehensive public education and outreach program to promote protection and management of all water resources.

Policy WR 7.1

Educate and inform the public about:

- The purpose and importance of aquatic environments, their vulnerabilities and observed status and trends in ecological health and function;
- Expected *climate change* impacts and how these will affect the Island's water resources and their beneficial uses;
- The characteristics of the *aquifer* system, the Island's dependency upon it and its vulnerability to contamination (including seawater intrusion) and depletion;
- The Environmental Protection Agency's Sole Source Aquifer Designation Program and what this designation means for the Island's *aquifer* system;
- Wellhead protection and the critical importance of restricted chemical use or storage within the protection area around wells;
- Critical *aquifer recharge areas* (or other special conservation areas) and the purpose they serve to the *aquifer* system;
- How to report spills or illicit dumping of hazardous waste or other pollutants and how to access information about location and status of contaminated sites;
- How to find information about their well and how to properly maintain it;
- Methods to identify wastewater indoors and outdoors and practices to conserve water such as native landscaping, xeriscaping and water use reduction or reuse;
- Resources for streamside and shoreline landowners;
- Water resources protection best management practices for commercial, industrial, residential, agricultural and other *land uses* to prevent or reduce pollution. These practices include but are not limited to, septic system maintenance, pet and livestock waste management, landscaping and gardening, *farm* plans, appropriate methods for use, storage and disposal of hazardous materials and other chemicals, on-site drainage system maintenance and automotive care.

Policy WR 7.2

~~Educate and inform the public about expected *climate change* impacts and how these will affect the Island's water resources and their beneficial uses.~~

Policy WR 7.3

~~Educate the public about the characteristics of the *aquifer* system, the Island's dependency upon it and its vulnerability to contamination (including seawater intrusion) and depletion.~~

Policy WR 7.4

~~Educate the public about Environmental Protection Agency's Sole Source Aquifer Designation Program and what this designation means for the Island's *aquifer* system.~~

Policy WR 7.5

Educate the public about wellhead protection and the critical importance of restricted chemical use or storage within the protection area around wells.

Policy WR 7.6

Educate the public about critical *aquifer recharge areas* (or other special conservation areas) and the purpose they serve to the *aquifer system*.

Policy WR 7.7

Inform the public about how to report spills or illicit dumping of hazardous waste or other pollutants and how to access information about location and status of contaminated sites.

Policy WR 7.8

Inform the public about how to find information about their well and how to properly maintain it.

Policy WR 7.9

Educate and provide technical assistance to the public on methods to identify wastewater indoors and outdoors and practices to conserve water such as native landscaping, xeriscaping and water use reduction or reuse.

Policy WR 7.10

Provide “how to” or “dos and don’ts” resources for streamside and shoreline landowners.

Policy WR 7.11

Provide information and guidance on water resources protection best management practices for commercial, industrial, residential, agricultural and other *land uses* to prevent or reduce pollution. These practices include but are not limited to, septic system maintenance, pet and livestock waste management, landscaping and gardening, *farm plans*, appropriate methods for use, storage and disposal of hazardous materials and other chemicals, on-site drainage system maintenance and automotive care.

Policy WR 7.2 ~~7.12~~

~~Provide and~~ Promote opportunities for citizen stewardship and involvement.

Policy WR 7.3 ~~7.13~~

Provide *LID* technical guidance and workshops to businesses and contractors working on the Island.

WATER RESOURCES IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating outreach and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the comprehensive plans policies that support that action.

HIGH PRIORITY ACTIONS

WR Action #1 Adopt aquifer conservation zoning regulations and innovative permit review processes designed to protect the Island's surface and ground waters.

Policy WR 1.4

Apply the policies in this Element in tandem with the protection measures set by the City's Shoreline Master Program, *Critical Areas Ordinance* and any other environmental or water resources management ordinance adopted by the City.

Policy WR 2.1

Recognize that the entire Island functions as an *aquifer recharge area*. *Low impact development techniques* are essential for maintaining aquifer recharge.

Policy WR 2.9

Recognizing that the Island *aquifer* system is a *Sole Source Aquifer* as designated by EPA, institute an added level of development and re-development permit review to prevent or mitigate potential pollutant-generating activities or activities that could affect stormwater runoff and aquifer recharge associated with a proposed *land use*. The Island's aquifers are protected through critical area regulations and Washington Administrative Code (WAC) Chapter 362-190.

Policy WR 4.7

Develop and actively enforce a strong Low Impact Development (LID) ordinance to require any and all methods and practices for new development and redevelopment to the maximum extent practicable and reasonable.

Policy LU 13.4

Protect aquifer recharge functions throughout the Island, all of which is an *aquifer recharge area*, through the application of *critical areas regulations*, Shoreline Master Program use regulations, *low impact development regulations*, and the *wellhead protection regulations* administered by the Kitsap Health District.

WR Action #2 Adopt an Island-wide Groundwater Management Plan.

Policy WR 2.7

Establish a stakeholder group to develop an Island-wide groundwater management plan and work with Kitsap Public Utility District to update the Kitsap County Coordinated Water System Plan.

WR Action #3 Apply *adaptive management* to assure that land use on the Island will continue to be adequately served by the available water resources.

Policy WR 3.16

Maintain a comprehensive program of surface water inventory, data gathering and analysis. The program *shall* include monitoring and assessment of physical, chemical and biological health of surface water ecosystems to include *streams*, ephemeral *streams*, lakes, *wetlands* and marine waters. This may include water, flow, sediment, habitat, pollutants, submerged aquatic vegetation, fish and shellfish tissue, aquatic species diversity and other ecosystem health indicators.

Policy WR 4.12

Conduct effectiveness monitoring and assessments to continue to adaptively manage *stormwater* to ensure optimal protection.

Policy WR 6.1

Assemble and maintain an inventory of contaminated sites on the Island to track site location, contaminant(s) of concern, cleanup status, and potential to impact nearby surface or *groundwater*.

MEDIUM PRIORITY ACTIONS

WR Action #4 Launch a program of public education about how individual actions can help protect the quality and quantity of the Island's surface and groundwaters.

Policy WR 2.11

Develop a water conservation program for all water uses on the Island.

Policy WR 2.13

Develop a program that incentivizes and facilitates innovative methods for ~~encourages homeowners and business owners to explore innovative methods for~~ to use stormwater ~~recapturing and reusing surface water runoff~~ and grey water as approved by the Washington State Department of Health and the Kitsap Public Health District.

Policy WR 3.17

Support a community-wide program to educate Island residents about alternatives to using and disposing of herbicides, pesticides, and other household chemicals, to reduce impacts to marine shoreline areas, wetlands, streams, and other environmentally sensitive areas.

Policy WR 3.18

Promote and support volunteer or community-driven restoration projects.

Policy WR 7.2

~~Provide and~~ Promote opportunities for citizen stewardship and involvement.

OTHER PRIORITY ACTIONS

WR Action #5 Work with other jurisdictions and the environmental and development communities to promote programs and projects to protect the Island's surface and ground waters.

Policy WR 2.5

The City, in cooperation with the appropriate regulatory agencies (e.g., Washington State Department of Health and the Kitsap Public Health District) will institute new wellhead protection measures.

Policy WR 3.10

Work with state and local health departments to evaluate the merits of new technologies such as greywater capture, package treatment plants and composting toilets, as alternatives to septic and sewer systems. ~~Determine which of those systems should be allowed and/or encouraged to better protect the quality and capacity of the Island's surface water and near-shore environment.~~

HOUSING ELEMENT

TABLE OF CONTENTS

	PAGE
INTRODUCTION.....	HO- 1
BAINBRIDGE ISLAND SNAPSHOT: PEOPLE AND HOUSING.....	HO-1
GMA GOAL AND REQUIREMENTS FOR HOUSING.....	HO-1
HOUSING NEEDS.....	HO-2
HOUSING ELEMENT VISION	HO-3
GOALS AND POLICIES.....	HO-3
IMPLEMENTATION.....	HO-10

HOUSING ELEMENT INTRODUCTION

Decent and safe housing is a basic human need increasingly unavailable to many Americans, including many Bainbridge Island residents and workers. The Washington State *Growth Management Act (GMA)* provides direction for cities to address these needs in the Housing Element of the Comprehensive Plan. Many of the Plan's Guiding Principles and Policies carry this direction forward to be addressed in various Elements, including Housing.

The City's Housing Needs Assessment (HNA) issued in December of 2015, documents current housing conditions on the Island and identifies trends and specific needs. The HNA is Appendix C to this Plan and adopted as a part of this Element. Many of the statistics below are excerpted from the HNA or the City's Economic Profile (Appendix A).

BAINBRIDGE ISLAND SNAPSHOT: PEOPLE AND HOUSING

Bainbridge Island's 2015 population of 23,390 is predominantly white (91%), well-educated and relatively affluent. The median household income (\$92,558) is 1.5 times the Kitsap County average. Almost 60% of residents have occupations with relatively high incomes. For example, the median wage for financial analysts, lawyers and marketing managers ranges between \$100,457 and \$122,618. Another third of Island residents work in the service sector, such as retail clerks, waiters and bank tellers have median wages between \$27,703 and \$30,972.

Over the past decade the population has experienced shifts in the age cohorts. Between 2000 and 2010 the Island's senior population (60+ years old) increased from 17% to 26%. The "young adult" cohort (between 18 and 34 years old) has declined from 15% of the Island's population in 1990 to less than 10% in 2016.

Bainbridge Island's housing stock is predominantly detached single-family homes (80% of all units) in a very low-density land use pattern that occupies about 90% of the Island's land area. The average single-family home price is just under \$700,000.

Multi-family units that constitute 16% of the housing stock are now concentrated in Winslow and Lynwood Center. While the *designated centers* total about 10% of the Island's land area, a significant portion of that area is occupied by commercial uses with no residential component. Rental apartments make up less than 7% of total housing units on the Island. Very few rental units have been built on the Island in the last decade which partly accounts for a vacancy rate of 1.5%, well below the 5% rate typical of well-functioning rental markets.

GMA GOAL AND REQUIREMENTS FOR HOUSING

The GMA recognizes the importance of planning for adequate housing by requiring it as an element in Comprehensive Plans. Housing is addressed in one of the 14 major goals:

"Housing. Encourage the availability of *affordable housing* to all economic segments of the population of this state, promote a variety of densities and *housing types*, and encourage preservation of existing housing stock."

RCW 36.70A.020(4)

The requirements for a housing element mandated by the GMA include:

“A housing element recognizing the vitality and character of established *neighborhoods* that: a) includes an inventory and analysis of existing and projected housing needs; b) includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing; c) identifies sufficient land for housing, and group homes and foster care facilities; and d) makes adequate provisions for existing and projected needs of all economic segments of the community.”

RCW 36.70A.070(2)

HOUSING NEEDS

The Housing Needs Assessment (2015) for Bainbridge Island includes an inventory of the amount, location and condition of the Island's housing stock and demographic and economic information about its population. It also includes an in-depth analysis of *affordable housing* needs of Bainbridge Island's Housing needs documented in the HNA.



Almost 34% of individuals and families at all income levels who live in owner-occupied housing units are cost burdened meaning they spend over 30% of their income on housing. Almost 40% of individuals and families at all income levels who live in renter-occupied housing units are cost burdened. The majority (around 28%) of these residents have an annual income between zero and \$34,999.

This means that as of 2012, 569 renters on the Island that have an income of \$34,999 or less are housing cost burdened. This is concerning as lower income cost burdened households are more likely to have to choose between housing costs and other necessities.

The HNA analysis of Workforce Housing Affordability indicates that there is a gap in housing affordable for the Island's workforce in service professions (e.g., restaurant workers, bank tellers, retail clerks, school bus drivers). Many of these workers are obliged therefore to commute from less-expensive off-Island housing, which increases their transportation costs, congestion on SR 305 and greenhouse gas emissions.

Bainbridge Island's jobs/housing balance is 0.59 jobs for every housing unit, making it a "bedroom community." The Puget Sound Regional Council suggests that housing-rich neighborhoods add employment in order to increase economic opportunities for current residents.

Market forces alone will not address the urgent housing needs facing Bainbridge Island. In the face of daunting circumstances, the City aspires to an ambitious Vision of its future and commits to an innovative, aggressive and multi-faceted housing strategy. The City's success in achieving the housing Vision will also depend upon achieving the policy objectives identified in the Land Use, Transportation, Economic and Environmental Elements of this Plan.

HOUSING VISION 2036

Bainbridge Island in the year 2036 provides a broad diversity of housing alternatives to equally important goals of environmental stewardship and the population's needs for housing, health and safety and access to employment, goods and services.

The broadest variety of *housing types* including rental homes, exists within the compact, walkable, transit-served, mixed-use *designated centers*. These include small detached homes on small lots, attached and detached *accessory dwelling units*, *cottage housing*, common-wall duplexes, triplexes and row houses, and stacked units on the upper floors of mixed-use, mid-rise buildings.

The residential land use pattern outside of *designated centers* remains at much lower densities and constitutes almost 90% of the Island's area. Houses built in the previous twenty years in the vicinity of designated centers and elsewhere in the Open Space Residential zones are compact, energy-efficient and well-integrated in their landscape. Typical *housing types* in these areas include detached houses on lots of various sizes, attached and detached *accessory dwelling units* and *conservation villages*.

Some combination of appropriately zoned land, regulatory incentives, financial subsidies and innovative planning techniques will be necessary to make adequate provisions for the needs of all segments of the population, but particularly middle and lower income persons.

GOALS & POLICIES

GOAL HO-1

Make steady progress toward the following aspirational targets for increasing the diversity of *housing types* and the supply of *affordable housing*.

Policy HO 1.1

Decrease to 20% or less the number of cost burdened families living in rental housing (down from 40%).

Policy HO 1.2

Decrease to 18% or less the number of cost burdened families owning homes (down from 34%).

Policy HO 1.3

Increase rental housing units to at least 11% of total housing units (up from 7%).

Policy HO 1.4

Increase the Island's percentage of *multifamily* homes to 18% or more of all homes (up from 16%).

Policy HO 1.5

Increase the number of *senior housing units* to 600 or more (up from 344.)

Policy HO 1.6

Change today's 89/11% housing split between the Mixed Use Town Center and Neighborhood Centers to 80/20% by 2036.

Policy HO 1.7

Achieve a jobs-housing balance of .8 (up from 0.59).

GOAL HO-2

Beginning in 2019, prepare biennial reports on the status of housing on Bainbridge Island. The report shall describe progress toward achieving the targets set forth in Policies HO 1.1 through HO 1.7.

Policy HO 2.1

The Housing report shall address the following aspects of housing:

1. Housing trends in general both regionally and on Bainbridge Island.
2. The number and location of *housing types* constructed or active applications in the permit process in the preceding two years.
3. An evaluation of the effectiveness of the City's measures and identification of additional or revised measures or targets.
4. The vacancy rate for rental apartments.
5. The number of cost burdened and extremely cost burdened households.
6. The status of efforts to address housing needs at the regional level.
7. The housing availability for special needs or difficult to serve populations.
8. The condition of the local housing market and the number of new housing units publicly and privately funded.
9. The use of density bonuses and the number of for-purchase housing units provided in new developments.
10. A description of the various initiatives supporting *affordable housing* including activities of community non-profit organizations and local and regional entities.
11. Programs of housing repair and renovation that improve accessibility.
12. If insufficient progress is made toward meeting the targets in Policies HO 1.1 through HO 1.7, determine what actions are not working and make adjustments.

Policy HO 2.2

Make the Biennial Housing Reports available to the public in various ways such as notice in the local newspaper, on the City's web page and on local media outlets. This Biennial Housing Report will be part of a comprehensive update of the Housing Needs Assessment in order to inform the next state-mandated update of the Comprehensive Plan in 2024.

GOAL HO-3

Promote and maintain a variety of *housing types* to meet the needs of present and future Bainbridge Island residents at all economic segments in a way that is compatible with the character of the Island and encourages more socio-economic diversity. Partner with community non-profit organizations and local and regional private and public entities in carrying out the following policies.

Policy HO 3.1

Encourage innovative zoning regulations that increase the variety of *housing types* and choices suitable to a range of household sizes and incomes in a way that is compatible with the character of existing neighborhoods. Examples of innovative approaches are *cottage housing* development, *conservation villages*, stacked or common-wall housing, *tiny houses* and *accessory dwelling units*.

Housing types are illustrated in: Figs. HO-1 through HO-3 (*detached housing*); Figs. HO-4 through HO-6 (*attached housing*); and Figs. HO-7 through HO-9 (*stacked housing*).



Fig. HO-1 Single-family Home



Fig. HO-2 Cottage Housing



Fig. HO-3 Accessory Dwelling Unit



Fig. HO-4 Duplex



Fig. HO-5 Row House



Fig. HO-6 Zero Lot Line



Fig. HO-7 Garden Apartment



Fig. HO-8 Mixed-use, Mid-rise



Fig. HO-9 Micro Units

Policy HO 3.2

Recognize that the City shares a housing and employment market as well as a transportation network with the larger region. Therefore, the City should work with the *Kitsap Regional Coordinating Council* to develop an equitable and effective county-wide planning policies and other strategies to locate, finance and build *affordable housing*.

Policy HO 3.3

Designate the appropriate staff effort or organizational entity to assist and advise the community, landowners and private and public entities about options for *affordable housing*, financing strategies and funding sources.

Policy HO 3.4

Partner with non-profit housing organizations, churches, the development community, local lending institutions, elected officials and the community at large to assist in meeting *affordable housing goals* and implementing strategies.

Policy HO 3.5

Support the efforts of community non-profit housing organizations and local and regional public and private entities in developing and managing *affordable housing* on Bainbridge Island.

Policy HO 3.6

Develop standards to encourage development of small to mid-size single-family housing units. These provisions may include a framework to permit small-unit housing development such as *tiny houses, micro units and cottage housing*.

Policy HO 3.7

Expand opportunities for infill in the residential neighborhoods of the Winslow Master Plan study area and the Neighborhood Centers. Allow the creation of small lots (e.g., in the 3,000 square foot range) as well as smaller footprint homes (e.g., under 1,200 square feet).

GOAL HO-4

Increase the supply of permanently affordable *multifamily* housing each year through the year 2036 with goals based on data provided by the Housing Needs Assessment and the City's housing reports.

Policy HO 4.1

Encourage new *multifamily* housing in a variety of sizes and forms in *designated centers*.

Policy HO 4.2

Increase the efficiency of the review process and revise ~~building envelope and other~~ development standards for the High School Road and Ferry Terminal districts and other portions of the Winslow Area Master Plan to encourage the transformation of these areas from auto-oriented, low-rise, homogeneous commercial land use districts into walkable, transit-served, mid-rise, mixed-use areas with *affordable housing*.

Policy HO 4.3

Partner with non-profit or for-profit housing sectors to create new *multifamily* housing in *designated centers* including a significant percentage of *affordable housing* through the joint or exclusive use of surplus publicly owned property or air space.

Policy HO 4.4

Partner with the for-profit sector to create *affordable housing* through the targeted use of the *multifamily* property tax exemptions in *designated centers*.

Policy HO 4.5

Remove barriers to the creation of new *multifamily* housing, particularly *affordable housing* through a variety of actions such as the adoption of regulations that “right-size” parking requirements, reduce certain *impact fees* and encourage the use of parking management programs to enable the more efficient use of parking.

Policy HO 4.6

Allow *accessory dwelling units* in all residential zones, except at Point Monroe, the Sandspit (R-6). Review and revise as appropriate to create reasonable flexibility regarding development standards including lot coverage, setbacks, parking requirements and Health District requirements for water and sewage.

Policy HO 4.7

Encourage agencies whose mission is to develop *affordable housing* to create new subsidized *multifamily* rental housing by aggressively pursuing Kitsap County *Community Development Block Grant Funds*, state funds, donations from private individuals and organizations, public revenue sources and other available funding.

Policy HO 4.8

Evaluate the efficacy of existing regulations in facilitating the provision of assisted and independent living *senior housing* and take action to amend *development regulations* as needed.

GOAL HO-5

Maintain the existing stock of affordable and rent-assisted housing, in partnership with community non-profit organizations and local and regional public and private entities.

Policy HO 5.1

Develop a continuing strategy to maintain the Rural Development Agency and HUD subsidies on existing rent-assisted housing. The primary strategy shall be to support Housing Kitsap and non-profit organizations such as Housing Resources Bainbridge to purchase the units through the provisions of the 1990 Housing Act.

Policy HO 5.2

In the event of the potential loss of privately-owned subsidized housing, work with the appropriate public agencies and local non-profits to pursue the preservation of the subsidized units or relocation assistance for the residents.

Policy HO 5.3

Water-based (live-aboard) housing provides a viable component of the present and future housing stock of Bainbridge Island and shall be subject to applicable environmental protection, seaworthiness, sanitation and safety standards, and authorized moorage.

GOAL HO-6

Facilitate the provision of a diverse *affordable housing* stock in all geographic areas of the community.

Policy HO 6.1

Encourage housing created by agencies such as a community land trust.

Policy HO 6.2

In order to provide for permanently *affordable housing* pursue effective strategies to reduce the land cost component of ~~for-purchase~~ *affordable housing* which may include alternative land use zoning, *density bonuses* and other incentives.

Policy HO 6.3

Maintain an innovative housing program and clarify or adopt new flexible permit processes in all *designated centers* to promote an increase in the supply, diversity and access to housing including *affordable housing*.

Policy HO 6.4

Create new *conservation villages* permit process to apply outside of *designated centers* to increase housing choices including *affordable housing* and requiring *green building* practices while better conserving *open space*.

Policy HO 6.5

Develop regulations and pProvide incentives to construct *affordable housing* for farm workers on or near farmlands.

Policy HO 6.6

Consider the merits of programs and regulations pioneered by other communities to discourage the land, energy and natural resource consumptive pattern of large single-family homes. Adopt amendments to City programs and *development regulations* as appropriate.

GOAL HO-7

Promote and facilitate the provision of rental and for-purchase housing that is affordable to *income-qualified* households with a variety of income levels.

Policy HO 7.1

Exempt from City *impact fees* and other administrative development fees housing developments where all units are limited to residents in specified income groups.

Policy HO 7.2

All income-qualified rental housing units created as a result of the policies of this Housing Element shall remain affordable to *income-qualified households* for a period of not less than 50 years from the time of first occupancy and shall be secured by recorded agreement and deed running with the title of the land, binding all the assigns, heirs and successors of the applicant. This policy does not preclude the use of the Multi-Family Property Tax Exemption.

Policy HO 7.3

Prohibit source-of-income discrimination.

GOAL HO-8

Facilitate the siting and development of housing opportunities for *special needs populations*.

Policy HO 8.1

Support the services of community non-profit organizations and local and regional public or private entities in providing shelter for temporarily homeless singles and families with children, adolescents and victims of domestic violence on Bainbridge Island.

Policy HO 8.2

Support the development of programs to meet the housing needs of the developmentally, physically and emotionally disabled within the community.

Policy HO 8.3

Support programs that provide assistance to low-income, elderly and disabled persons to repair, rehabilitate or retrofit homes to be more accessible and safe.

GOAL HO-9

Explore the use of the City's bonding capacity and other resources to support the creation of *affordable housing*.

Policy HO 9.1

The City recognizes the need to provide financing assistance for *affordable housing*. Accordingly, the City will actively pursue public and private funds that may include but are not limited to, real estate excise tax, grants and other available resources.

Policy HO 9.2

The City in partnership with local agencies producing *affordable housing*, may issue a General Obligation Bond to increase the production of housing affordable to *households* at or below 80% of median income for Kitsap County.

Policy HO 9.3

Consider the issuance of Limited Tax General Obligation Bonds (also called councilmanic bonds or non-voted debt) to support the development of housing affordable to *households* at or below 80% of median income for Kitsap County.

Policy HO 9.4

Increase City support of the Housing Trust Fund and explore new sources of funding for the development and preservation of *affordable housing*.

Policy HO 9.5

Consider the options for making City-owned land or air-space available through long-term leases or other mechanisms for the purpose of creating income-qualified housing and support other public entities that wish to use publicly-owned land for this purpose. Take into consideration however, the full range of uses that City-owned properties may serve over the long-term.

HOUSING IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating partnerships and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the plan's goals and policies that support that action.

HIGH PRIORITY ACTIONS

HO Action #1 Set targets for increasing the supply of moderately priced and *affordable housing*, measure progress, and if insufficient progress is being made toward meeting the housing targets, determine what actions are not working and make appropriate adjustments.

GOAL HO-1

Make steady progress toward the following aspirational targets for increasing the diversity of *housing types* and the supply of *affordable housing*.

GOAL HO-2

Beginning in 2019, prepare biennial reports on the status of housing on Bainbridge Island. The report shall describe progress toward achieving the targets set forth in Policies HO 1.1 through HO 1.7.

HO Action #2 Amend the City's development code to facilitate an increase in the diversity of housing types and supply of affordable housing.

Policy HO 3.6

Develop standards to encourage development of small to mid-size single-family housing units. These provisions may include a framework to permit small-unit housing development such as *tiny houses*, *micro units* and *cottage housing*.

Policy HO 4.2

Increase the efficiency of the review process and revise ~~building envelope and other~~ development standards for the High School Road and Ferry Terminal districts and other portions of the Winslow Area Master Plan to encourage the transformation of these areas from auto-oriented, low-rise, homogeneous commercial land use districts into walkable, transit-served, mid-rise, mixed-use neighborhood with *affordable housing*.

Policy HO 6.3

Maintain an innovative housing program and clarify or adopt new flexible permit processes in all *designated centers* to promote an increase in the supply, diversity, and access to housing, including *affordable housing*.

Policy HO 6.4

Create new *conservation villages* permit processes to apply outside of *designated centers* to increase housing choices, including *affordable housing* and requiring *green building* practices, while better conserving *open space*.

HO Action #3 Partner with other jurisdictions, the development community, and non-profit organizations to increase the diversity of housing types and supply of affordable housing.

Policy HO 3.4

Partner with non-profit housing organizations, churches, the development community, local lending institutions, elected officials and the community at large to assist in meeting *affordable housing goals* and implementing strategies.

Policy HO 4.3

Partner with non-profit or for-profit housing sector to create new *multifamily* housing in *designated centers* including a percentage of *affordable housing*, through the joint or exclusive use of surplus publicly owned property or air space.

Policy HO 4.4

Partner with the for-profit sector to create *affordable housing* through the targeted use of the multifamily property tax exemptions in *designated centers*.

Policy HO 9.5

Consider the options for making City- owned land or air-space available through long-term leases or other mechanisms for the purpose of creating income-qualified housing and support other public entities that wish to use publicly-owned land for this purpose. Take into consideration however, the full range of uses that City-owned properties may serve over the long-term.

MEDIUM PRIORITY ACTIONS

HO Action #4 Focus additional city and other financial resources to help increase the supply of affordable housing.

Policy HO 9.4

Increase City support of the Housing Trust Fund and explore new sources of funding for the development and preservation of *affordable housing*.

Policy HO 7.1

Exempt from City *impact fees* and other administrative development fees housing developments where all units are limited to applicants of specified income groups.

HO Action #5 Look for ways to reduce the cost of multifamily housing, particularly *affordable housing*.

Policy HO 4.5

Remove barriers to the creation of new *multi-family housing*, particularly *affordable housing* through a variety of actions such as the adoption of regulations that “right-size” parking requirements, reduce certain impact fees, and the encourage the use of parking management programs to enable the more efficient use of parking.

OTHER PRIORITY ACTIONS

HO Action #6 Identify ways to achieve local results with and through regional actions.

Policy HO 3.2

Recognize that the City shares a housing and employment market, as well as a transportation network, with the larger region. Therefore, the City should work with the Kitsap Regional Coordinating Council to develop equitable and effective county-wide planning policies and other strategies to locate, finance and build *affordable housing*.

TRANSPORTATION ELEMENT

TABLE OF CONTENTS

	PAGE
INTRODUCTION	TR-1
TRANSPORTATION VISION.....	TR-2
TRANSPORTATION ISSUES.....	TR-3
GOALS AND POLICIES	TR-6
MULTIMODAL.....	TR-6
NON-MOTORIZED SYSTEM	TR-7
FERRY SERVICE	TR-9
BUS SERVICE	TR-10
TRANSPORTATION DEMAND MANAGEMENT	TR-11
OPERATION AND MOBILITY	TR-12
STATE ROUTE (SR) 305	TR-13
NEIGHBORHOODS	TR-14
SAFETY AND MAINTENANCE	TR-14
PARKING	TR-15
COMMUNITY CHARACTER	TR-16
ENVIRONMENT	TR-16
COMMUNITY INVOLVEMENT	TR-17
REGIONAL COORDINATION	TR-18
TRANSPORTATION FINANCING	TR-18
TRANSPORTATION IMPLEMENTATION	TR-19

TRANSPORTATION INTRODUCTION

Purpose and Structure of the Transportation Element

The *Growth Management Act* requires that a Transportation Element be consistent with and implement the Land Use Element and that it contain a number of specific sub-elements. The primary focus of this Element is to set forth a Transportation *Vision, Goals and Policies* consistent with the rest of the *Comprehensive Plan* and to provide direction to implementing actions. Other *GMA* requirements, including a detailed inventory of transportation facilities, identification of needs, projects to meet those needs, and financing for those projects, are contained in the Island-wide Transportation Plan (IWTP). The IWTP is a functional plan, technical rather than policy in nature, and provides the primary means for carrying out the policy direction of the Transportation Element. The IWTP is hereby adopted by reference.

The Comprehensive Plan's *Guiding Principles* emphasize the important relationship between the Island's transportation system and community character, livability, public health, safety, economic vitality and environmental quality. Implementation of the Transportation Element plays a large role in the *sustainability* of Bainbridge Island's economy and environment and the quality of life of its residents.

Existing Conditions and Challenges

The ferry to Seattle and the Agate Pass Bridge are the only two public options for travel to or from the Island. Bainbridge is largely a bedroom community of Seattle and Kitsap County so many Islanders commute off-island by ferry or bridge. Likewise, many on-Island workers commute from off-island. Lengthy commute times by ferry or being stuck in traffic on SR 305 mean spending hours away from family, friends, and activities. Speeding and cut-through traffic makes *neighborhood* streets feel unsafe. During commute hours, SR 305 creates a wall across the Island. Reliable and efficient transportation on and off island is important to balance jobs and housing and maintaining the quality of life for Island residents.

Poor quality or non-existent bicycle and pedestrian facilities can be a deterrent to residents walking or bicycling for transportation, connecting to *transit*, traveling to schools and parks, as well as for recreational purposes. Non-motorized facility networks provide options for active modes of transportation allowing residents to make healthy lifestyle choices. Walkability and bikeability are desirable characteristics of *neighborhoods*. An increasing number of Island residents are choosing to walk and bike to goods and services in the urban developed area of the Island and to work.

How people choose to travel is a key element of both environmental sustainability and quality of life. Transportation is a significant contributor to *climate change*, as it accounts for a high percentage of *greenhouse gas* emissions. This *Comprehensive Plan* focuses growth in

designated centers such as Winslow, Lynwood, Rolling Bay, and Island Center. The High School Road shopping area is designed to be automobile-oriented while the Winslow Master Plan for downtown stresses designing for pedestrian and bicycle modes of transportation.

With good planning and implementation of mixed use and higher densities within these *designated centers*, development can lead to a more sustainable growth pattern and preserve community character. Investments in *infrastructure* for active transportation modes and access to *transit* reduce dependence on the automobile, which in turn reduces the Island's *greenhouse gas* emissions and improves the quality of life for Island residents.

Transportation *infrastructure* and associated drainage have direct impacts on the environment. *Stormwater runoff* can contribute to water pollution, flooding, and water temperature elevation. The road network right-of-way presents many opportunities to incorporate sustainable *stormwater* practices to provide positive contributions to environmental *sustainability*.

Balancing Community Interests

One of the challenges of improving a transportation system is finding the right balance between sometimes competing community interests. For example, it may be best to construct a sidewalk/separated pathway on one side of the roadway rather than on both sides to reduce impacts to vegetation. Evaluating the trade-offs and weighing the importance among competing community *goals* is an important function of the City of Bainbridge Island.

The City uses the community values in the *Comprehensive Plan* when developing project objectives. The City of Bainbridge is committed to the principles of *context sensitive* solutions. Public Works staff strive to facilitate public engagement when developing capital projects to evolve and refine the community's values as they relate to each project.

TRANSPORTATION VISION 2036

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

TRANSPORTATION ISSUES

As population grows on the Island and in Kitsap County, more demand is placed on the Island's roadway network and the regional SR 305 Corridor. As traffic volumes and vehicular-related congestion increases, so do conflicts with bikes/pedestrians and the need grows for transportation improvements to accommodate all modes of transportation and a wider range of users. We need to consider how future growth will affect the community, and how to preserve the character and livability of Bainbridge Island. The following list identifies and briefly describes the community's transportation issues.



A. Limited Transportation Choices – Given the relative lack of non-motorized *infrastructure* in many parts of the Island, and limited transportation services, many Islanders are dependent on individual automobile travel as their only practical and safe transportation option. In order to meet the needs of a growing population and maintain or improve quality of life on the Island, we need to provide better transportation options to improve mobility for all ages and abilities.

B. Roadway Congestion – Traffic on Island roadways, particularly on SR 305 and within Winslow, can result in a variety of issues such as making it difficult to “get around” by automobile, traffic “spilling over” into adjacent *neighborhoods*, and making it more difficult for *transit* and non-motorized users to get to their destinations in a timely manner. Congestion related to ferry loading and unloading creates surges on Island roadways every 45 to 50 minutes. In the afternoon hours, impacts from ferry activities can snarl area traffic and cause traffic delays. In addition to ferry traffic, the SR 305 Corridor has experienced increasing congestion due to commuters traveling on and off island across the Agate Pass Bridge. Congestion and increased travel times are experienced during commute hours along the SR 305 Corridor.

C. SR 305 Traffic Congestion – Concern surrounds the future of the SR 305 Corridor. While the existing configuration of two lanes is adequate during off-peak hours, peak hour traffic coupled with surges from exiting ferry activities have resulted in high levels of congestion at multiple locations. This affects Island residents using the corridor, off-Island commuters, and increases the difficulty of cross-Island travel, resulting in higher volumes of traffic on local streets when drivers try to avoid SR 305 congestion. Access to SR 305 is becoming increasingly difficult at the north end of the Island.

D. School Related Congestion – Congestion related to schools has become more problematic, such as intersections on New Brooklyn and Sportsman Club Roads. Youth are routinely being driven to and from school and not taking the school bus, walking, or bicycling to home or to after-school activities, causing additional demands on the transportation system.

E. Greater Winslow Area Traffic Congestion – Residential and economic growth on Bainbridge Island, particularly in the Winslow subarea, has resulted in more vehicles on the street system. Intersections are increasingly congested, in particular during commute and school drop off and pick up times, but also in general. These impacts are felt on streets

adjacent to major corridors. Residents of these streets feel that the impacts of high traffic volumes and travel speeds need to be controlled to maintain the quality of the *neighborhoods*.

F. Motor Vehicle Speeds and Speed Limits – Excessive vehicular speeds put the traveling public at greater risk especially for walkers, wheel chair users, and bicyclists. Many Island roads lack shoulder facilities or separate bicycle and pedestrian *infrastructure*. Speeding vehicles discourage many people who want to walk, use a wheelchair, or ride a bicycle for transportation or recreation in many areas on the Island.

G. Non-Motorized Travel – Non-motorized modes of transportation are important to many Islanders and the need for improved non-motorized *infrastructure* has consistently ranked high in community surveys. While significant improvements have been made, many parts of the Island *infrastructure* are not adequate to serve the needs of users of all ages and abilities. As a result, many people remain dependent on cars as the only practical and safe means of travel. Many people do not feel safe walking and biking outside of the urban center of Winslow.

H. Transit Service – Ferry Service is vital to many residents who work in Seattle and to the local and regional economy. As automobile capacity and parking space at the ferry terminal are limited, non-motorized facilities with connectivity to the ferry and *transit* service are important to many Islanders for sustainably accommodating population growth. WSF forecasts significant growth of non-motorized trips in the coming decade.

Kitsap Transit provides bus service connecting many areas of the Island to the ferry and Winslow. Kitsap Transit is working to expand service during non-peak hours and to inter-Island locations, and many in the community would like to see this service maintained and expanded. This service has provided valuable mobility to the community, especially for older people, those with disabilities and younger populations.

I. Transportation Network Connectivity – Bainbridge Island's roadway system has few roadways that contribute to the development of a "network". Many parts of the Island have only a single way to access the area, such as the Beans Bight, West Port Madison or Agatewood areas. Mobility, emergency access, emissions and circulation can all be improved with better roadway connections. Alternative modes of travel are a high priority for many Islanders. Expanding the Island's network of both on-street and off-street non-motorized facilities is needed to provide *neighborhood*, inter-island and regional connectivity.

J. Climate change – Transportation is both a cause of *climate change* and provides opportunities to mitigate the effects of *climate change*. Creating a *transit* plan that reduces emission of *greenhouse gases* and increases our community's resilience to the effects of *climate change* is a priority. These criteria *should* be used to evaluate all transportation solutions and proposed projects.

K. Roadway Intersection Congestion – At locations other than SR 305, intersections may limit capacity as the Island population grows. Islanders are increasingly concerned about

relieving intersection capacity at school locations and during commute times in Winslow. Intersection congestion can also lead to delay for non-motorized users, in particular bicyclists where riders share the road with vehicles.

L. Livability – Providing convenient active transportation choices provides for better public health and improved lifestyles both in the urban center of Winslow and outlying areas of the Island. Bikeable and walkable communities are increasingly desirable and important to many Island residents. These aspects of the community are attractive to visitors as well and are an important element to creating a vibrant downtown business community.

M. Community Character - There is a desire to retain the feel of the Island's existing road system. Outside of Winslow and other designated *neighborhood* centers, the scenic roadways, open drainage ditches, and winding roads provide a more rural flavor that many consider important elements of the Island's character. However, these elements need to be balanced with the community's desire for safe roads that provide mobility options for all ages and abilities of Island residents without requiring a vehicle.

N. Stormwater – *Stormwater* management is an important environmental concern. As *stormwater* regulations evolve, the cost of roadway construction has increased.

O. Regional coordination – The 2016 update of the Island-wide Transportation Plan (IWTP) and the Comprehensive Plan Transportation Element creates an opportunity to coordinate with WSDOT (WSF, Olympic Region), Kitsap Transit, and neighboring jurisdictions to ensure a more integrated transportation system.

P. Financing – Solutions to many of the Island's transportation issues will cost money, a lot of money. Considering how best to pay for these improvements and who *should* pay (City, State, Federal) are key issues to this Plan. The scale of investment must be commensurate with the scale of the problems we are trying to solve.

Relationship of the Transportation Element to the Island Wide Transportation Plan (IWTP)

The primary purpose of the Transportation Element is to support and implement the Island's *Vision* and *Guiding Principles* as well as the *Goals* and *Policies* set forth in the other Plan Elements. The "Island Wide Land Use Concept," described in Figure LU-3 of the Land Use Element, calls for compact, walkable, mixed use centers within a much larger conservation landscape of *open spaces*, wildlife habitat, forested areas, agricultural, residential and recreational lands. The transportation improvements and programs called for in the Plan are essential to meeting the objectives for both the centers and the surrounding conservation landscape.

The GMA's transportation requirements are met either in this Transportation Element or in the IWTP, which is hereby adopted by reference. The Transportation Element provides consistency with other Plan Elements and over-arching policy direction, whereas the IWTP provides the technical support for those *policy* choices and a detailed guide for implementing and funding all

transportation programs, projects and services.

Transportation Element Utilization

The Transportation Element is a tool for the City to aid in decision-making in all aspects of transportation planning, scheduling and budgeting. The Transportation Element will guide the City in making decisions regarding public expenditures, improvements, and developments. City staff will use the Transportation Element to establish budgets and plan improvement projects. The Transportation Element will also be used to ensure consistency between land use actions and the City's transportation plans and *policies*.

Other agencies, such as the State Department of Transportation, Kitsap Transit, and Kitsap County, will use the Transportation Element to coordinate their actions with Bainbridge Island to address regional transportation issues and projects. Developers and businesses may also use the Transportation Element to assess project feasibility, make investment decisions and develop individual projects. Transportation providers *should* consult the Transportation Element to coordinate their services with transportation facility design and operation, and the general public can use the Transportation Element to become better informed about the City's transportation plans.

Transportation issues are among the top concerns for Bainbridge Island residents since Island roadways serve two equally important purposes. Not only do the roadways provide mobility, they also enhance the character of the Island. Much of the concern over transportation is related to the future of State Route 305, which serves not only Bainbridge Island, but also functions as a regional facility connecting Seattle and the Island ferry terminal with the Kitsap and Olympic Peninsulas.

GOALS & POLICIES

MULTIMODAL

GOAL TR-1

Encourage the development of an integrated multimodal transportation system that provides a range of safe transportation alternatives and increases the through movement of people, maximizing use of non-motorized and public *transit*.

Policy TR 1.1

In accordance with complete streets practices and guidelines, new or rebuilt streets *shall*, as much as is practical, address the use of the right-of-way by all users.

Policy TR 1.2

The City will coordinate with the City police department, the Kitsap Public Health District, the school, park and fire districts, and other civic groups to develop and sponsor outreach programs. The programs are intended to inform specific segments of the community, including

but not limited to, motor-vehicle drivers, school-age children, non-motorized commuters, cyclists, recreational users, private property owners with or adjoining non-motorized facilities, and the general public.

The following public education programs *should* be provided to Island citizens:

- pedestrians and non-motorized vehicle safety
- rights and responsibilities of non-motorized facility users
- rights and responsibilities of property owners

Bicycle and pedestrian advocacy organizations are good resources of information on skill development and safety education for bicyclists and pedestrians.

NON-MOTORIZED SYSTEM

GOAL TR-2

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

Policy TR 2.1

Provide a non-motorized transportation system that effectively serves the needs of people of all ages and abilities who walk, bike, or ride horses, or use wheel chairs; encourages non-motorized travel; and provides continuous networks of safe, efficient and attractive shoulders, sidewalks, pathways (footpaths), and multi-purpose trails throughout the Island that are also connecting to regional systems.



Provide safe and appropriately scaled non-motorized access that connects *designated centers*, the ferry terminal, services such as a doctors' offices, schools, parks, recreation areas, shorelines (including road-ends), and *transit* connections including to ferry and bus services.

The non-motorized system *should* maximize mobility, provide safety, efficiency and comfort for pedestrians, bicyclists, and equestrians, respect property owners' rights, protect the natural environment and complement the character of existing *neighborhoods*.

Policy TR 2.2

Trails *should* provide for both passive and active pursuits including recreation and nature study, exercise, shopping, and commuting to work and schools.

Policy TR 2.3

Provide networks of pedestrian facilities within one mile and bicycle facilities within two miles of schools. The City and the School District *should* coordinate efforts to develop non-motorized facilities. Each school *should* coordinate with neighboring property owners to provide access to

the school. Separated facilities are preferred near schools and especially for elementary schools.

Policy TR 2.4

Provide a network of sidewalk facilities adjacent to roadways in *designated centers* with the Winslow area given priority. Sidewalks *shall* be of sufficient width to accommodate expected pedestrian use, including safe crossings with adequate overhead or embedded lighting. Where possible, separate sidewalks from the roadway with a street tree planting strip and buffer. Designs *should* accommodate users of all abilities, meeting ADA requirements.



Policy TR 2.5

Provide a network of shoulder facilities along the Island's arterial roadways and collector streets, creating an integrated network that serves cyclists as well as pedestrians in locations without sidewalks.



Policy TR 2.6

Develop a trail system to serve non-motorized users across the Island. As envisioned, the network will include the Waterfront Trail in Winslow, the Sound to Olympics Trail (STO, a regional trail connecting the Ferry Terminal to the Agate Pass Bridge), intra-island multi-use trails, unopened City rights-of-way, shoreline trails (Waterfront Park Trail), and connecting pathways within *neighborhoods*. The *goal* is to provide walkability within *neighborhoods* and Island-wide connectivity for both pedestrians and cyclists.

Multi-use trails are envisioned to provide an alternative for cyclists to the shoulder network along arterial streets to accommodate users of all ages and abilities. Multi-use trails are envisioned to connect with pathways, sidewalks and shoulder facilities to form an integrated non-motorized system.

Policy TR 2.7

Develop and regularly update design standards for non-motorized facilities that provide safe and efficient access, encourage use and mobility and are appropriate to the location and needs in the immediate area.

Standards for shoulders, sidewalks, pathways and multi-use trails are to provide low levels of stress/high levels of service for non-motorized users. Include appropriate amenities such as benches and short term and long term bicycle parking in the construction of non-motorized facilities. Parking lots and garages serving public, commercial, and multifamily residential buildings are required to provide convenient bicycle parking and storage facilities.



Policy TR 2.8

Promote the safe use of non-motorized facilities through effective transportation improvements, maintenance operations and enforcement.

Provide safety enhancement in annual capital improvement programs and individual transportation improvement projects where applicable and needed to meet safety standards. Strongly encourage the Washington State Department of Transportation to accommodate non-motorized permeability and safety enhancements on SR 305.

Routinely evaluate facilities and roadway maintenance operation programs and resource levels to ensure adequate maintenance and preservation of the City's growing inventory of non-motorized facilities. Provide a high *level of service (LOS)* to meet safety standards, maintain low user stresses and encourage active transportation.

Coordinate with the Police Department and the Washington State Patrol to provide officer training and consistent enforcement of traffic laws, including speed limits, for both motorized and non-motorized users.

Policy TR 2.9

Improve the safe use of non-motorized roadway facilities by non-motorized and motorized users and encourage active modes of transportation through continuous community education. Coordinate with the City Departments, Schools, the Park District, the Fire District and other civic groups to develop and sponsor outreach programs. Programs *should* inform specific segments of the community including but not limited to motor-vehicle drivers, school age children, non-motorized commuters, recreational users, private property owners fronting non-motorized facilities and the general public.

Maintain and update guide maps that effectively identify the location of non-motorized routes and facilities and provide signage for public non-motorized facilities, such as trails, in order to clearly designate routes and access points.

Policy TR 2.10

The City supports the Federal, State, and Regional *goals* of doubling walking and cycling by 2036, the 20-year planning period of the City's comprehensive plan. The City will maintain an advisory committee to advocate for transportation planning, public non-motorized projects, private development projects, and education and outreach. The committee *should* represent a broad range of interests including pedestrians, cyclists, and equestrians.

Secure easements and other land dedication for non-motorized facilities through development mitigation, donation, tax incentives, and direct acquisition.

Incorporate non-motorized improvements during the planning and design phase of transportation improvement projects. All commercial and residential development projects that reach design thresholds set in the municipal code, *shall* be reviewed for compliance with the Transportation Element's non-motorized *goals* and *policies*, adopted plans, and standards.

FERRY SERVICE

GOAL TR-3

Coordinate with Washington State Ferries (WSF) and other possible providers to operate ferries that meet local service and commuter needs, are integrated with all travel modes and provide equitable regional service.

Policy TR 3.1

Strongly advocate to equalize ferry services from Bremerton, Bainbridge, Kingston and Southworth in order to optimize the use of each ferry service, balance peak hour travel times and provide ferry capacity in proximity to users' origin and destination.

Policy TR 3.2

Support the ferry system efforts to maximize the convenience of pedestrian, bicycle, *transit* and *HOV* use on ferry runs through providing priority status and improvements to discourage *single occupancy vehicle (SOV)* use.

Policy TR 3.3

Advocate for increased service options for foot ferry passengers such as water taxi and passenger ferry service to and from various areas of the Puget Sound region.

Policy TR 3.4

Support WSF and other providers to create and incorporate best practices into ferry services that reduce *greenhouse gas* emissions and vulnerability of ferry *transit* from *climate change*.

Policy TR 3.5

Promote bicycle and pedestrian safety improvements near the ferry terminal.

BUS SERVICE**GOAL TR-4**

Encourage the use of public *transit* and encourage *transit* agencies to operate and maintain local and regional *transit* service and facilities that reduce the need for *single-occupant vehicles* and support the needs of *transit*-dependent users.

Policy TR 4.1

Encourage a *transit LOS* standard that identifies deficiencies and the program improvement needs defined in the Kitsap Transit Plan.

Policy TR 4.2

Support actions from Metro, Sound Transit, Kitsap Transit or other appropriate agencies that:

- Improve public *transit* from the Seattle ferry terminal directly to popular destinations in Seattle metropolitan area as well as Sea-Tac Airport.
- Promote the availability of public *transit* service to ferry commuters and for special events.
- Maintain bus schedules to meet ferry arrival and departure times and improve service throughout the day and during evening hours.
- Provide information on the ferries and at the ferry terminals regarding *transit* options.
- Increase bus service on the Island to seven days a week.

Policy TR 4.3

Encourage park-and-ride use of multiple-use lots such as those located at churches or other locations and promote the use of those lots to Island residents. Encourage park-and-ride lots to include areas, preferably covered, for bicycle parking.

Policy TR 4.4

Support the expansion of Island *transit* services that target:

- Ferry commuters
- Non-ferry commuters, including Island employees
- Connection of High School Road and Winslow Way
- Non-commuter travel to other Kitsap County service and employment areas
- Intra-Island connection to Neighborhood Centers and residential areas
- *Transit* dependent access, including addressing the access needs of all ages and abilities.

Policy TR 4.5

Optimize public transit ~~should be optimized~~ for access, including accommodation for bikes and assistive devices, availability and increaseD visibility of bus service and bus stops.

Policy TR 4.6

Improve local air quality by improving the Kitsap Transit fleet to meet the highest possible emission standards.

TRANSPORTATION DEMAND MANAGEMENT

GOAL 5

Encourage greater efficiency of the integrated *multimodal transportation system* that provides a range of transportation alternatives and increases the through movement of people.

Policy TR 5.1

Use fee structure and space allocation programs to discourage *Single Occupancy Vehicle* (SOV) parking at City-controlled parking.

Policy TR 5.2

Develop parking and other programs that encourage *High Occupancy Vehicle* (HOV) use, including carpool and vanpool parking.

Policy TR 5.3

Encourage schools, the private sector and the public sector to adopt programs that reduce SOV use including telecommuting, promotion of ridesharing, walking, biking and reliance on buses.

Policy TR 5.4

The development of projects to improve the transportation system and reduce SOV traffic *shall* include enhancements for cyclists and pedestrians.

Policy TR 5.5

Support the Washington Department of Transportation and Kitsap Transit with the development and implementation of demand management strategies for SR 305 to encourage alternate modes of transportation.

OPERATION AND MOBILITY**GOAL TR-6**

Improve the operation and mobility of the Island's transportation system through the identification and implementation of system improvements that maintain *Level of Service (LOS)* standards and meet the transportation vision.

Policy TR 6.1

Construct, modify, and maintain roads to: 1) meet safety needs of all users, motorized and non-motorized, 2) provide for *transit* and non-motorized users (including bicyclists, pedestrians, wheelchair users and equestrians as appropriate), 3) correct *LOS* deficiencies, 4) improve connectivity and emergency response times, and 5) meet *Comprehensive Plan* goals

Set street design guidelines which establish street widths, reflecting the desired vehicle speeds, accommodating bicycle, pedestrian, wheelchair, equestrian, and *transit* uses, and providing for emergency vehicle access and also considering community character.

Policy TR 6.2

Set appropriate roadway classifications that reflect existing and projected vehicle usage, traffic operations, including non-motorized and *transit* uses, and considers adjacent land uses and community character.

Policy TR 6.3

Establish *Level of Service* standards for Bainbridge Island that measure the performance of the existing transportation system for motorized vehicles, bicycles, and pedestrians. Providing a *level of service* for all modes is important for a viable transportation system. Transportation networks *should* provide for all modes of transportation as a system.

Policy TR 6.4

Enforce the City's *concurrency* ordinance and monitor the expected transportation impact of proposed development on the available capacity of the roadway system. Early in the development review process, ensure that there are adequate transportation facilities or that improvements are planned, scheduled and funded for completion within six (6) years.

Policy TR 6.5

Develop access management programs to control the location and number of curb cuts. Control the location and spacing of commercial driveway entrances and the design of parking lots to avoid congestion near intersections, line of sight obstructions and confusing circulation patterns. Design to prevent pedestrian and vehicular accidents.

Policy TR 6.6

Designate truck corridors to allow the efficient movement of goods and freight within the transportation system.

Policy TR 6.7

Identify and support measures that will improve vehicular and non-motorized connectivity across SR 305.

Policy TR 6.8

Secure easements or other land dedication for transportation facilities through development mitigation, donation, tax incentives/exemption programs, or direct acquisition.

Policy TR 6.9

If the adopted *LOS* standard cannot be maintained due to funding shortfalls or other events, the City *shall* evaluate and revise the adopted *LOS* standard, restrict land use development as required, or institute other actions consistent with *LOS* reassessment strategy.

STATE ROUTE (SR) 305**GOAL TR-7**

Coordinate with WSDOT to ensure that state facility improvements meet the *goals* of the Bainbridge Island Transportation *Vision* and *Comprehensive Plan* and minimize impacts to the local transportation system.

Policy TR 7.1

Adopt the Level of Service standard for SR 305, as established by WSDOT in the State Highway Plan. Under the current plan the *LOS* standard is “D-mitigate” where actions are taken to mitigate congestion when operations drop below *LOS* D.

Policy TR 7.2

Develop a master plan for the SR 305 corridor as a green and scenic highway balancing the objectives of maintaining the treed character, and providing safe visibility. Incorporate best practices into highway improvements that reduce *greenhouse gas* emissions and *transit* vulnerabilities from *climate change*.

Policy TR 7.3

All proposed improvements to SR 305 *shall* include provisions to improve permeability for island residents, reduce *neighborhood* cut through traffic and improve access to and from North-end *neighborhoods*.

Policy TR 7.4

Oppose proposals to construct any new bridges to Bainbridge Island. Support planning efforts for the eventual replacement/refurbishment of the Agate Pass Bridge including potential capacity improvements for *transit* and non-motorized modes.

Policy TR 7.5

Support the construction of spot improvements for SR 305 to reduce congestion, increase permeability across the corridor and improve safety for through traffic, local traffic, non-motorized and *transit* users.

Policy TR 7.6

Support the construction of the STO and its branch trails.

Policy TR 7.7

Encourage the development of park-and-ride lots near commuters' points of origin throughout Kitsap County in order to minimize traffic impacts along SR 305.

Policy TR 7.8

Promote improvements to off-island State facilities that will mitigate on-Island congestion of SR 305.

NEIGHBORHOODS**GOAL TR-8**

Consider the special needs of *neighborhood* safety, pedestrian and bicycle facilities, *transit* use and facilities and traffic flow in the development of transportation improvements that affect *neighborhoods*.

Policy TR 8.1

Protect residential *neighborhoods* from the impacts of cut-through motor vehicle traffic by providing appropriate connecting routes and applying appropriate traffic-calming measures to control vehicle volumes while maintaining emergency vehicle response times.

Policy TR 8.2

Support the character of *neighborhoods* by providing *neighborhood* programs and projects for place making, traffic calming, greenways, appropriate street width, lighting for safety, curb cuts, and pedestrian and bicycle facilities as consistent with the *Comprehensive Plan*.

Policy TR 8.3

Develop a circulation and access management plan for *neighborhoods* and neighborhood centers so that as properties develop, vehicular and non-motorized connectivity and circulation are maintained.

Policy TR 8.4

Complete and protect the Winslow Waterfront Trail.

SAFETY AND MAINTENANCE**GOAL TR- 9**

Support the safe use of the transportation system by maintaining the roadway system and including necessary safety enhancements in transportation improvement projects.

Policy TR 9.1

Include transportation projects and adequate operation and maintenance funding to ensure that the vehicular and non-motorized transportation system *infrastructure* is maintained in a safe and usable condition.

Policy TR 9.2

Conduct periodic traffic studies in areas of the Island's roadway network that have experienced significant traffic changes due to development to ensure that appropriate traffic control devices

are employed for the safety of the traveling public. Consider opportunities to improve the non-motorized *infrastructure* as a means to increase mobility options for cyclists and walkers.

Policy TR 9.3

Periodically evaluate roadside conditions of the City's secondary arterial network and higher volume collectors to evaluate the condition of existing roadways and prioritize repairs and improvements to ensure the safety of the traveling public.

Policy TR 9.4

Provide street lighting, including safety features designed for sidewalks, to address safety issues. Light design and placement *should* minimize glare and light spillage and maximize visibility of pedestrians and bicyclists.

PARKING**GOAL TR-10**

The availability of public parking is an asset to commercial districts and a benefit to island residents and visitors. On-street parking is a vital element of the core commercial district that includes the City's "Main Street" community on Winslow Way. On-street parking may be a benefit environmentally in urban areas as it may require less developed impervious surface than off-street parking.

Policy TR 10.1

Encourage on-street parking in *designated centers*. Development of street frontages in urban commercial areas *should* maximize on-street parking to the extent practical. Development projects in urban residential areas *should* consider on-street parking rather than off-street parking.

Policy TR 10.2

Preserve on-street parking in the mixed-use commercial districts of Winslow and *designated centers*. City projects in commercial districts *should* maximize parking to the extent practical within the existing rights of way. Note that "*Complete Streets*" projects must also balance other functions such as non-motorized uses. Seek opportunities to expand public parking.

Policy TR 10.3

The City *should* look to maximize public parking on City-owned properties in addition to maintaining convenient parking for visitors and staff at City facilities.

Policy TR 10.4

Prioritize parking in the mixed-use districts of Winslow for short-term use. Continue to manage City public parking in Winslow so that commuter parking for ferry commuters is not practical and short-term parking is prioritized for the Waterfront Park, Senior Center, and patrons of downtown businesses.

Policy TR 10.5

Support parking programs for customers in retail and service areas and employees of local businesses in the mixed-use districts of Winslow.

Work with business owners to limit employee parking to off-street facilities to optimize available, convenient parking for patrons. Continue to manage City public parking to maximize close-in parking for patrons of local businesses and assist in providing some daily off-site parking for employees at walkable outlying locations.

Policy TR 10.6

Encourage bicycle parking in the designated *neighborhood* centers and at public facilities. Provide bicycle parking at locations convenient to businesses providing goods and services and for employees who commute to work by bicycle. Provide bicycle storage at *transit* facilities.

COMMUNITY CHARACTER

GOAL TR-11

Develop transportation improvements that respect the Island's natural and historic character and are consistent with both the short and long-term vision of the *Comprehensive Plan*.

Policy TR 11.1

Protect the Island's unique scenic resources along corridors including SR 305 and secondary arterials corridors outside *designated centers*; require broad greenbelts and trees to screen parking and unwanted views and buffer noises between the roadway and development. Develop a program for local designation of scenic roads.

Policy TR 11.2

Manage the appearance and safety of winding roadways in areas outside *designated centers* through the provision for and retention of appropriate roadside vegetation and trees, and following of the natural topography whenever possible. Retain the scenic character of SR 305 by minimizing the placement of signs, discouraging new access points, and planting and maintaining vegetation.

Policy TR 11.3

Create safe, attractive, and functional pedestrian and bicycle circulation within Winslow and designated *neighborhood* centers through the design and implementation of Complete Streets to enhance community character.

Policy TR 11.4

Minimize the use of street lighting outside of Winslow, except to address safety.

ENVIRONMENT

GOAL TR-12

Develop, operate, and maintain a transportation system that respects and protects the natural environment including the quality of the Island's air, water and natural habitats.

Policy TR 12.1

Avoid impacts of road construction on *environmentally sensitive areas*; minimize damaging *runoff* and pollution from road use and maintenance; implement programs that encourage the planting of low-maintenance, vegetated groundcover and trees along roadways.

Policy TR 12.2

Where possible, the City *shall* require the undergrounding of overhead utilities to reduce the need for removal and maintenance of roadside vegetation.

Policy TR 12.3

Develop transportation plans and programs that reduce travel demand, improve traffic flow and consider the impact to air quality including reducing *greenhouse gas* emissions. Support County, regional and state air quality *goals* and requirements.

Policy TR 12.4

Avoid transportation impacts to identified wildlife corridor crossings so that adequate linkages for animal movement between habitat areas are maintained.

COMMUNITY INVOLVEMENT**GOAL TR-13**

Ensure involvement and input from the citizens at all stages of significant transportation projects and decision-making that affect Bainbridge Island.

Policy TR 13.1

Provide citizen opportunities for reviewing transportation plans and documents to give an opportunity for public comment and ensure consistency with the community *vision*.

Policy TR 13.2

In the design process for transportation projects, use the principles and practices of *context sensitive* solutions to refine the *goals* of the *Comprehensive Plan* and the IWTP in keeping with the context of the site.

Policy TR 13.3

Insist on early and full City participation in regional transportation decisions affecting the Island. Such participation *should* include City and community representation in the decision-making process and public meetings on the Island.

REGIONAL COORDINATION

GOAL TR-14

Coordinate with local, regional, state, public and private organizations to promote regional transportation improvements and services that are compatible with the community's vision as expressed in the *Comprehensive Plan*.

Policy TR 14.1

Work to ensure that the transportation system is planned and operated in coordination with adjoining jurisdictions by participating in regional coordinating functions with the Kitsap County, Kitsap Transit, Washington State Ferries, Kitsap Regional Coordinating Council, Puget Sound Regional Council, the Suquamish Tribe, the Washington State Department of Transportation and other appropriate public transportation agencies and user groups.

Policy TR 14.2

Support the Puget Sound Regional Coordinating Council's (PSRC) long term planning efforts and studies that describe and identify the impacts of regional traffic on the Island's transportation system. The City *should* submit plans to PSRC for certification of consistency with regional long term planning.

Policy 14.3

Coordinate planning and implementation with Kitsap County, Kitsap Transit, Washington Department of Transportation, Kitsap Coordinating Council, the Suquamish Tribe, Puget Sound Regional Council and other planning / advocacy groups to further non-motorized *goals*. This includes trails and access to *transit* in Kitsap County, the Olympic Peninsula and the greater Puget Sound region.

TRANSPORTATION FINANCING

GOAL TR-15

Prepare and periodically update a fiscally responsible, cost-effective transportation financing plan that optimizes the use of City funds and leverages other funding sources.

Policy TR 15.1

Pursue joint funding opportunities with the School District, Park and Recreation District, Washington State Department of Transportation and other agencies to meet high priority needs. Joint projects with multiple agency participation is an efficient way to leverage limited funds of each participant and enhance grant applications.

Policy TR 15.2

Require all new and expanded development to maintain the adopted Transportation *LOS* standards. The pro-rated cost of any improvements needed to maintain the adopted *LOS shall* be the responsibility of developers.

Policy TR 15.3

Require new and expanded developments to construct, or upgrade unimproved and/or under improved roadways, or participate in the funding of roadways that conform to City standards.

Policy TR 15.4

Aggressively seek available County, State and Federal money to fund projects that help meet the Island's transportation objectives.

Policy TR 15.5

Ensure that the Island's transportation improvement plan accounts for forecasted population and employment growth and has revenue sources sufficient to build and maintain it.

Policy TR 15.6

Mandate the maintenance and repair of the existing transportation system as a high priority when making funding allocation decisions.

Policy TR 15.7

Periodically update traffic impact fees to mitigate the impacts of future development.

TRANSPORTATION IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating partnerships and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the many comprehensive plans policies that support that action.

HIGH PRIORITY ACTIONS

TR Action #1 Apply complete streets principles and context sensitive design when designing road improvements or new roads to maximize mobility, connectivity and scenic character.

Policy TR 1.1

In accordance with complete streets practices and guidelines, new or rebuilt streets *shall*, as much as is practical, address the use of the right-of-way by all users.

Policy TR 2.1

Provide a non-motorized transportation system that effectively serves the needs of people of all ages and abilities who walk, bike, or ride horses, or use wheel chairs; encourages non-motorized travel; and provides continuous networks of safe, efficient and attractive shoulders, sidewalks, pathways (footpaths), and multi-purpose trails throughout the Island that are also connecting to regional systems.

Provide safe and appropriately scaled non-motorized access that connects *designated centers*, the ferry terminal, services such as a doctors' offices, schools, parks, recreation areas, shorelines (including road-ends), and *transit* connections including to ferry and bus services.

The non-motorized system *should* maximize mobility, provide safety, efficiency and comfort for pedestrians, bicyclists, and equestrians, respect property owners' rights, protect the natural environment and complement the character of existing *neighborhoods*.

Policy TR 13.2

In the design process for transportation projects, use the principles and practices of *context sensitive* solutions to refine the *goals* of the *Comprehensive Plan* and the IWTP in keeping with the context of the site.

TR Action #2 Increase communication and coordination between the City, the State Department of Transportation, Puget Sound Regional Council, Kitsap Transit, Bainbridge Island School District, and the Bainbridge Island Metropolitan Park and Recreation District (BIMPRD) to improve the non-motorized and transit system.

GOAL TR-2: NON-MOTORIZED SYSTEM

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

Policy TR 4.1

Encourage a *transit* LOS standard that identifies deficiencies and the program improvement needs defined in the Kitsap Transit Plan.

Policy TR 7.5

Support the construction of spot improvements for SR 305 to reduce congestion, increase permeability across the corridor and improve safety for through traffic, local traffic, and non-motorized and *transit* users.

Policy TR 14.1

Work to ensure that the transportation system is planned and operated in coordination with adjoining jurisdictions by participating in regional coordinating functions with the Kitsap County, Kitsap Transit, Washington State Ferries (WSF), Kitsap Regional Coordinating Council, Puget Sound Regional Council, the Suquamish Tribe and the Washington State Department of Transportation and other appropriate public transportation agencies and user groups.

TR Action #3 Fund new transportation facilities, in addition to safety and maintenance projects through the budget process, leveraging grants and/or other shared funding opportunities.

Policy TR 6.1

Construct, modify, and maintain roads to: 1) meet safety needs of all users, motorized and non-motorized, 2) provide for *transit* and non-motorized users (including bicyclists, pedestrians, wheelchair users and equestrians as appropriate), 3) correct LOS deficiencies, 4) improve connectivity and emergency response times, and 5) meet *Comprehensive Plan* goals.

Set street design guidelines which establish street widths, reflecting the desired vehicle speeds, accommodating bicycle, pedestrian, wheelchair, equestrian and *transit* uses, and providing for emergency vehicle access and also considering community character.

Policy TR 9.1

Include transportation projects and adequate operation and maintenance funding to ensure that the vehicular and non-motorized transportation system *infrastructure* is maintained in a safe and usable condition.

Policy TR 15.1

Pursue joint funding opportunities with the School District, Park and Recreation District, Washington State Department of Transportation and other agencies to meet high priority needs. Joint projects with multiple agency participation is an efficient way to leverage limited funds of each participant and enhance grant applications.

MEDIUM PRIORITY ACTIONS

TR Action #4 Increase City support for targeted public safety education campaigns to create awareness and improve behaviors by drivers, bikers, and pedestrians. Coordinate with other agencies, such as Kitsap Transit and the Bainbridge Island School District.

Policy TR 1.2

The City will coordinate with the City police department, the Kitsap County Health District, the school, parks, and fire districts and other civic groups to develop and sponsor outreach programs. The programs are intended to inform specific segments of the community, including but not limited to, motor-vehicle drivers, school-age children, non-motorized commuters, cyclists, recreational users, private property owners with or adjoining non-motorized facilities and the general public.

The following public education programs *should* be provided to Island citizens:

- Pedestrians and non-motorized vehicle safety
- Rights and responsibilities of non-motorized facility users
- Rights and responsibilities of property owners
- Bicycle and pedestrian advocacy organizations are good resources of information on skill development and safety education for bicyclists and pedestrians.

Policy TR 2.8

Promote the safe use of non-motorized facilities through effective transportation improvements, maintenance operations and enforcement.

Provide safety enhancement in annual capital improvement programs and individual transportation improvement projects where applicable and needed to meet safety standards. Strongly encourage the Washington State Department of Transportation to accommodate non-motorized permeability and safety enhancements on SR 305.

Routinely evaluate facilities and roadway maintenance operation programs and resource levels to ensure adequate maintenance and preservation of the City's growing inventory of non-motorized facilities. Provide a high *level of service (LOS)* to meet safety standards, maintain low user stresses and encourage active transportation.

Coordinate with the Police Department and the Washington State Patrol to provide officer training and consistent enforcement of traffic laws, including speed limits, for both motorized and non-motorized users.

TR Action #5 Coordinate with Kitsap Transit, Washington State Ferries and other agencies to decrease the number of single-occupant vehicle (SOV) trips, with a focus on reducing SOV trips during commuting hours.

Policy TR 3.2

Support the ferry system efforts to maximize the convenience of pedestrian, bicycle, *transit* and *HOV* use on ferry runs through providing priority status and improvements to discourage *single occupancy vehicle (SOV)* use.

Policy TR 4.2

Support actions from Metro, Sound Transit, Kitsap Transit or other appropriate agencies that:

- Improve public *transit* from the Seattle ferry terminal directly to popular destinations in Seattle metropolitan area, as well as Sea-Tac Airport.
- Promote the availability of public *transit* service to ferry commuters and for special events.
- Maintain bus schedules to meet ferry arrival and departure times and improve service throughout the day and during evening hours.
- Provide information on the ferries and at the ferry terminals regarding *transit* options.
- Increase bus service on the Island to seven days a week.

Policy TR 5.3

Encourage schools, the private sector and the public sector to adopt programs that reduce *SOV* use including telecommuting, and promotion of ridesharing, walking, biking and reliance on buses.

Policy TR 5.4

The development of projects to improve the transportation system and reduce *SOV* traffic *shall* include enhancements for cyclists and pedestrians.

TR Action #6 Improve transportation options to address the needs of all ages and abilities.

Policy TR 4.4

Support the expansion of Island *transit* services that target:

- Ferry commuters
- Non-ferry commuters, including Island employees
- Connection of High School Road and Winslow Way
- Non-commuter travel to other Kitsap County service and employment areas
- Intra-Island connection to Neighborhood Service Centers and residential areas
- *Transit* dependent access, including addressing the access needs of all ages and abilities.

Policy TR 4.5

Optimize public transit ~~should be~~ optimized for access, including accommodation for bikes and assistive devices, availability and increased visibility of bus service and bus stops.

OTHER PRIORITY ACTIONS

TR Action #7 Regularly evaluate and improve design standards for all types of transportation facilities.

Policy TR 2. 7

Develop and regularly update design standards, for non-motorized facilities that provide safe and efficient access, encourage use and mobility, that are appropriate to the location and needs in the immediate area.

Standards for shoulders, sidewalks, pathways and multi-use trails are to provide low levels of stress/high levels of service for non-motorized users. Include appropriate amenities such as benches and short term and long term bicycle parking in the construction of non-motorized facilities. Parking lots and garages serving public, commercial and multifamily residential buildings are required to provide convenient bicycle parking and storage facilities.

Policy TR 6.1

Construct, modify, and maintain roads to: 1) meet safety needs of all users, motorized and non-motorized, 2) provide for *transit* and non-motorized users (including bicyclists, pedestrians, wheelchair users, and equestrians as appropriate), 3) correct *LOS* deficiencies, 4) improve connectivity and emergency response times, and 5) meet *Comprehensive Plan goals*

Set street design guidelines which establish street widths, reflecting the desired vehicle speeds, accommodating bicycle, pedestrian, wheelchair, equestrian and *transit* uses, and providing for emergency vehicle access and also considering community character.

Policy TR 6.2

Set appropriate roadway classifications that reflect existing and projected vehicle usage, traffic operations, including non-motorized and *transit* uses, and considers adjacent land uses and community character.

**Policy TR 6.6**

Designate truck corridors to allow the efficient movement of goods and freight within the transportation system.

TR Action #8 Improve air quality by converting public transportation to run on “greener” power.

Policy TR 3.4

Support WSF and other providers to create and incorporate best practices into ferry services that reduce *greenhouse gas* emissions and vulnerability of ferry *transit* from *climate change*.

Policy TR 4.6

Improve local air quality by improving the Kitsap Transit fleet to meet the highest possible emission standards.

TR Action #9 Work with Kitsap Transit and Island business owners to maximize parking and non-motorized opportunities for employees and customers in commercial districts.

GOAL TR- 10

The availability of public parking is an asset to commercial districts and a benefit to island residents and visitors. On-street parking is a vital element of the core commercial district that includes the City's "Main Street" community on Winslow Way. On-street parking may be a benefit environmentally in urban areas as it may require less developed impervious surface than off-street parking.

TR Action #10 Consider creating a program for local designation of scenic roads.

Policy TR 11.1

Protect the Island's unique scenic resources along corridors including SR 305 and secondary arterials corridors outside *designated centers*; require broad greenbelts and trees to screen parking and unwanted views and buffer noises between the roadway and development. Develop a program for local designation of scenic roads.

CAPITAL FACILITIES ELEMENT

TABLE OF CONTENTS

	PAGE
INTRODUCTION.....	CF-1
CAPITAL FACILITIES VISION.....	CF-3
GOALS AND POLICIES.....	CF-3
CAPITAL FACILITIES INVENTORY.....	CF-7
CITY FUNCTIONAL PLANS ADOPTED BY REFERENCE.....	CF-12
SPECIAL PURPOSE DISTRICT PLANS ADOPTED BY REFERENCE.....	CF-12
SIX-YEAR CAPITAL IMPROVEMENT PLAN.....	CF-13
CAPITAL FACILITIES IMPLEMENTATION.....	CF-13

CAPITAL FACILITIES INTRODUCTION

What Are *Capital Facilities* and Why Do We Need to Plan for Them?

Capital facilities are all around us. They are the *public facilities* we all use on a daily basis. They are our public streets and sidewalks, our City park and agriculture properties, our public buildings such as City Hall, the library, fire and police stations, our public water systems that bring us pure drinking water, and the sanitary sewer systems that collect our wastewater for treatment and safe disposal. Even if you don't reside within the City, you use *capital facilities* every time you drive, eat, shop, work, or play here.

While a *Capital Facilities Plan (CFP)* does not cover routine maintenance, it does include renovation and major repair or reconstruction of damaged or deteriorating facilities. *Capital facilities* do not usually include furniture and equipment. However, a capital project may include the furniture and equipment clearly associated with a newly constructed or renovated facility.

The planning period for a [Capital Improvement Plan \(CIP\)](#) is six years. Expenditures proposed for years one and two of the program are incorporated into the City's Biennial Budget as the Capital Budget.

The [CIP](#) process is an important ongoing part of the City's overall management process. New information, grant-making and evolving priorities require continual review. Each time the review is carried out, it must be done comprehensively.

All of these facilities should be planned for years in advance to assure they will be available and adequate to serve all who need or desire to utilize them. Such planning involves determining not only where facilities will be needed, but when, and not only how much they will cost, but how they will be paid for. It is important to note that the *CFP* is a planning document that includes timeline estimates based on changing dynamics related to growth projections, project schedules, or other assumptions.

Capital Facilities Plans are required under State law to identify *capital facility* deficiencies needed to serve our existing population, plan for capital facility improvements to meet the needs of our future population, and ensure that local governments have the fiscal capacity to afford to construct and maintain those capital facilities.

The *Capital Facilities Plan* includes summary details of the major capital projects of the City and a financial capacity analysis. As the general purpose government on Bainbridge Island, the City is required to analyze and integrate the *capital facilities plans* from special purpose districts (Schools, Parks, Fire, etc) into its *Capital Facilities Plan*. The City and the special purpose districts shall work together to integrate their capital planning efforts to provide a more even tax impact and to prioritize their projects while still providing quality facilities and services for the

citizens they serve. This is consistent with *Guiding Principle #8* and its supporting policies 8.1, 8.2, 8.4, 8.5, 8.6

Growth Management Act Requires a Capital Facilities Plan

This *Capital Facilities Element* update has been developed in accordance with the RCW 36.70A.070, the *Growth Management Act (GMA)*, and WAC 365-196, the Procedural Criteria. This *Capital Facilities Plan*, and other City plans adopted by reference, support the Land Use, Housing, and Economic Elements by utilizing the same 2036 population and employment forecasts.

This *Capital Facilities Plan* is the product of many separate but coordinated planning documents and planning bodies. Each special purpose district (Schools, Parks, Fire, etc.) has its own Capital Facility Plan, Strategic Plan, and/or budget. In this *Capital Facilities Plan*, the City adopts these special purpose district planning documents by reference. The City's adopted functional plans are adopted by reference in this *Capital Facilities Element*, including an Island-wide Transportation Plan, Water System Plan, a Sewer System Plan, a Storm and Surface Water Management Program, and a Pavement Management System Plan – each operational plan providing an inventory of existing facilities, an analysis of deficiencies and future demand, and recommendations for capital improvements.

The *GMA* requires that the *Capital Facilities Element* contain a six-year financing plan, known as a *Capital Improvement Plan (CIP)* that identifies the type and location of expanded or new *capital facilities* and the sources of funding that will be used to pay for them.

Relationship of Capital Facilities Plan to the Budget

The *Capital Facilities Plan* and the City's budget serve different but related purposes. The budget authorizes the amount to be spent during the coming biennium; whereas the *Capital Facilities Plan* identifies needed capital facilities over a six-year period. A requirement of the *Capital Facilities Plan* is that it show how the needed facilities will be paid for during at least a six-year period (*Capital Improvement Plan*). Because State law requires that no money can be spent on capital projects which are not shown in the *Capital Facilities Plan*, it is important that the budget authorize spending only on *capital facilities* in the Plan.

Concurrency and Levels of Service (LOS)

The *Growth Management Act* requires jurisdictions to have *capital facilities* in place and readily available when new development occurs. This concept is known as concurrency. Specifically, this means that:

1. All public facilities needed to serve new development and/or a growing service area population must be in place at the time of initial need. If the facilities are not in place, a financial commitment must have been made to provide the facilities within six years of the time of the initial need; and

2. Such facilities must be of sufficient capacity to serve the service area population and/or new development without decreasing service levels below locally established minimum standards, known as *level of service*.
3. In the allocation of funds for *capital facilities*, choices will be made. The *CFP* may facilitate some forms of development while constraining other forms.

Levels of service (LOS) are usually quantifiable measures of the amount and/or quality of public facilities or services that are provided to the community and are usually expressed as a ratio of amount of service to a selected demand unit. For example, sewer *LOS* is expressed as 100 gallons per capita per day, public school *LOS* may be expressed as the number of square feet available per student or as the number of students per classroom. Police or Fire protection may be expressed as the average response time for emergency calls. Factors that influence local standards are citizen and City Council recommendations, national standards, federal and state mandates, and the standards of neighboring jurisdictions.

CAPITAL FACILITIES VISION 2036

Capital facilities planning has kept up with changes in the natural and built environments, meeting the needs of a population that expects a high level of service. The City's *Capital Improvement Plans* were coordinated with the strategic plans and budgets of the special purpose districts (e. g., Schools, Parks and Fire).

Planning and budgeting for facilities has been concurrent with subarea planning for the *designated centers*, and to a large extent, recent population growth and commerce have been concentrated in and near those centers. Planning and budgeting has kept pace with maintenance and expansion of recreational facilities and public lands preserved for agriculture or conservation.

Over the past twenty years, Capital Improvement Plans have responded to anticipated impacts of climate change and sea level rise. New construction and retrofits have made public buildings energy efficient and models of low impact design.

GOALS & POLICIES

GOAL CF-1

The Capital Facilities Element and *Capital Improvement Plan (CIP)* provides the public facilities needed to support orderly compact urban growth, protect and support public and private investments, maximize use of existing facilities, promote economic development and redevelopment, increase public well-being and safety, and implement the *Comprehensive Plan*.

Policy CF 1.1

Biennially review, update and amend a six-year *CIP* that:

- Is subject to review and adoption by the City Council.
- Is consistent with the *Comprehensive Plan*, functional plans and adopted capital and operating budgets.
- Defines the scope and location of capital projects or equipment;
- States why each project is needed and its relationship to established *levels of service*.
- Includes costs of property acquisition, if any, project construction costs, timing, funding sources, and projected operations and maintenance impacts.

Policy CF 1.2

Coordinate with other *capital facilities* service providers to keep each entity current, maximize cost savings, and schedule and upgrade facilities efficiently.

Policy CF 1.3

Evaluate and prioritize proposed *capital improvement* projects using the following long-term financial strategy principles and guidelines:

- Preserve and maintain physical infrastructure.
- Use an asset management approach to the City's capital facilities.
- Use unexpected one-time revenues for one-time costs or reserves.
- Pursue innovative approaches.
- Maintain capacity to respond to emerging community needs.
- Address unfunded mandates.
- Selectively recover costs.
- Recognize the connection between the operating and capital budgets.
- Utilize partnerships wherever possible.
- Remain committed to City *goals* over the long run.
- Anticipate and respond to the impacts of *climate change*, including and sea level rise.

Policy CF 1.4

Ensure that capital improvement projects are:

- Financially feasible.
- Consistent with planned growth patterns provided in the *Comprehensive Plan*
- Consistent with State and Federal law.
- Compatible with plans of state agencies.
- Sustainable within the operating budget.

Policy CF 1.5

Give priority consideration to projects that:

- Are required to comply with State or Federal law.
- Implement the *Comprehensive Plan*.
- Are needed to meet concurrency requirements for growth management.
- Are already initiated and to be completed in subsequent phases.
- Renovate existing facilities to remove deficiencies or allow their full use, and preserve the community's prior investment or reduce maintenance and operating costs.

- Replace worn-out or obsolete facilities.
- Are substantially funded through grants or other outside funding.
- Address public hazards.

Policy CF 1.6

Adopt each update of the *Capital Facilities Plan* as part of the *Comprehensive Plan*.

Policy CF 1.7

Recognize that the year in which a project is carried out, or the exact amounts of expenditures by year for individual facilities, may vary from amounts stated in the *Capital Facilities Plan* due to:

- Unanticipated revenues or revenues that become available to the City with conditions about when they may be used,
- Change in the timing of a facility to serve new development that occurs in an earlier or later year than had been anticipated in the *Capital Facilities Plan*,
- The nature of the *Capital Facilities Plan* as a multi-year planning document. The first year or years of the Plan are consistent with the budget adopted for that financial period. Projections for remaining years in the Plan may be changed before being adopted into a future budget.

GOAL CF-2

Provide the *capital facilities* needed to direct and serve future development and redevelopment.

Policy CF 2.1

When planning for public facilities, consider expected future land use activity.

Policy CF 2.2

Capital facilities planning is an essential component of subarea planning and promoting development in *designated centers*.

Policy CF 2.3

Require new development to fund the *capital facilities* needed to serve the development.

GOAL CF-3

Prudently manage fiscal resources to provide needed *capital facilities*.

Policy CF 3.1

Ensure a balanced approach to allocating financial resources among:

- Maintaining existing facilities,
- Eliminating existing *capital facility* deficiencies, and
- Providing new or expanding facilities to serve development and encourage redevelopment.

Policy CF 3.2

Use the *CIP* to integrate all of the community's capital project resources (grants, bonds, city funds, donations, *impact fees*, and any other available funding).

Policy CF 3.3

Allow developers who install infrastructure with excess capacity to use *latecomer's agreements* wherever reasonable.

Policy CF 3.4

Assess the additional operations and maintenance costs associated with acquisition or development of new *capital facilities*. If accommodating these costs places a financial burden on the operating budget, consider adjusting the capital plans.

Policy CF 3.5

Achieve more efficient use of capital funds through joint use of facilities and services by utilizing measures such as interlocal agreements, regional authorities, and negotiated use of privately and publicly owned land.

Policy CF 3.6

Consider potential new revenue sources for funding capital facilities, such as:

- Growth-induced tax revenues.
- Additional voter-approved revenue.
- Impact Fees.
- Benefit Districts.
- Local Improvement Districts.

Policy CF 3.7

Choose among the following available contingency strategies should the City be faced with capital facility funding shortfalls:

- Increase general revenues, rates, or user fees; change funding source(s).
- Decrease level of service standards in the Comprehensive Plan and reprioritize projects to focus on those related to concurrency.
- Change project scope to decrease the cost of selected facilities or delay construction.
- Decrease the demand for the public services or facilities by placing a moratorium on development, developing only in served areas until funding is available, or changing project timing and/or phasing.
- Use Local Improvement Districts; or surplus City-owned assets.

Policy CF 3.8

Secure grants or private funds, when available, to finance capital facility projects when consistent with the Comprehensive Plan.

GOAL CF-4

Public facilities constructed on Bainbridge Island meet appropriate safety, construction, energy conservation, durability and sustainability standards.

Policy CF 4.1

Adhere to the City's Engineering Development and Design Standards when constructing utility and transportation related facilities.

Policy CF 4.2

Regularly update the Engineering Development and Design Standards, and ensure that the Standards are consistent with the *Comprehensive Plan*.

Policy CF 4.3

Apply value engineering approaches on major projects in order to use resources efficiently and meet community needs.

Policy CF 4.4

Require public facilities to incorporate energy generation when and where possible.

CAPITAL FACILITIES INVENTORY

The following is the City's *capital facilities* property inventory. The inventory is organized by category and includes a current inventory of facilities, a narrative providing a general background of the planning activities and some discussion of future plans, and a discussion of *level of service (LOS)*, if applicable. Inventories of public roads, water utility, and sewer utility *infrastructure* are found in the following functional plans (hyperlinked):

- [Island-wide Transportation Plan](#)
- [City General Sewer Plan](#)
- [City Water System Plan](#)

City Offices, Facilities, and Undeveloped Land

City offices are located at several sites due to space constraints at City Hall. Additional City buildings and facilities provide a variety of functions, including public works operations and house cultural and social services.

Table 1: City Land and Office Facility Inventory

Building and Location	Land Area		Building Area		Owned or Leased	Uses
City Hall 280 Madison Ave. N	1.92	Ac	24,107	Sq Ft	Owned	Administration, Finance, Planning, & Engineering
Police Station 625 Winslow Way E	0.82	Ac	7,000	Sq Ft	Owned	Police
Municipal Court 10255 NE Valley Rd.	NA		2,289	Sq Ft	Leased	Municipal Court
Subtotal Staff Office Space	2.74	Ac	33,396	Sq Ft		
Bainbridge Island Commons 223 Bjune Ave.	0.38	Ac	4,975	Sq Ft	Owned	Social Services & Public Meetings
Bainbridge Performing Arts (land only) 200 Madison Ave N	2.45	Ac	NA		Owned	Land leased to BPA for \$1/yr through May 2081
Public Works Facility 7305 NE Hidden Cove Rd	12.62	Ac	22,712	Sq Ft	Owned	O&M Offices, Shop, Covered Equipment Storage
Public Works Facility 7305 NE Hidden Cove Rd	Included Above		1,524	Sq Ft	Owned	Covered Storage
Public Works Facility 7305 NE Hidden Cove Rd	Included Above		NA		Owned	Fueling Facility
Land with City-owned utilities	15.42	Ac	NA		Owned	Wells, pump stations, etc.
Total	34.68	Ac	67,007	Sq Ft		

Table 2: City Public Works Facilities Inventory

Facility	Floor Area		Function
Portable office trailers (3)	2,520	Sq Ft*	Storage, safety & future parks buildings
Steel shop building	2,400	Sq Ft	Storage - holds telemetry
PW Facility - Wood Building	100	Sq Ft	Wellhouse
PW Facility - Shop	7,776	Sq Ft*	Mechanics Shop/Equipment Maintenance
PW Facility - Covered Equipment Storage	11,520	Sq Ft*	Covered Equipment Storage
PW Facility - Office Trailer	1,792	Sq Ft*	O & M Office
Fueling Facility			Vehicle Fueling inside covered equipment storage building
Total	26,108	Sq Ft	

*These facilities are also counted in the main office inventory above.

Table 3: City Undeveloped Land Inventory

Location / Description	Land Area		Owned or Leased	Uses
High School Rd. near Madison	1.42	Ac	Owned	Proposed surplus property
Head of the Bay	30.77	Ac	Owned	Wellhead protection
Suzuki Property	13.83	Ac	Owned	Potential Surplus property
Salter Property	5.00	Ac	Owned	Transferring to Park District
Johnson Farm	14.51	Ac	Owned	Agricultural/Open space
Suyematsu Farm	15.00	Ac	Owned	Agricultural land
County Gravel Pit (Lovgreen Pit)	15.54	Ac	Owned	Transferring to Park District
Council Site ("Road Shed")	2.00	Ac	Owned	Proposed surplus property
Council Site ("Myers Pit")	6.00	Ac	Owned	Proposed surplus property
Vincent Road Landfill	34.15	Ac	Owned	Public Works Facility/open space
Manitou Property less tidelands	1.36	Ac	Owned	Open space
M & E Tree Farm	13.00	Ac	Owned	Open space/Agricultural
Morales Property	4.74	Ac	Owned	Agricultural land
Crawford Property	2.30	Ac	Owned	Agricultural land
Ft. Ward Estates - 5 lots	1.61	Ac	Owned	Transferring to Park District
Ft. Ward Parade Ground - 2 lots	0.28	Ac	Owned	Transferring to Park District
Lost Valley Trail	8.06	Ac	Owned	Open space
Blossom - Sullivan Road	3.32	Ac	Owned	Transferring to Park District
Waypoint Park	1.03	Ac	Owned	Open space
Strawberry Plant	4.20	Ac	Owned	Shoreline restoration and park
Bentryn Property	11.50	Ac	Owned	Agricultural land
Pritchard Park Phase II - East	27.18	Ac	Owned	Shoreline restoration and park
Meigs Farm (Cool) & Lowery	24.85	Ac	Owned	Transferring to Park District
Misc. unimproved land	2.24	Ac	Owned	No use specified
Total	245.06	Acres		
Open Space & Future Park Land Included Above	138.46	Acres		

Parks & Trails

Most of the parks and trails on Bainbridge Island are owned and managed by the Bainbridge Island Metropolitan Park and Recreation District. The City has a few parks which are generally maintained (with the exception of Waterfront Park) by the Park District under contract to the City. During the past several years, the City has acquired or helped the Park District acquire a large amount of *open space* and park lands. A number of these parcels are being transferred to the Park District based on Resolution Number 2011-16. The City adopts by reference the [2014-2020 Bainbridge Island Park and Recreation District Comprehensive Plan](#) (and any subsequent update), which establishes *levels of service* for park and recreation facilities for the Island.

Transportation Facilities (Roads, Bike Lanes, Sidewalks, Trails)

Of the many types of *capital facilities* that are constructed, operated and maintained by the City, the most familiar to citizens are the transportation facilities. Where there are facility needs that

involve SR305 or the ferries, the Washington State Department of Transportation assumes the costs. Kitsap Transit pays for facilities that support transit service.

A complete inventory of the Island's transportation facilities is contained in the [Island-wide Transportation Plan](#).

Drinking Water

Domestic drinking water is supplied by the City of Bainbridge Island, Kitsap County P.U.D. No. 1, numerous smaller public water systems (2 or more hookups), and over 1,000 private single-dwelling wells.

The *levels of service* for water systems on Bainbridge Island are the minimum design standards and performance specifications provided in the [2005 Kitsap County Coordinated Water System Plan](#). Fire flow requirements are regularly updated by the City, in coordination with the Bainbridge Island Fire Department, most recently adopted by Ordinance 2016-13 and are tiered based on zoning and type of construction. Residences can satisfy deficiencies by installing individual sprinkler systems. *Levels of service* for the City water system are identified in the [City Water System Plan Update](#).

The Kitsap Public Health District records indicate approximately 170 water systems on the Island that have 2 or more households connected. The number of Group A & B systems are listed below and following is a summary of systems with more than 100 connections.

Table 4: Group A & B Water Systems

Group A systems	(15 or more connections)	39
Group B systems	(under 15 connections)	145

Table 5: Water Systems with over 100 Connections (2016)

System	# Connections	Capacity		Storage
		(ERU)	(MGD)	Volumes (gal)
PUD #1 Island Utility-(Eagledale)	197	455	0.43	400,000
PUD #1 North Island	1767	2,028	0.365	825,105
PUD #1 Fletcher Bay	102	Unspecified	Unspecified	0
Meadowmeer (MWSA)	306	335	.45	225,000
PUD #1 South Bainbridge	1,241	1,416	0.90	807,000
Winslow (City)	2,428	Unspecified	Unspecified	2,800,000
Total	6,041	Unspecified	Unspecified	5,107,105

Most existing water systems were established under state and local guidelines and generally provide high quality water at an adequate pressure and flow rate for residential use. However, because of the number of systems on the Island, there are systems that may not be in compliance with Department of Health water quality requirements and may not meet minimum requirements of pressure and reliability. It is also likely that most of the smaller systems have

poor or nonexistent fire protection designed into their systems due to the cost of providing large diameter pipes and storage tanks.

Winslow Water System

The Winslow Water System is owned and operated by the City of Bainbridge Island under the direction and control of the Department of Public Works. It serves an area similar to the historic Winslow city limits plus Fletcher Bay and Rockaway Beach. The system gets all of its water from the eleven wells owned by the City. Water is pumped into the distribution system both directly from the well pumps and by booster pump stations. A detailed inventory and capacity analysis is provided in the [City of Bainbridge Island Water System Plan](#), which was accepted by the City Council in 2016.

Sanitary Sewage Disposal

The City of Bainbridge Island provides for the collection, treatment, and disposal of effluent in the Winslow service area. The Kitsap County Sewer District #7 treatment plant north of Fort Ward Park serving customers within the District's service area in Fort Ward and the City's sewer service areas in the Emerald Heights, Point White, North Pleasant Beach, and Rockaway Beach neighborhoods and Blakely School. All other residents not within the service areas of the above districts rely upon on-site septic systems that require approval from the Kitsap Public Health District.

Levels of service for wastewater treatment systems are typically expressed as the number of gallons of flow per capita per day and the level of treatment provided by the treatment plant. The current and proposed level of service for the Winslow service area follow the Department of Ecology guidelines of 100 gallons per capita per day (flow) and secondary treatment. In areas not served by treatment plants, on-site septic systems must be built to Kitsap Public Health District standards that consider combinations of lot size, soil type, infiltration capacity, depth to hardpan, and proximity to surface water among others.

The Winslow sanitary sewer system consists of two separate parts: the collection system, and the treatment plant. The City completed the update to the [General Sewer Plan](#) in 2015. The updated plan documents the inventory of the existing system and needs for new facilities and replacement or upgrading existing facilities during the coming decade.

Storm and Surface Water Management

In the Winslow urban area and a few smaller areas, stormwater is managed by a combination of piped collectors, roadside ditches and natural stream channels. All other watersheds and sub-basins on the Island are drained by natural streams and roadside ditches only. The existing natural drainage system consists of wetlands, streams, springs, ditches, and culverts under roadways. Storm and surface water is managed by the City as a utility. [Ongoing surface and stormwater system evaluations are used to identify future capital projects](#). In addition, the City places priority on the improvement and restoration of stream channels, particularly undersized or perched culverts, for the improvement of fish passage and fish habitat.

CITY FUNCTIONAL PLANS ADOPTED BY REFERENCE

In planning for future *capital facilities*, several factors have to be considered. Many are unique to the type of facility being planned. The process used to determine the location of a new water line is very different from the process used to determine the location of a new bike lane. Many sources of financing can only be used for certain types of projects. Therefore, this Capital Facilities Element and Plan is actually the product of many separate but coordinated functional planning documents, each focusing on a specific type of facility. These plans utilize the same year 2036 population forecast that the Land Use Element of this *Comprehensive Plan* accommodates. These functional plans are therefore adopted by referenced. They are listed (and hyperlinked) below.

- [Island-wide Transportation Plan](#)
- [City General Sewer Plan](#)
- [City Water System Plan](#)

SPECIAL PURPOSE DISTRICT PLANS ADOPTED BY REFERENCE

In addition to planning for capital facilities and projects such as public buildings, bike lanes and sewer infrastructure, the GMA requires that jurisdictions plan public capital projects, such as for parks, fire and schools. The City has several special districts that serve the entire Island (e.g. B.I. Fire Department) and some that serve certain geographical areas, but not the entire Island (e.g. Kitsap County Sewer District 7). The City coordinates with these other special districts to ensure that they are using the same land use designations and population forecasts. These special district plans are therefore adopted by reference. They are listed (and hyperlinked) below.

- [Bainbridge Island Municipal Parks & Recreation District 2014 Comprehensive Plan](#)
- [Bainbridge Island School District 2014-2020 Capital Facilities Plan](#)
- [Bainbridge Island Fire Department 2013-2022 Strategic Plan](#)
- [Kitsap Public Utility District 2011 Water System Plan](#)
- [Kitsap County Sewer District #7](#)
- [Kitsap Regional Library Vision 2020 Strategic Plan](#)

SIX-YEAR CAPITAL IMPROVEMENT PLAN

The [Six-Year Financial Capacity Analysis and Capital Improvement Plan \(CIP\)](#) for the City of Bainbridge Island is updated each year as part of the City's biennial budget process. This [CIP](#) list shows the anticipated expense and timing of each project and contains a project description, if available and *level of service (LOS)* deficiency analysis. The [CIP](#) lists for the special districts on Bainbridge Island are adopted by reference. The City conducts a financial capacity analysis in order to evaluate the City's ability to fund capital expenditures along with general operations. The financial capacity analysis is integrated into the [CIP](#).

CAPITAL FACILITIES IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating partnerships and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the comprehensive plans policies that support that action.

HIGH PRIORITY ACTIONS

CFE Action #1 Implement the priorities in the Capital Facilities Element through the adopted Capital Improvement Program

GOAL CF-1 The Capital Facilities Element and Capital Improvement Plan (CIP) provide the public facilities needed to promote orderly compact urban growth, protect investments, maximize use of existing facilities, encourage economic development and redevelopment, promote private investment, increase public wellbeing and safety, and implement the Comprehensive Plan.

Policy CF 1.1

Biennially review, update and amend a six-year Capital Improvement Program that:

- Is subject to review and adoption by the City Council.
- Is consistent with the *Comprehensive Plan*, functional plans and adopted capital and operating budgets.
- Defines the scope and location of capital projects or equipment;
- States why each project is needed and its relationship to established levels of service.
- Includes project construction costs, timing, funding sources, and projected operations and maintenance impacts.

CFE Action #2 Coordinate the City's plans and capital investment programs with those of other jurisdictions responsible for providing and maintaining capital facilities on the Island.

Policy CF 1.2 Coordinate with other capital facilities service providers to keep each other current, maximize cost savings, and schedule and upgrade facilities efficiently.

GOAL CF-2 As growth occurs, provide the capital facilities needed to direct and serve future development and redevelopment.

MEDIUM PRIORITY ACTIONS

CFE Action #3 During the review of the Land Use Code, identify and adopt amendments that will facilitate achieving the objectives of both the City and the utility service providers.

GOAL CF-4 Public facilities constructed on Bainbridge Island meet appropriate safety, construction, durability and sustainability standards.

Policy CF 4.2 Regularly update the Engineering Development and Design Standards, and ensure that the Standards are consistent with the Comprehensive Plan.

UTILITIES ELEMENT

TABLE OF CONTENTS

	PAGE
INTRODUCTION.....	U-1
UTILITIES ELEMENT VISION.....	U-1
GOALS AND POLICIES.....	U-2
POTABLE WATER.....	U-3
PUBLIC SEWER.....	U-4
STORM AND SURFACE WATER.....	U-5
ELECTRICAL	U-6
SOLID WASTE DISPOSAL, RECYCLING AND COMPOSTING	U-7
TELECOMMUNICATION	U-8
IMPLEMENTATION.....	U-9

UTILITIES INTRODUCTION

The *Growth Management Act* requires all comprehensive plans to include a utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including but not limited to electrical lines, telecommunication lines, drinking water and sewer lines (RCW 36.70A.070(4)). On Bainbridge Island, these utilities are provided by a combination of the City of Bainbridge Island, State regulated utilities, federally licensed communications companies and a municipally franchised cable television company.

The City of Bainbridge Island provides some sewer and water services. Other public and privately held water and sewer purveyors on the Island also provide services to residents of the City. Private households provide for a large percentage of the City's utility infrastructure with individual and on-site wells and septic systems.

A private corporation based on the Island provides solid waste disposal and recycling services to residents and businesses and is regulated by the Washington Utilities and Transportation Commission (**WUTC**).

Regional telecommunication and electric utilities serve the City of Bainbridge Island. The electric and telecommunication utilities are regulated by the WUTC.

UTILITIES VISION 2036

The City of Bainbridge Island has ensured that all residents have reliable electric power, telecommunications services to meet their needs, potable water, solid waste and recycling services, and stormwater facilities that prevent flooding and erosion, eliminating pollutants before the water enters Puget Sound.

Coordinated water and sewer systems serve the more densely populated areas. Private homes on larger lots rely on septic systems, but most are served by water purveyors that cover broad areas of the Island. The City, working with other water purveyors, coordinates a monitoring program to ensure that the quantity and quality of potable water are sustained at safe levels.

Household water rates encourage conservation and limit consumption during the dry season. Sewer systems provide for the reuse of treated water to recharge aquifers, for irrigation and to reduce outflow into Puget Sound. Tertiary treatment has been implemented to improve water quality in Puget Sound.

Materials in the waste stream continue to decline, while composting and recycling are standard practices on the Island. A state-of-the-art telecommunication network has increased cooperation among neighbors and across the Island; it has facilitated ride-sharing and reduced dependence on private automobiles for commuting and daily errands. Alternate ecological and innovative energy sources now supply much of the Island's electricity, and geo-thermal heating systems have proven their effectiveness in reducing demand for electric power.

GOALS & POLICIES

GOAL U-1

Ensure that reliable utility services are available to all Bainbridge Island residents.

GOAL U-2

Ensure that the utility services are comparable in terms of cost, quality, and technology to services available in similar jurisdictions in the Puget Sound region.

GOAL U-3

Ensure that utility services are adequate to meet current demands, and that utility providers plan for future demands.

GOAL U-4

Ensure that the provision of utility services is environmentally responsible and sustainable, and encourage utility services that are carbon neutral and do not contribute to climate change.

GOAL U-5

Ensure that new or major renovations to existing utility facilities are designed to minimize adverse impacts on residents and the environment.

GOAL U-6

Ensure that permits and approvals for utility facilities are processed in a fair, timely manner and in accord with development regulations and this Plan.

GOAL U-7

Ensure that all utility providers give timely public notice and solicit community input on the siting of proposed facilities and on any other substantive projects before seeking City approval.

GOAL U-8

Cooperate with other jurisdictions and utility providers in planning and implementing utility facility additions, improvements, maintenance, and emergency response, so that such activities are coordinated to address utility needs.

GOAL U-9

Ensure that sufficient city resources are provided to implement the above goals by adopting systems and processes for meaningful and timely review of utility services, and by assigning to the Utility Advisory Committee (UAC) or other city organization the responsibility for advising the City Council on matters regarding all utility services on Bainbridge Island.

POTABLE WATER

Currently, potable water is provided to citizens of Bainbridge Island by the City, Kitsap County Public Utility District, private for-profit water companies, not-for-profit companies or homeowner associations, and private wells. All water providers must comply with a variety of federal and state laws and regulations.

GOAL U-10

Ensure that city-managed and to the extent possible, non-city managed utility services, are sufficient, cost effective, reliable, and that safe water utility service is provided.

GOAL U-11

Operate in a manner that preserves and protects the water resources of the Island.

Policy U 11.1

Map public water systems service areas and evaluate modifications to their system boundaries based on maintaining sufficient and sustainable capacity to meet the present and future needs of the service area.

Policy U 11.2

As an approved Satellite System Management Area (SMA), the City may elect to provide water system management services to other utility providers.

Policy U 11.3

Encourage new development in previously unserved water service areas to connect to existing public water systems. The City, at its discretion, may require new water systems be dedicated to the City.

Policy U 11.4

Require engineering specifications for new public water systems and expansions or improvements to existing public water systems that are to be located within the City's rights-of-way to meet standards set forth by the City. Adopt standards that differentiate between urban and non-urban density fire flow requirements. A differential policy is needed to promote cost effective water system upgrades by the many small water systems on the Island.

Policy U 11.5

Encourage and support water utilities to enter into cooperative activities, such as jointly managed operations, shared storage, and construction of interties, to manage water resources and systems more efficiently economically, and safely.

Policy U 11.6

Encourage and facilitate consolidation of water systems, with particular emphasis on mergers of contiguous and small systems, to manage water resources and systems more efficiently, economically, and safely.

Policy U 11.7

Conduct a study of consolidation of water systems owned by the City and Kitsap Public Utility District. Pursue long-term consolidation of larger water systems.

Policy U 11.8

Implement conservation measures through education and regulation with emphasis on reducing peak seasonal irrigation demand.

PUBLIC SEWER

Currently, there are two public sewer systems on Bainbridge Island. One, owned by the City of Bainbridge Island, serves the Winslow areas and the Rockaway Beach, Pleasant Beach, and Lynwood areas ("the Southend System.") The other, owned by Kitsap County Sewer District #7, serves the Fort Ward area.

The service area for the Winslow Public Sewer System is designated in the City's General Sewer Plan. Treatment for this part of the system occurs at the Winslow Wastewater Treatment Plant. The sewer service area for the Southend System is also designated in the City's General Sewer Plan. Treatment for this system occurs at the Kitsap County Sewer District #7 treatment plant pursuant to an interlocal agreement.

GOAL U-12

Ensure that adequate, cost effective, and reliable sewer service is provided to those areas of Bainbridge Island served by public sewer systems and designated in the General Sewer Plan for future public sewers.

Policy U 12.1

Emergency service or other minor modifications to sewer service areas may be allowed with approval by the City Council via resolution so long as there is sufficient sewer facility capacity, and, with regard to the Southend System, sewage quality meets the standard outlined in the interlocal agreement with Kitsap County Sewer District #7.

Policy U 12.2

Within public sewer system service areas, new construction should provide for eventual connection to public sewer systems.

Policy U 12.3

Sewer connections will not be required where existing septic systems that are fully functional and maintained, except as provided by law.

Policy U 12.4

A new public sewer facility or major expansion of an existing public sewer facility may occur following development of a Comprehensive Plan amendment. In planning and establishing a service area for a new public sewer facility, or major expansion of an existing public sewer facility, service area boundaries will be evaluated taking the following into consideration:

- a. Areas that have an environmental need for sewer due to 1) a group of documented failing septic systems; or 2) proximity to sensitive bodies of water that are unsuitable for on-site septic systems according to the Kitsap County Health District.
- b. Areas used or planned for development that serves a public need, such as a public school.
- c. Areas designated for commercial and mixed use.
- d. Areas designated for residential use at densities of four units to the acre (R4) or greater.
- e. Areas planned for an increase in density through a special planning area process.

Policy U 12.5

Plan and design treatment facilities that re-use treated wastewater for irrigation, recharge, and other non-potable uses. Require that facilities be consistent with health and safety considerations and consider financial impacts to ratepayers and taxpayers.

Policy U 12.6

Improve the quality of effluent discharged to Puget Sound.

Policy U 12.7

Conduct a study of cooperation (such as shared operations) or consolidation of sewer systems owned by the City and Kitsap County Sewer District #7.

STORM AND SURFACE WATER

The City of Bainbridge Island utilizes its storm and surface water utility to operate and manage its stormwater runoff measures and facilities.

GOAL U-13

Manage stormwater runoff to protect life, property and habitat from flooding and erosion; to channel runoff to minimize impacts to daily activities; to protect the quality of groundwater, surface water, and the waters of Puget Sound; and to provide recharge of groundwater where appropriate.

Policy U 13.1

Maintain a comprehensive storm drainage plan that identifies problems, proposes solutions, provides a strategy for implementation and funding, and establishes design and development guidelines.

Policy U 13.2

Require new development to provide both on-site and off-site improvements necessary to avoid adverse water quality and quantity impacts.

Policy U 13.3

Use low impact development standards wherein infiltration of stormwater is preferred over surface discharge to downstream systems, so as to encourage the return of uncontaminated precipitation to the soil at natural rates near where it falls through the use of detention ponds, grassy swales, and infiltration facilities.

Policy U 13.4

Design and construct stormwater systems that provide for removal of pollutants and sediment through bio-filtration or other means.

Policy U 13.5

Minimize disruption and/or degradation of natural drainage systems, minimize impervious areas by restricting site coverage, and encourage site permeability by retaining natural vegetation and buffers, and specifying use of permeable materials.

Policy U 13.6

Manage surface water in a manner which prevents pollutants from industrial, commercial, and agricultural land uses from entering ground or surface waters.

Policy U 13.7

Consider a program of retrofitting existing roads with water quality and quantity stormwater system improvements in order to minimize pollution from runoff from roadways to natural drainage systems and the waters of Puget Sound.

ELECTRICAL

The City is currently served by Puget Sound Energy (PSE), which provides electricity generation sources, transmission, distribution and maintenance of electrical facilities throughout the island. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC.) It is the commission's responsibility to ensure regulated companies provide safe and reliable service to customers at reasonable rates, while allowing them the opportunity to earn a fair profit.

GOAL U-14

Ensure adequate, cost effective reliable, and environmentally responsible electric service to the citizens of Bainbridge Island.

Policy U 14.1

Develop a plan together with the electric service provider to undertake energy efficiency improvements and other alterations of electric utility facilities to provide capacity for future growth.

Policy U 14.2

Encourage the conservation of electrical energy, especially during periods of peak usage, and encourage energy saving building code strategies, local renewable energy, and other cost effective approaches to meeting the island's energy needs, including distributed energy systems.

Policy U 14.3

Encourage the electric service provider to improve reliability, with particular attention to adding transmission redundancy and mitigating impacts on service from storms or other natural events.

Policy U 14.4

Encourage undergrounding new and existing electric transmission and distribution power lines, and develop a long term strategy for future undergrounding, to include maximizing opportunities with new construction, and prioritizing the work that affects the greatest number of households and businesses.

Policy U 14.5

Encourage the electric service provider and electricity users to use carbon neutral electricity generation, local electricity generation, and innovative technologies such as solar power that are reliable, cost effective, preserve resources, provide minimal environmental impact, and do not contribute to global warming.

Policy U 14.6

Periodically undertake comparative evaluations of electric service reliability, cost, and environmental impact, customer service and customer support and evaluate opportunities to provide improved and less costly electrical service from alternative service providers.

Policy U 14.7

New taxpayer-funded public buildings shall be designed and engineered to use carbon-neutral renewable energy for heating, cooling, and operational use to the maximum extent practical within site specific and existing technology limitations.

Policy U 14.8

Encourage new development to integrate ecological and innovative energy systems.

SOLID WASTE DISPOSAL, RECYCLING AND COMPOSTING

Currently, Bainbridge Disposal, Inc., a private corporation based on the Island, is the exclusive provider of solid waste disposal and recycling services to City. Bainbridge Disposal is regulated by the Washington Utilities and Transportation Commission (WUTC), which is charged with ensuring the utility provides reliable, safe and economical service.

GOAL U-15

Ensure adequate, cost effective, reliable, and environmentally responsible solid waste, recycling and composting service to the citizens of Bainbridge Island.

Policy U 15.1

Seek a method to provide on-island collection site for moderate risk waste or household hazardous waste including oil based paints, stains, adhesives, aerosols, paint thinner, corrosive cleaners, yard chemicals, and pool/spa chemicals and a means for transferring these substances in a timely manner to the Kitsap County site.

Policy U 15.2

Support non-governmental organizations that provide outreach and education to citizens to ensure that the populace is informed about the latest waste reduction, composting, recycling and hazardous waste practices.

Policy U 15.3

In addition to WUTC regulation, the City should perform periodic reviews to ensure that Bainbridge Disposal is providing safe, reliable, cost effective and responsive solid waste, compost and recycling collection. Evaluate opportunities to provide improved and cost effective services from alternative providers.

Policy U 15.4

Coordinate with Bainbridge Disposal and the County to improve access to updated information on solid waste, recycling and composting collection and disposal services. Increase visibility and outreach for special events for hard-to-recycle materials such as hazardous waste or polystyrene foam.

Policy U 15.5

Consider methods to reduce the amount of solid waste disposed, e.g. material bans, composting or compaction, or by the conversion of solid waste to energy, e.g. using a biodigester.

TELECOMMUNICATION

Telecommunication is the transmission of sound, images, text and/or data by wire, radio, optical cable, electromagnetic, or other similar means. On Bainbridge Island, telecommunication utilities include standard conventional telephone, wireless communication, Internet service, and cable and satellite television.

Conventional telephone service is provided by established telephone providers and may be provided by a cable company as well. Telephone providers are regulated by the WUTC. Cellular telephone service is currently provided by a number of wireless service companies. The Federal Communications Commission regulates the cellular telephone industry and controls which carriers can operate and what frequencies can be utilized in their operation.

Cable television services are currently provided by one national provider, Comcast. Satellite services are also available as an alternative to cable television service.

Internet services are provided by several different internet providers including Comcast and CenturyLink and are additionally provided by telephone, cable and satellite. Additionally, Wi-Fi services are available in certain locales within the City limits. Internet connections can also be made through personal cell phones using broadband internet that is currently provided through several cell phone providers.

GOAL U-16

Ensure adequate, cost effective, reliable, and environmentally responsible telecommunication service to the citizens of Bainbridge Island.

Policy U 16.1

Encourage shared use of facilities and the use of existing utility corridors, public rights-of-way and city owned properties.

Policy U 16.2

Require the placement of cellular and/or wireless communication facilities in a manner that minimizes the adverse impacts on adjacent and surrounding land uses.

Policy U16.3

Encourage major telecommunication utility providers to work with the City to identify potential sites for infrastructure and facility expansion to address future growth and development and meet the demands for additional utility service.

Policy U 16.4

Encourage all providers to serve all parts of the City equally.

Policy U 16.5

The City expects all providers to evaluate the capacity of their facilities regularly to ensure that new facilities are installed in a timely basis to meet new and future demand. Providers are expected to provide facilities to accommodate growth within the City.

Policy U 16.6

Pursue internet service of the highest standards for governmental and educational institutions, business and commerce and personal use.

Policy U 16.7

Require new development to have underground conduits suitable for existing and foreseeable new utilities such as cable and broadband.

Policy U 16.8

Ensure that emergency communication services are universally available to assist residents in emergencies.

Policy U 16.9

In addition to WUTC regulation, the City should perform periodic reviews to ensure that various telecommunication providers are providing safe reliable, cost effective, and responsive telecommunication services. During such reviews, the City should evaluate opportunities to obtain improved and cost effective services from alternative providers.

UTILITIES IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating partnerships and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the comprehensive plans policies that support that action.

HIGH PRIORITY ACTIONS

U Action #1 Coordinate the City's plans and investment programs with those of other entities responsible for provision of other utility services on the Island.

GOAL U-8 Cooperate with other jurisdictions and utility providers in planning and implementing utility facility additions, improvements, maintenance, and emergency response, so that such activities are coordinated to address utility needs.

GOAL U-10 Ensure that city-managed and to the extent possible, non-city managed utility services, are sufficient, cost effective, reliable, and that safe water utility service is provided.

GOAL U-11 Operate in a manner that preserves and protects the water resources of the Island.

GOAL U-12 Ensure that adequate, cost effective, and reliable sewer service is provided to those areas of Bainbridge Island served by public sewer systems and designated in the General Sewer Plan for future public sewers.

GOAL U-14 Ensure adequate, cost effective, reliable, and environmentally responsible electric service to the citizens of Bainbridge Island.

GOAL U-16 Ensure adequate, cost effective, reliable and environmentally responsible telecommunications service to the citizens of Bainbridge Island.

MEDIUM PRIORITY ACTIONS

U Action #2 During the review of the Land Use Code, identify and adopt amendments that will facilitate achieving the objectives of both the City and the utility service providers.

GOAL U-4 Ensure that the provision of utility services is environmentally responsible and sustainable, and encourage utility services that are carbon neutral and do not contribute to climate change.

GOAL U-6 Ensure that permits and approvals for utility facilities are processed in a fair, timely manner and in accord with development regulations and this Plan.

GOAL U-7 Ensure that all utility providers give timely public notice and solicit community input on the siting of proposed facilities and on any other substantive projects before seeking City approval.

Policy U 13.5 Minimize disruption and/or degradation of natural drainage systems, minimize impervious areas by restricting site coverage, and encourage site permeability by retaining natural vegetation and buffers and specifying use of permeable materials

CULTURAL ELEMENT

TABLE OF CONTENTS

	PAGE
INTRODUCTION	CU-1
CULTURAL ELEMENT VISION 2036.....	CU-2
GOALS AND POLICIES	CU-2
FINANCIAL RESOURCES	CU-2
CULTURAL ACTIVITY AND ECONOMIC VITALITY	CU-3
HISTORY AND HERITAGE	CU-4
THE HUMANITIES.....	CU-4
MARKETING AND COMMUNICATIONS	CU-5
PUBLIC ART AND COMMUNITY DESIGN.....	CU-5
IMPLEMENTATION.....	CU-6

INTRODUCTION



Bainbridge Island is home to thriving cultural institutions, and to many artists, writers, musicians, and craftspeople, serving a local and regional public and many tourists. The forms of art and culture that we celebrate are as diverse as our population; they are embedded in our history and our economy. Although a *Cultural Element* is not required in Comprehensive Plans under the Growth Management Act, ours was added in 1998 to recognize the contributions of cultural institutions and many dedicated individuals to our quality of life.

There are specific and compelling reasons for including a Cultural Element in the Comprehensive Plan. Arts and *humanities* include visual, performing, and literary arts, museums, historical sites and landmarks, and many other cultural institutions. The arts and humanities are mechanisms for developing larger community values that are rooted in the interests of citizens such as economic vitality, quality education, and community planning and design and are unto themselves a valuable element of the Island's rich character. Support for the arts and *humanities* is an investment in the community.

The economic identity and vibrancy of Bainbridge Island is based upon its unique cultural values. These values have been historically developed and shaped by generations of Island residents. Invention, creativity, diversity and generosity of spirit and expression have led to the development of Island organizations, events, programs and individual pursuits allowing the community to flourish, enhancing its quality of life.

In 1992 the Bainbridge Island City Council, in recognition of the importance of cultural programs and activities, passed an ordinance designating the Bainbridge Island Arts and Humanities Council as the "legally constituted non-profit corporation of the State of Washington whose principal purpose is to provide planning, financial support, services and development for organizations and individuals engaged in the arts and *humanities* in the City" (Ordinance 92-31). This ordinance charged the Bainbridge Island Arts and Humanities Council to "prepare a plan for the arts and *humanities* within the city which is consistent with and may be approved for inclusion in the City's comprehensive plan; ..." (BIMC 2.42.020C).

During the recession that began in 2008, the City Council chose to suspend BIMC Chapter 3.82 and BIMC Chapter 3.80, which had provided funding to local organizations via the Bainbridge Island Arts and Humanities Council (now Arts and Humanities Bainbridge). The City suspended new contributions into the public art fund during the recession. The Public Art Program itself continued to exist and there was significant fund balance that was available during that time. New contributions to the program, a percentage of capital projects, were restarted in 2015.

This Cultural Element continues to recognize that the arts and *humanities* significantly contribute to the City's identity, *sense of place*, and economy.

CULTURAL VISION 2036

Arts and *humanities* are an integral part of the community fabric. They contribute to the economic vitality, community character, livability, and quality of life of Bainbridge Island. The City includes funding for the arts in their biennial budget. This funding also supports local artists. Public art displays on City-owned property provide professional development opportunities for artists. A variety of housing alternatives are available to artists to enable them to live and work in the community.

Education programs to enhance understanding and appreciation for the history and heritage of Bainbridge Island are conducted for residents and off-Island visitors. The City's Historic Preservation program has preserved historic and cultural resources and farmland. Bainbridge Island is recognized nationally as a center of artistic excellence.

GOALS & POLICIES

FINANCIAL RESOURCES

GOAL CUL-1

Support, protect and enhance the value of the arts and *humanities* as essential to education, quality of life, economic vitality, broadening of mind and as treasure in trust for our descendants.

Policy CUL 1.1

Designate the City's agent to coordinate marketing strategies with arts, business and tourism organizations to promote cultural events.

Policy CUL 1.2

Distribute financial support for the arts and *humanities*, arts education and cultural organizations through the City's biennial budget process.

Policy CUL 1.3

Maintain cooperative working relationships with the Island's principal cultural institutions.

Policy CUL 1.4

Support the emergence of cultural spaces Island-wide especially in *designated centers* where they are accessible to a broad range of people encouraging both informal and planned gatherings and recreation.

Policy CUL 1.5

Encourage partnerships between the public, private and nonprofit sectors to engage in creative *placemaking* projects.

Policy CUL 1.6

Make creative *placemaking* a part of *subarea planning* and redevelopment projects.

CULTURAL ACTIVITY AND ECONOMIC VITALITY**GOAL CUL-2**

Preserve and promote the distinctive character, history and **arts and humanities** institutions of Bainbridge Island and take advantage of the Island's cultural stature within the dynamic economy of the Puget Sound region.

PARAGRAPH BELOW MOVED TO INTRODUCTION

~~The economic identity and vibrancy of Bainbridge Island is based upon its unique cultural values. These values have been historically developed and shaped by generations of Island residents. Invention, creativity, diversity and generosity of spirit and expression have led to the development of Island organizations, events, programs and individual pursuits allowing the community to financially and culturally flourish, enhancing its quality of life.~~

Policy CUL 2.1

Promote Bainbridge Island's "Sense of Place" through an ongoing public dialogue about preservation, sustainability, hospitality and the influence of the arts, history and culture.

Policy CUL 2.2

Support artistic, historic and cultural events, institutions and places for sharing the Island's unique built and natural character with residents and visitors.

Policy CUL 2.3

Cultivate partnerships among the arts and humanities, economic development and the tourism sector.

Policy CUL 2.4

Encourage local support for a creative and economic environment that enables individual artists to live and work in the community.

Policy CUL 2.5

Encourage access to affordable work and living space for artists.

Policy CUL 2.6

Foster a climate that enhances the Island's national reputation as a center of artistic excellence.

HISTORY AND HERITAGE

GOAL CUL-3

Preserve places where the Island's history can be experienced, interpreted, and shared with the general public, in order to deepen an understanding of our heritage and the relationship of the past to our present and future.

Policy CUL 3.1

Promote a sense of respect and appreciation for history and heritage among Island residents by supporting organizations that provide community education programs, school curriculum and oral history programs.

Policy CUL 3.2

Support the City's Historic Preservation program to identify and preserve historic and cultural resources, including historic farms and heritage trees.

Policy CUL 3.3

Support adequate space to collect, preserve and interpret the Island's history.

Policy CUL 3.4

Protect and develop cultural and historic aspects of City-owned property.

Policy CUL 3.5

Recognize the probability of discovering new Native American cultural resources throughout the Island.

THE HUMANITIES

GOAL CUL-4

Promote understanding of humanistic inquiry as a foundation for civil society, enjoyment of the arts and lifelong learning.

The *Humanities* foster a spirit of community where the richness of human experience is explored and nurtured through ongoing analysis and exchange of ideas about the relation to self, others and the natural world.

Policy CUL 4.1

Support community institutions such as libraries and museums which nurture creative thought and expression and exchanges of ideas between Island residents with community discussions.

Policy CUL 4.2

Foster public dialogue to acknowledge and appreciate different ways of living, thinking, believing and behaving in society.

MARKETING AND COMMUNICATIONS**GOAL CUL-5**

Support marketing and communication systems to promote the arts and *humanities* through public dialogue, media and education.

Policy CUL 5.1

Engage the City's designated agent in coordination of marketing strategies with arts, business and tourism organizations to promote cultural events.

Policy CUL 5.2

Employ a variety of technologies to market cultural events to residents and as an attraction destination for off-Island visitors.

PUBLIC ART AND COMMUNITY DESIGN**GOAL CUL-6**

Create a stimulating visual environment by promoting public art and providing stewardship for the City's public art portfolio.

Policy CUL 6.1

Manage the City's Two Percent for Public Art Program to provide opportunities for new projects and ensure financial sustainability.

Policy CUL 6.2

Promote the inclusion of quality art in projects built by both private developers and public agencies.

Policy CUL 6.3

Include public art in appropriate City capital projects.

Policy CUL 6.4

Maintain the artistic aesthetic of Bainbridge Island through inclusion of support for inspiring public spaces.

CULTURAL IMPLEMENTATION

To implement the goals and policies of this Element, the City must take or continue a number of actions. Listed following each action are policies that support that action.

HIGH PRIORITY ACTIONS

CUL Action #1 ~~Adopt and maintain~~ Create an Economic Development Strategy to coordinate public and private efforts to grow and sustain a healthy economy on the Island.

NOTE: Same action in Economic Element.

Policy CUL 1.1

Designate the City's agent to coordinate marketing strategies with arts, business and tourism organizations to promote cultural events.

Policy CUL 2.1

Promote Bainbridge Island's *sense of place* through an ongoing public dialogue about preservation, sustainability, hospitality and the influence of the arts, history and culture.

Policy CUL 2.2

Support artistic, historic and cultural events, institutions and places for sharing the Island's unique built and natural character with residents and visitors.

Policy CUL 2.3

Cultivate partnerships among the arts and *humanities*, economic development and the tourism sector.

CUL Action #2 ~~Consider~~ Establish financial support for the arts, *humanities*, arts education and cultural organizations as part of the City's biennial budget process.

Policy CUL 1.2

Distribute financial support for the arts and *humanities*, arts education and cultural organizations through the City's biennial budget process.

Policy CUL 2.6

Foster a climate that enhances the Island's national reputation as a center of artistic excellence.

CU Action #3 ~~Consider~~ Include work and living space for artists when modifying housing regulations or commercial use regulations.

Policy CUL 2.4

Encourage local support for a creative and economic environment that enables individual artists to live and work in the community.

Policy CUL 2.5

Encourage access to affordable work and living space for artists.

MEDIUM PRIORITY ACTIONS

CU Action #4 Maintain the City's Public Art Program, funded as a percentage of capital projects.

Goal 6

Create a stimulating visual environment by promoting public art and providing stewardship for the City's public art portfolio.

Policy CUL 6.1

Manage the City's Two Percent for Public Art Program to provide opportunities for new projects and ensure financial sustainability.

CU Action #5 Integrate art, *placemaking* and public spaces when creating a subarea plan or updating City zoning-district based design guidelines.

Policy CUL 1.4

Support the emergence of cultural spaces Island-wide especially in *designated centers* where they are accessible to a broad range of people, encouraging both informal and planned gatherings and recreation.

Policy CUL 1.5

Encourage partnerships between the public, private and nonprofit sectors to engage in creative *placemaking* projects.

Policy CUL 1.6

Make creative *placemaking* as part of *subarea planning* and redevelopment projects.

Policy CUL 6.2

Promote the inclusion of quality art in projects built by both private developers and public agencies.

Policy CUL 6.4

Maintain the artistic aesthetic of Bainbridge Island through inclusion of support for inspiring public spaces.

CUL Action #6 Protect and develop cultural and historic aspects of City-owned property.

Policy CUL 3.4

Protect and develop ~~Provide leadership by protecting and developing~~ cultural and historic aspects of City-owned property.

HUMAN SERVICES ELEMENT

TABLE OF CONTENTS

	PAGE
INTRODUCTION.....	HS-1
HUMAN SERVICES ELEMENT VISION.....	HS-1
GOALS AND POLICIES	HS-2
FINANCIAL RESOURCES	HS-2
CONTINUUM OF SERVICES	HS-2
HOUSING AND HUMAN SERVICES	HS-3
ECONOMIC AND HUMAN SERVICES	HS-4
PUBLIC AWARENESS AND ACCEPTANCE	HS-4
HUMAN SERVICES IMPLEMENTATION	HS-5

HUMAN SERVICES INTRODUCTION

Putting a “human face” on the *Comprehensive Plan* is the motivation for the Human Services Element. As a community, we plan for growth in terms of land use, roads, natural resources and infrastructure. It is important to remember the very essence of our community – the people. The Human Services Element focuses on the needs of the individuals who comprise our community. The availability of and access to human services is important to all people regardless of income, family structure, age or cultural background. The purpose of the Human Services Element is to provide policy direction for City actions supporting services relating to the human services needs of the residents of the City of Bainbridge Island.

The Human Services Element supports a delivery system that is comprehensive and flexible enough to meet the needs of the citizenry now and in the future. City support benefits from regular assessments of community needs. In 2016, a Community Needs Assessment is underway. Updated periodically, the needs assessment will help identify demographic trends, emerging problems in the community and inform coordinate appropriate levels of City funding.

Human services are defined as those services that assist people in meeting the essential life needs of food, clothing, shelter and access to health care. Further, human services:

- Provide people with the tools to achieve economic, social and emotional stability to the best of their ability.
- Offer activities and services that promote healthy development of the individual, prevent problems and support positive outcomes.
- Support quality of life programs that enhance the health and well-being of the individual and the community.

HUMAN SERVICES VISION 2036

Bainbridge Island continues to support a variety of human service agencies, each with a distinct mission, responding to the basic needs of our diverse population. Cooperation and coordination among human services providers, including the taxing districts, has strengthened the delivery system and improved services.

Bainbridge Island remains a caring community that treats those in need with dignity and respect and has the means to maintain the wellbeing of all its members. No one is excluded and each individual has opportunities to contribute. Diversity (of income and other resources, of origin and life experience, of age and state of health) is a valued community characteristic. Neighborhood networks, providing help in ordinary and emergency circumstances, add specific value to a generally shared sense of place and sense of community; friendliness is the foundation for human services.

Most Islanders prefer to age in place, continuing to enjoy the community’s arts and cultural activities, parks and other outdoor resources. The City’s efforts to provide *affordable housing* that meet the needs of a multi-generational community have been successful.

GOALS & POLICIES

FINANCIAL RESOURCES

GOAL HS-1

City support for human services organizations that serve Bainbridge Island residents shall be considered as part of the City's biennial budget process.

Policy HS 1.1

Update the Bainbridge Island Community Needs Assessment periodically to help identify emerging areas of concern and assist human service organizations to respond to current needs.

Policy HS 1.2

Consider information from the Community Needs Assessment in the review process for funding requests for City human service funds.

Policy HS 1.3

Evaluate requests for City human service funding using a fair and transparent process that includes public participation.

Policy HS 1.4

Support increasing emergency preparedness among all segments of the population to help coordinate governmental response and recovery efforts that seek to minimize the adversity of a major emergency or disaster.

CONTINUUM OF SERVICES

GOAL HS-2

Support a range of human services programs.

Policy HS 2.1

Support programs that meet the basic needs of survival such as food, clothing, shelter and access to emergency health care.

Policy HS 2.2

Support programs that meet the critical needs of vulnerable populations, particularly those most at risk of homelessness.

Policy HS 2.3

Support preventative and early intervention programs, emphasizing programs (e.g., job training and parenting classes) that address the health, safety and well-being of vulnerable community members.

Policy HS 2.4

Support programs that provide needed services for families, e.g., child or adult day care, respite care for caregivers and mental health services.

Policy HS 2.5

Support programs designed to allow people who need assistance to remain in their homes or maintain their independence as long as possible.

Policy HS 2.6

Work with partner agencies and nonprofits to support programs that assist veterans, low-income elderly and residents with qualifying disabilities.

Policy HS 2.7

Support programs that address strengthening family relationships and healthy child development to help prevent child abuse, sexual assault, domestic violence and substance abuse.

Policy HS 2.8

Work in partnership with state, county and community agencies to prevent violence including that associated with substance abuse, mental illness and the reckless use of firearms.

HOUSING AND HUMAN SERVICES**GOAL HS-3**

Recognize the interrelationship between housing and human services. The human services sector not only provides support services for those living in *affordable housing* but also enables people at risk or in crisis situations to remain in their existing housing.

The Human Services Element complements the Housing Element, which deals primarily with the development, retention and construction of *affordable housing*.

Policy HS 3.1

Support emergency rental assistance subsidies.

Policy HS 3.2

Promote the creation of a mix of housing alternatives and services for people at different levels of independence.

Policy HS 3.3

Remove regulatory barriers to *special needs housing*.

ECONOMIC HEALTH AND HUMAN SERVICES

GOAL HS-4

Recognize the interrelationship between economic health of the community and human services.

The Human Services Element complements the Economic Element which promotes business retention and expansion of the City's economy in the broadest sense. Human services organizations contribute to the community's economic well-being by supporting individuals' efforts to be productive members of the community. This support has many forms including but not limited to child care, job skills training, human health and transportation vouchers.

Policy HS 4.1

The City shall serve as a model employer and an example to the larger community in addressing their employees' human service needs.

Policy HS 4.2

Encourage local business organizations to create jobs that reflect good business practices (e.g., job training, employee benefits, family wages).

Policy HS 4.3

Encourage businesses that actively support human services for workers and their families (e.g., provide on-site child care, transportation subsidies, flexible work hours).

Policy HS 4.4

Promote access to jobs, especially for lower-income people, youth workers and people with disabilities, when involved with planning local and regional transportation systems.

PUBLIC AWARENESS AND ACCEPTANCE

GOAL HS-5

Recognize that for the majority of residents on Bainbridge Island, human services agencies exist to serve 'other' people, and they do their work without much public recognition. The range of services they provide is not well understood, nor is the general public well aware of the prevalence and gravity of the problems many people experience. A periodic *Community Needs Assessment* can provide a foundation for a better and broader understanding of the difficulties that people in our community face and the resources we have available to address them.

Policy HS 5.1

Support efforts to publicize the findings of the *Community Needs Assessment* and stimulate public discussion on the basic human needs and the services that are available, or could be developed, in response to them.

HUMAN SERVICES IMPLEMENTATION

HIGH PRIORITY ACTIONS

HS Action #1

The City Council shall consider human service funding through the biennial budget process.

GOAL HS-1 FINANCIAL RESOURCES

City support for human services organizations that serve Bainbridge Island residents shall be considered as part of the City's biennial budget process.

Policy HS 1.4

Support increasing emergency preparedness among all segments of the population to help coordinate governmental response and recovery efforts that seek to minimize the adversity of a major emergency or disaster.

HS Action #2

Periodically update the Community Needs Assessment. Use the results to inform City funding decisions and promote community discussion about human service needs to increase empathy and understanding.

Policy HS 1.1

Update the Bainbridge Island Community Needs Assessment periodically to help identify emerging areas of concern and assist human service organizations to respond to current needs.

Policy HS 1.2

Consider information from the Community Needs Assessment in the review process for funding requests for City human service funds.

Policy HS 5.1

Support efforts to publicize the findings of the *Community Needs Assessment* and stimulate public discussion on the basic human needs and the services that are available, or could be developed, in response to them.

MEDIUM PRIORITY ACTIONS

HS Action #3

Amend the City's development code and create public/private partnerships to increase the diversity of housing types and supply of affordable housing.

NOTE: Same Action in Housing Element.

GOAL HS-3 HOUSING AND HUMAN SERVICES

Recognize the interrelationship between housing and human services. The human services sector not only provides support services for those living in affordable housing, but also enables people at risk or in crisis situations to remain in their existing housing.

Policy HS 3.2

Promote the creation of a mix of housing alternatives and services for people at different levels of independence.

Policy HS 3.3

Remove regulatory barriers to *special needs housing*.

HS Action #4

Adopt and maintain and Economic Development Strategy to coordinate public and private efforts to grow and sustain a healthy economy on the Island.

NOTE: Same Action in Economic Element.

Policy HS 4.2

Encourage local business organizations to create jobs that reflect good business practices (e.g., job training, employee benefits, family wages).

Policy HS 4.4

Promote access to jobs, especially for lower-income people, youth workers and people with disabilities, when involved with planning local and regional transportation systems.

GLOSSARY

Accessory Dwelling Unit: Separate living quarters contained within or detached from a single-family residence on a single lot.

Adaptive management: A structured, iterative process of robust decision making in the face of uncertainty, with an aim to reducing uncertainty over time via system monitoring. In this way, decision making simultaneously meets one or more resource management objectives and accrues information needed to improve future management.

Affordable Housing: Housing where the occupant pays no more than 30% of gross monthly income for total housing costs, including the cost of taxes and insurance for homeowners and monthly utilities for owners and renters.

Affordable housing is defined according to the interpretation found in the Growth Management Act - Procedural Criteria [WAC 365-195-070(6)]. The term "applies to the adequacy of the housing stock to fulfill the housing needs of all economic segments of the population. The underlying assumption is that the market place will guarantee adequate housing for those in the upper economic brackets but that some appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate provisions for the needs of middle and lower income persons."

The Department of Housing and Urban Development (HUD) sets household income limits for five income categories based on the local median household income that is determined each year. They are as follows:

Extremely Low Income	30% or less of median household income
Very Low Income	31% - 50% of median household income
Low Income	51% - 80% of median household income
Moderate Income.....	81% - 95% of median household income
Middle Income	96% - 120% of median household income

Agricultural Land: Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees, or livestock, and that has long-term (6 years or longer) commercial significance for agricultural production or which has significance for Bainbridge Island.

Agricultural Operation: Any condition, facility, or activity for the production or intent of production for commercial or family use purposes of dairy, apiary, livestock, vegetable or animal products, and crop products including, but not limited to ornamental crops.

Aquatic Resources: Marine nearshore, wetlands, streams, lakes, creeks and associated vegetated areas.

Aquifer: A body of soil or rock that contains sufficient saturated material to conduct groundwater and yield usable quantities of groundwater to springs and wells.

Aquifer Conservation Zone Regulations: Land use controls designed to protect the functions and values of Bainbridge Island's aquifers. These regulations may include the City's critical area

regulations, the use regulations and standards of the City's Shoreline Master Program, the well-head protection requirements of Class A and B water systems, and the requirements or best management practices of future City enactments such as low impact development regulations or the standards and best management practices required by a Groundwater Management Plan.

Aquifer Recharge Area: The geological formations in which an aquifer is replenished by the downward percolation of water. Critical recharging areas have the potential to affect potable water where an essential source of drinking water is vulnerable to contamination.

Arterial: A major thoroughfare used mainly for through traffic rather than access to nearby property. Arterials generally have greater traffic carrying capacity than collector or local streets and are designed for continuously moving traffic.

Assisted Housing: Multifamily rental housing that receives governmental assistance and is subject to use restrictions

Average Daily Traffic (ADT): The average number of vehicles passing a point during a 24-hour period.

Base Density: The maximum number of units within an area that can be built under the existing zoning without the use of Transferable Development Rights (TDRs) or a density bonus.

Best Available Science: Current scientific information used in the process to designate, protect, or restore critical areas that is derived from a valid scientific process.

Bicycle Access: An improvement designed to facilitate the use of bicycles, including bicycle trails, bicycle lanes and pedestrian/bicycle trails or pathways.

Bicycle Lane: This facility provides a separate lane for bicycle use. It is a clearly marked lane of travel on the side of a street or roadway, separated from the automobile by painted strips, curbs or buttons.

Bond and Levy Financing: Local governments can raise revenues by selling tax-exempt municipal bonds or by increasing property taxes through property tax levies. Bonds require a 60 percent voter approval; levies require a simple majority. The City can issue a limited amount of debt without voter approval. This is called limited general obligation or councilmanic debt. Voter approved bonds are retired with property tax revenues.

Capital Facilities Plan: A collection of planning and budget policies and documents working in concert to ensure capital projects are identified and prioritized in a manner that meets the needs of a growing population and promotes a safe and healthy community.

Capital Facility: A structure, improvement, piece of equipment or other major asset, including land that has a useful life of at least 10 years. Capital facilities are provided by, and for public purposes and services. For the purposes of the *Capital Facilities Element*, capital facilities are government offices and facilities; fire and emergency medical services, parks, sewer, water, and storm water utilities, library, and schools.

Capital Improvement: A project to create, expand, or modify a capital facility. The project may include design, permitting, environmental analysis, land acquisition, construction, landscaping,

site improvements, initial furnishings and equipment. The project cost must exceed \$25,000 and have a useful life of at least 5 years.

Capital Improvement Program (CIP): A six-year plan for future capital expenditures that identifies capital projects packaging, timelines, and funding. The CIP is updated and adopted annually or biennially, along with the City's operating budget.

Carbon sequestration: A term used to describe both natural and deliberate processes by which CO₂ is either removed from the atmosphere or diverted from emission sources and stored in the ocean, terrestrial environments (vegetation, soils, and sediment), and geologic formations.

Carrying Capacity: The level of land use or human activity that can be permanently accommodated without an irreversible change in the quality of air, water, land, or plant and animal habitats. In human settlements, this term also refers to the upper limits beyond which the quality of life, community character, or human health, welfare, and safety will be impaired.

Climate resilience: The capacity for a socio-ecological system to absorb stresses and maintain function in the face of external stresses imposed upon it by climate change.

Climate Change: Changes in average weather conditions that persist over multiple decades or longer. Climate change encompasses both increases and decreases in temperature, as well as shifts in precipitation, changing risk of certain types of severe weather events, and changes to other features of the climate system. (See www.climate.gov)

Cluster Development: A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive areas. Cluster development allows the reduction of lot sizes below the zoning ordinance's minimum requirements if the remaining land is preserved as permanent open space.

Co-housing: a type of residential community characterized by either attached or detached single-family dwelling units which may or may not be located on separate lots, and includes a common building, which may contain a large dining room, kitchen, lounges, meeting rooms, recreation and laundry facilities, storage, guest rooms, library, workshops, and/or childcare, to serve only the co-housing community.

Collector: Roads that collect traffic from local access streets and convey it onto the arterial system.

Commercial Use: An occupation, employment or other enterprise that provides goods or services for compensation.

Community Development Block Grant (CDBG) Program: A federal funding program which provides annual funding for eligible local governments for housing and community development programs targeted primarily to low-income persons and neighborhoods.

Community Land Trust (CLT): A model of homeownership where a developer (usually an affordable housing agency or nonprofit) sells a home to an income-qualified resident, but retains ownership of the land. The homeowner earns equity in the home, but not the land.

Commute Trip Reduction (CTR): Washington State legislation passed in 1992 requiring specified large employers in certain counties to reduce vehicle occupancy according to a specified time frame.

Comprehensive Plan: A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter (RCW 36.70A).

Concurrency Requirement: A program to ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. (Under the GMA, only transportation facilities and services must satisfy the concurrency requirement.)

Conservation Easement: A legal agreement that the property owner enters into to restrict uses of the land for purposes of natural resources conservation. The easement is recorded on a property deed, runs with the land, and is legally binding on all present and future owners of the property.

Conservation Villages: A development form that concentrates housing on a relatively small portion of the total site, with the larger portion of the site left untouched as dedicated conservation area. The housing may take the form of common wall structures and/or detached units placed close by one another, situated to minimize the cost of running roads and serving utilities and maximizing the retention of scenic views, open space, natural contours, and vegetation. The techniques used to concentrate buildings may include reduction in lot sizes, building setback and/or bulk requirements. An increase in density may be considered only if appropriate limitations are placed on building footprint, bulk, shape, location, orientation or other site or building design details. The conservation open space is secured in perpetuity by deed restriction.

Context Sensitive Design: Site, landscaping, architectural, or engineering design that is compatible with a development's setting, the contours of the land and natural systems on-site and immediately off-site, and that is compatible with the character, location and configuration of improvements and uses on adjacent properties.

Contract Rezone District: A Contract Zoning District is a distinct area for which a special zoning designation is developed which reflects uses and/or conditions that are unique to that area, and which would affect future development of the land.

Cottage Housing: A grouping of small, single family dwelling units clustered around a common area and developed with a coherent plan for the entire site. Cottage units typically have a shared common area and coordinated design and may allow densities that are somewhat higher than typical in single-family neighborhoods. Cottage housing offers a degree of privacy and some of the benefits of single-family housing combined with the lower cost and maintenance of attached housing. The clustered arrangement can contribute to a sense of community.

Cottage Industry: An activity undertaken for gain or profit and carried on in a dwelling or building accessory to the dwelling. See Home Occupation.

Countywide Planning Policies: A series of policies intended to guide the development of city and county comprehensive plans, including, but not limited to, the allocation of population and

employment targets to cities. The GMA gives counties the authority to adopt County-wide Planning Policies.

Craft Food and Beverage: Small-scale, locally-produced food and beverage products.

Critical Areas: Aquifer recharge areas, fish and wildlife habitats, frequently flooded areas, geologically hazardous areas, wetlands and streams.

Critical Habitat: Identified by Washington State Department of Wildlife, Ecology and Fisheries or other source recognized by the City as habitat necessary for survival of endangered, threatened, rare, sensitive, monitor species or identified by Bainbridge Island as species of local significance.

Density: The number of dwelling units allowed in a lot area.

Density Bonus: Additional density provided to a developer to achieve certain policy objectives, such as the construction of affordable housing units. (The developer is allowed to build a certain amount {a percentage} above the base density in exchange for the provision of a certain number of affordable units.)

Designated Centers: Those areas of the Island where the majority of the development and redevelopment should be located over the next fifty years. These include Winslow, Lynwood Center, Island Center, Fort Ward, Rolling Bay, Day Road and Sportsman Triangle. See Fig. LU-3 Land Use Concept.

Development Regulation: The controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto.

Development Standards: Requirements or standards imposed on development by regulation or ordinance under land use and environmental planning legislation.

Dwelling Unit: A building or portion of a building that provides independent living facilities with provision for sleeping, eating and sanitation. The existence of a food preparation area within a room or rooms is evidence of the existence of a dwelling unit.

Economic capital:

Financial capital is any economic resource measured in terms of money used by entrepreneurs and businesses to buy what they need to make their products or to provide their services to the sector of the economy upon which their operation is based, i.e., retail, corporate, investment banking, etc.

Natural capital consists of indispensable resources and benefits, essential for human survival and economic activity, provided by the ecosystem. Natural capital is commonly divided into (1) renewable resources (agricultural crops, vegetation, wildlife) and (2) non-renewable resources (fossil fuels and mineral deposits.)

Social capital is a form of economic capital in which social networks are central, transactions are marked by reciprocity, trust and cooperation, and market agents produce goods and services not only for themselves, but for a common good. The term generally refers to (1)

resources, and the value of those resources, both tangible (public spaces, private property) and the intangible (people), (2) the relationships among these resources, and (3) the impact that these relationships have on the resources in each relationship, and on larger groups.

Endangered Species: A species or subspecies of bird, mammal, fish, amphibian, reptile or invertebrate for which the prospects of survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition or disease.

Environmentally Sensitive Areas or ESAs: Critical areas and their protective buffers and natural resource lands.

Erosion Hazard Area: A landform or soil type subject to being worn away by the action of water, wind, freeze-thaw or ice and classified in accordance with the U.S.D.A. Soil Conservation Service, U.S. Geological Survey or Department of Ecology Coastal Zone Atlas.

Essential Public Facility: Any facility meeting the definition of Essential Public Facility set forth in RCW 36.70A.200(1), now or as hereafter amended, any facility identified on the statewide list maintained by the Office of Financial Management.

Fair Share Housing: A quantification of each jurisdiction's "share" of middle and low-income housing needs in a region or county, and a plan for how each jurisdiction will satisfy its obligation to provide for its share of the need.

Farm: See Agricultural Land

Fish and Wildlife Habitat: A seasonal range or habitat element with which a given species has a primary association, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long-term. These include areas of relative density or species richness, breeding habitat, winter range, and movement corridors. These also include habitats of limited availability or high vulnerability to alteration, such as cliffs, streams and wetlands.

Flexible Lot Design Subdivision Process: This process permits development flexibility that will encourage a more creative approach than lot-by-lot development, including lot design, placement of buildings, use of open spaces and circulation, and best addresses the site characteristics of geography, topography, size or shape. This method permits clustering of lots, with a variety of lot sizes, to provide open space and protect the Island's natural systems. The criteria for the layout and design of lots, including a minimum percentage of open space and a minimum lot size for each zone, are set out in the zoning ordinance.

Forest Land: Land used for growing trees, not including Christmas trees, for commercial purposes (as shown by record of income) that has long-term commercial significance; or unharvested forest land preserved in open space for the environmental benefits and maintenance of rural character.

Frequently Flooded Areas: Lands subject to a one percent or greater chance of flooding in any given year. These areas include, but are not limited to, floodplains adjacent to streams, lakes, coastal areas, and wetlands.

Functional Classification: A technique for assigning categories to transportation facilities based on a facility's role in the overall transportation system.

Functional Plan: Detailed assessments of existing conditions, current and future facility needs, service targets, and projected funding. Such plans adopted by City Council are incorporated by reference into the Comprehensive Plan's Capital Facilities Element. Other local jurisdictions, such as the Bainbridge Island School District, Bainbridge Island Fire District, and Bainbridge Park District also prepare functional plans.

General Obligation Debt: Local governments can raise revenues by selling tax-exempt municipal bonds and incurring debt. General obligation debt carries an unconditional promise by the local government to levy the taxes necessary to make the interest and principal payments required to retire the debt. General obligation debt is distinguished from limited obligation debt (also known as councilmanic bonds), which does not require a vote of the people and is paid from general operating revenues.

Geologically Hazardous Areas: Areas susceptible to erosion, sliding or other geological events which pose a threat to the health and safety of citizens when used as sites for incompatible commercial, residential or industrial development. Geologically hazardous areas include erosion hazard areas, landslide hazard areas, slopes and seismic hazard areas.

Goal: An expression of a general, ultimate ideal to be sought. It reflects basic community values and establishes the basis for formulating policies.

Green Building: A structure and use process that is environmentally responsible and resource efficient throughout a building's life cycle: from siting to design, construction, operation, maintenance, renovation, and demolition. Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by efficiently using energy, water, and other resources; protecting occupant health and improving employee productivity; and reducing waste, pollution, and environmental degradation.

Greenhouse Gas (GHG): A gas in the atmosphere that absorbs and emits radiation within the thermal infrared range and affects the temperature of the earth. Primary greenhouse gases in the earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

Green infrastructure: Natural vegetation, landscape design, and engineered techniques that retain, absorb, and often cleanse stormwater runoff. By including such features throughout a community, stormwater and other runoff from wet weather or spring thaws is retained, absorbed, and often naturally filtered. Green infrastructure prevents or reduces the amount of runoff flowing directly into storm drains where it can overwhelm the sewer system and contaminate local waterways.

Groundwater: Subsurface or underground water resource.

Growth Management Act (GMA): A Washington State law requiring urban counties and their cities to adopt comprehensive plans and to adopt development regulations and capital budgets to implement comprehensive plans.

Guiding Principle: A high-rank order value guiding growth, development, and conservation of resources in the community. Guiding principles are derived from and provide extension of the aspirations and values described in the Vision Statement. Guiding Principles provide policy direction to the Goals and Policies of the Elements in the Comprehensive Plan.

High Occupancy Vehicle (HOV): Public transportation vehicles and private vehicles carrying no less than a specified number of passengers (usually set at 2 or 3).

High Occupancy Vehicle Improvement: Facilities or priority treatments, such as preferential signalization or queue bypasses, designed to encourage HOV usage.

High Occupancy Vehicle Lane (HOV Lane): A lane of traffic designated for use by public transit vehicles and high occupancy private vehicles.

Historic Preservation: Includes the protection, rehabilitation, restoration, identification, scientific excavation, and reconstruction of districts, sites, buildings, structures and objects significant in American and Washington state history, architecture, archaeology, or culture. (RCW 27.26.901)

Home Occupation: An activity for gainful employment involving the manufacture, provision, or sale of goods and/or services as an accessory use. The home occupation is carried on in the dwelling unit or building accessory to the dwelling unit.

Homeless: Persons whose primary nighttime residence is 1) a public or private place not designed for, or ordinarily used for, sleeping accommodations for human beings, or 2) a residence which is a publicly or privately operated shelter designed to provide temporary living accommodations.

Household: One or more related or unrelated persons occupying a housing unit.

Housing and Urban Development, Department of (HUD): The federal Department of Housing and Urban Development that administers most federally-sponsored housing and community development programs.

Housing Types: This term refers to the physical form, configuration or scale of housing, as opposed to an ownership pattern (i.e., rental vs. owned). The list below groups housing types into three categories: detached, common wall, or stacked.

- **Detached housing**, includes one and two-story houses, ramblers, split-levels, cottages, cabins, accessory dwelling units, mobile homes, and carriage houses (unit over a garage);
- **Common wall housing**, includes duplexes, zero lot line homes, row houses and townhouses; and
- **Stacked housing**, includes two or three story garden apartments and mid-rise, mixed-use structures with commercial ground floor uses and two or more stories of residences above.

Humanities: The term humanities encompasses those modes of inquiry, which are also academic disciplines, “including but not limited to the study of languages, literature, history, philosophy, comparative religion, and ethics.” Source: National Endowment for the Humanities.

Impact Fees: Charges levied by the City against a new development for its pro-rata share of the capital costs of facilities necessitated by the development. The Growth Management Act authorizes the imposition of impact fees on new development and sets the conditions under which they may be imposed.

Impervious Surface: Any material that substantially reduces or prevents the infiltration of water into previously undeveloped land. It includes surfaces such as compacted sand, limerock, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots, and other similar surfaces or structures.

Income-qualified: A description for a renter or owner of designated affordable housing unit, meaning that the entity managing the affordability has verified the potential resident's income to fall within the income ranges defined under "Affordable housing".

Infill Development: Development usually consisting of either 1) construction on one or more lots in an area already developed or 2) new construction between two existing structures.

Infrastructure: A term connoting the physical underpinnings of the built environment including, but not limited to, roads, bridges, transit, waste system, public buildings, and communications networks.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): Legislative initiative by the U.S. Congress restructuring funding for highway and transit programs. ISTEA authorized increased levels of highway and transportation funding and an enlarged role for regional planning commissions/MPOs in funding decisions. The Act also requires comprehensive regional long-range transportation plans extending to the horizon year of 2015.

Island Character: For purposes of the Bainbridge Island Comprehensive Plan the term is used to describe the special character of the Island - winding, narrow and vegetated roadways and forested areas, meadows, farms, and which contain much of the Island's wetlands and streams, aquifer recharge areas and fish and wildlife habitat.

Kitsap Regional Coordinating Council (KRCC), formerly known as Kitsap Regional Planning Council (KRPC): A Council formed in 1990 by agreement between Kitsap County and the cities of Bainbridge Island, Bremerton, Port Orchard and Poulsbo. The purposes of the council are 1) to provide a forum for cooperative decision making by the region's elected officials in order to bring about a continuous and comprehensive planning process, 2) to foster cooperation and mediate differences among governments throughout the region and 3) to maintain an ongoing planning program and coordinate actions to make the best use of the region's resources and overcome problems of waste and pollution. In 1991, the Port Gamble S'Klallam Tribe and the Suquamish Tribe became members.

Land Use: A term used to indicate the utilization of any piece of land. It is the way in which land is being used or may be used.

Land Owner Compacts: Adjacent property owners collectively, aggregate and develop their properties under a unified development plan.

Landslide Hazard Areas: Areas that are potentially subject to risk of mass movement due to a combination of factors, including historic failures, geologic, topographic and hydrologic features as identified in the Department of Ecology Coastal Zone Atlas.

Latecomer Agreement: Also referred to as recovery contracts or reimbursement agreements, a latecomer agreement allows a property owner who has installed street or utility improvements to recover a portion of the costs of those improvements from other property owners who later develop property in the vicinity and use the improvements.

Level of Service (LOS): A rating of how well some unit of transportation supply or other facility (e.g., street, intersection, sidewalk, bikeway, transit route, water and sewer, park facilities) serves its current or projected demand.

LIHPRHA: The Low-Income Housing Preservation and Resident Home Ownership Act of 1990, or LIHPRHA, is designed to preserve existing assisted housing for permanent low-income use. It provides incentives for current owners of assisted-housing projects to retain ownership for low-income use or to sell them to new owners who will agree to maintain the housing for low-income occupants for the remainder of its useful life.

Local Extirpation: The elimination of self-sustaining residential populations from the entire Island and its waters, or elimination of habitat sufficient to sustain use of the Island's lands and waters by transitory or migratory populations.

Low Impact Development (LID): A stormwater management strategy that emphasizes conservation and use of existing natural site features integrated with distributed, small-scale stormwater controls to more closely mimic natural hydrologic patterns in residential, commercial, and industrial settings. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. Practices that adhere to these LID principles include bio-retention facilities, rain gardens, vegetated rooftops, rainwater harvesting (rain barrels and cisterns) and permeable pavements.

Manufactured Housing: A broad term including mobile homes, modular homes and other "factory built" housing. The main distinction is that manufactured housing is created in one or more parts in a factory and is designed and constructed for transportation to a site for installation on a permanent foundation and occupancy when connected to required utilities.

Master Plan: A tool to implement the Comprehensive Plan that details land use and circulation plans for a particular area or particular site using the goals and policies contained in the adopted Comprehensive Plan.

Micro Unit: A small studio apartment; micro unit could include a fully functioning and accessibility compliant kitchen and bathroom or rely upon communal kitchen or bathroom facilities.

Mineral Resource Lands: Land which is primarily devoted to the extraction of gravel, sand, or valuable metallic substances.

Mixed Use Development: The presence of more than one category of use in a structure, for example, a mixture of residential units and office or retail uses in the same building.

Mode Split: The statistical breakdown of travel by alternate modes, usually expressed as a percentage of travel by auto, transit, etc. Mode split is frequently used to describe the percentage of people using private automobiles versus bus transit or other modes.

Multifamily: A structure or portion of a structure containing two or more dwelling units.

Multi-modal Transportation System: A system in which there is accessibility by a variety of travel modes, typically: pedestrian, bicycle, transit and automobile (Single Occupancy Vehicle and High Occupancy Vehicle - carpool/vanpool) and may include water and air transport as well.

Native Vegetation: Plant species that are indigenous to the Puget Sound region.

Natural Resource Lands: Agricultural, forest and mineral resource lands as defined in this Plan.

Neighborhood: A small, predominantly residential area of the Island in which the residents share a common identity which may focus around an elementary school, park, community business center or similar feature.

Neonicotinoid: a class of neuro-active insecticides chemically similar to nicotine. Studies have linked Neonicotinoid use to adverse ecological effects, including honey-bee colony collapse and loss of birds due to a reduction in insect populations.

Non-point Source Pollution: Pollution that enters water from dispersed and uncontrolled sources (such as surface runoff) rather than through pipes.

Open Space: Any area of land that provides physical or visual relief from the developed environment. Open space may be essentially unimproved and set aside, designated or reserved for public use or enjoyment, or for the private use and enjoyment of adjacent property owners. Open space may also consist of undeveloped areas, such as pastures, woodlands, greenbelts, wetlands, pedestrian corridors and other natural areas that provide visual relief from developed areas.

Preservation of open space would 1) conserve and enhance natural or scenic resources, 2) protect streams or water supply, 3) promote conservation of soils, wetlands, beaches or tidal marshes, 4) enhance the value to the public of abutting or neighboring parks, forests, wild preserves, nature reservations or sanctuaries or other open space, 5) enhance recreation opportunities, 6) preserve historic sites, or 7) preserve visual quality along highway, road and street corridors or scenic vistas.

Open Space Plan: an adopted map that identifies those portions of Bainbridge Island which have the attributes and values of open space and which are candidate areas for protection and/or acquisition through nonprofit organization, city programs or regulations.

Overlay District: A set of zoning requirements that are described in the ordinance text, are mapped, and subsequently imposed in addition to those of the underlying zone. Development within an overlay zone must conform to the requirements of both zones.

Park-and-Ride: A system in which commuters drive to a common location, park their vehicles, and continue travel to their final destination via public transit or carpooling/vanpooling.

Peak Hour: The hour during which the maximum amount of travel takes place.

Peak Period: The period during which the maximum amount of travel occurs. Usually about 7 to 9 a.m. and 4 to 6 p.m.

Pedestrian-orientation: An area where the location and access to buildings, types of uses permitted on the street level and storefront design are based on the needs of the walking customers and residents. Reduces auto dependence and encourages the use of public transportation.

Peninsula Regional Transportation Planning Organization (PRTPO): The Regional Transportation Planning Organization for Kitsap, Mason, Clallam, and Jefferson Counties. The PRTPO serves as a mechanism for coordinating transportation planning in and among those counties and as a conduit for federal and state transportation funds.

Performance Standards: Regulations that establish standards of performance that are required of any use permitted in a given zoning district. For example, control over the type of a particular development in a particular zone may be accomplished by the establishment of standards which impose maximum levels of smoke, dust, noise, glare, traffic generation or other development impacts which must not be exceeded.

Permeability: The rate at which water moves through undisturbed soil. It depends largely on the texture, structure, porosity and density of the soil.

Placemaking: With community-based participation at its center, placemaking is a design process that capitalizes on a local community's assets, inspiration, and potential, and results in the creation of quality public spaces that contribute to people's health, happiness, and well being. Source: the Center for Public Spaces.

Policy: An agreed course of action adopted and pursued by decision makers for achieving one or several goals and objectives and which are used to guide the formulation of regulations and programs.

Precautionary principle: An approach to risk management, stating that if an activity carries a threat of causing serious harm to the public or to the environment, the burden of proof that it should not be limited or prohibited falls on proponents of the activity.

Primary Treatment: A wastewater treatment method that uses settling, skimming and usually chlorination to remove solids, floating materials and pathogens from wastewater.

Public Facilities: Use of land that includes streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

Public Sewer System: Any system which is owned or operated by the City, political subdivision of the state, or other approved ownership consistent of a collection system and necessary trunks, pumping facilities and a means of final treatment and disposal and under permit from the Department of Ecology.

Public Services: Include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Public Water System: Any system or water supply intended or used for human consumption or other domestic uses where water is furnished to two or more hookups.

Puget Sound Council of Governments (PSCOG): Predecessor to the Puget Sound Regional Council. PSCOG is the former area-wide metropolitan planning organization (MPO) responsible for regional planning in the Puget Sound area. (See Puget Sound Regional Council.)

Puget Sound Regional Council (PSRC): Current metropolitan planning organization (MPO) for the Puget Sound region, including Snohomish, King, Pierce, and Kitsap Counties. The PSRC coordinates transportation planning in those four counties and allocates federal and state transportation funds. The PSRC is also responsible for coordinating transportation planning with air quality emissions requirements.

Pump Station: A facility housing the equipment to pump water from or to a destination to counter gravitational forces. Pumping facilities are also employed to increase the pressure of the water as it travels through the system.

Pumping Station: Used to convey sanitary, wastewater to locations that cannot be reached in a normal downhill gravity collection system.

Purchase of Development Rights (PDRs): A program which would permit an owner of property designated as a TDR "sending area" to sell the right to develop all or the unused zoned capacity of the property to a public entity or non-commercial entity, such as a land trust. In exchange, the seller of the PDR would extinguish the development right on the "sending area" by means of an easement.

Queue Bypass: Route designed to provide a path for transit around traffic queues (or waiting lines), allowing transit to move to the head of traffic flow.

Recharge: The process involved in the absorption and addition of water from the unsaturated zone to groundwater.

Residential Use: Any land use that provides for living space. Examples include single family residence, multi-family residence, special residence mobile home park, boarding house, caretaker's quarters, accessory dwelling.

Right-of-way: Land in which the state, county, city or other governmental entity owns the fee simple title or has an easement dedicated or required for a transportation or utility use. The right-of-way is the right to pass over the property of another. It refers to a strip of land legally established for the use of pedestrians, vehicles or utilities.

Runoff: That portion of precipitation that flows over land surface and enters the storm drainage system during and immediately following a storm. The rapidity of runoff and the amount of water removed are affected by slope, texture (that is the structure and porosity of the soil surface) vegetation and prevailing climate.

Sanitary Sewer: A facility that carries waterborne wastes of household, industrial and commercial users from the point of origin to treatment plant(s) for treatment and disposal.

Secondary Arterial: Roads that link activity centers and convey traffic onto major arterials. Secondary arterials provide both mobility and access.

Secondary Treatment: A wastewater treatment method that usually involves the addition of biological treatment to the settling, skimming and disinfection provided by primary treatment.

Seismic Hazard Areas: Includes areas subject to severe risk of damage as a result of seismic induced ground shaking, slope failure, settlement, slope failure, soil liquefaction or surface faulting. Ground shaking is a primary risk, followed by some unstable slopes causing damage below them. The muck soils of the Island pose a specific risk of settlement and soil liquefaction. These conditions occur in areas where muck soils and other organic deposits are unsuitable for foundations, generally underlain by cohesion-less soils or poorly consolidated sediments usually in association with a shallow groundwater table.

Senior Housing: Housing specifically designed and operated to assist elderly persons (as defined in the State or Federal program); or intended for, and solely occupied by persons 62 years of age or older.

Sense of place: A geographic location with a strong identity, historical meaning or visual character that is deeply felt by local inhabitants and by many visitors. It may apply across any scales, from a small, intimate space (e.g., an historic building or a small park), to a unique neighborhood (e.g., Seattle's Pioneer Square or Portland's Pearl District) or to an entire city (e.g., New Orleans or San Francisco).

Shoreline Management Act: The Shoreline Management Act of 1971, Chapter 90.58 RCW, as amended.

Shoreline Master Program: Bainbridge Island's policy and use regulations adopted under the authority of and subject to the requirements of the Shoreline Management Act and its implementing administrative guidelines.

Shall: The use of the terms "shall" and "should," determines the level of discretion the City can exercise in making future land use policy, budget, and development regulation decisions. "Shall" means that it is mandatory for the City to carry out the policy, even if a timeframe is not included. The use of "shall" in a policy statement does not convert it into a regulation.

Should: Signifies a slightly less rigid directive than "shall" to be honored in the absence of compelling considerations that require another course of action.

Single Occupant Vehicle (SOV): A vehicle carrying only the driver and no passengers.

Slope: An inclined ground surface, the inclination of which is expressed as a ratio (percentage) of vertical distance to horizontal distance.

Special Needs Populations: Individuals or families who require supportive social services in order to live independently or semi-independently.

Special Planning Area: A Special Planning Area is an area that reflects uses and/or conditions which are unique to that area and would benefit from a local and/or neighborhood planning process. The Special Planning Area Process would address such issues as current use, future mix and location of uses and densities, transportation, public facilities, and services and amenities and protection of natural systems.

Storm Drain: A system of gutters, pipes or ditches used to carry storm water from surrounding lands to streams, lakes or Puget Sound.

Storm Water: Water that is generated by rainfall and is often routed into drainage systems in order to prevent flooding.

Stream: Surface waters, which flow into or become connected with other surface waters generally at least once per year. Streams are classified in accordance with classification system established by the Washington State Department of Natural Resources, as modified by Bainbridge Island.

Subarea Plan: An optional comprehensive plan feature authorized by the Growth Management Act. Subarea plans provide detailed land use policies for a geographic subset of a city.

Subdivision: The division or redivision of land into five or more lots, tracts, parcels, sites or divisions for the purpose of sale, lease or transfer of ownership.

Substandard Housing: A dwelling unit that does not meet the criteria for an acceptable standard of living, through lack of maintenance, age of unit, neglect, lack of plumbing facilities, kitchen facilities, or crowded conditions.

Sustainability: Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Tiny House or Home: A small dwelling, with a kitchen and bathroom, possibly mounted on wheels.

Transfer of Development Rights Program (TDRs): A program which would permit an owner of property designated as a TDR "sending area" to sell the right to develop all or the unused zoned capacity of the property to the developer of a TDR "receiving area" who is allowed to add the capacity to the zoned capacity of the site. In exchange, the seller of the TDR would extinguish the development right on the "sending area" by means of an easement.

Transit: Refers to a multiple-occupant vehicle operated on a for-hire, shared-ride basis, including bus, ferry, taxi, shuttle bus, carpool, or vanpool.

Transportation Demand Management (TDM): Policies and programs to motivate people to use public transportation, such as bus pass subsidies, flex-time programs, and limiting free parking.

Transportation System Management (TSM): An array of strategies intended to lead to a reduction in the number of vehicles using the road system while simultaneously serving the same number of travelers.

Threatened Species: Any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Trip: A one-way movement of a person or vehicle between two points for a specific purpose, sometimes called a one-way trip to distinguish it from a round trip.

Trip Assignment: The process of determining route or routes of travel and allocating the zone-to-zone trips to these routes.

Trip Distribution: The process by which the movement of trips between zones is estimated. The data for each distribution may be measured or be estimated by a growth factor process or by synthetic model.

Undeveloped Rights-Of-Way: Any undeveloped portion of a right-of-way legally established for the use of pedestrians, vehicles or utilities.

Universal Design: The designing of products and environments to be usable by all people, to the greatest extent possible, regardless of age, size, or abilities.

Upzoning: A change in the zoning classification of land to a classification allowing more intensive development, such as a change from single-family to multifamily or from residential to commercial.

Vehicle Miles Traveled (VMT): A measurement of forecasting travel demand; equivalent to one car, bus or truck traveling one mile. VMT is the sum of an individual's vehicle trip lengths - in miles - made over a set period, divided by the number of affected individuals driving that period within the household, study area, zone or facility.

Vision: A Vision is a narrative description of a preferred future, describing desired long-term qualities and characteristics of the community 20 or more years in the future.

Vision 2040: Vision 2040 constitutes the multi-county planning policies for the region consisting of King, Pierce, Snohomish and Kitsap counties and the cities within those counties.

Watercourse: The areas to which surface and subsurface waters naturally flow and which form a continuous channel through which water descends to natural outlets. A watercourse includes: a permanent stream; intermittent stream; river, brook, creek, channel or ditch for water, whether natural or man-made.

Water Re-use: Using treated wastewater in place of drinking water for commercial irrigation and industrial processes. Also called wastewater reclamation.

Watershed: The geographic region within which water drains into a particular river, stream or body of water. A watershed includes hills, lowlands and the body of water into which the land drains.

Wetland: Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

ECONOMIC PROFILE

Current Economic Background

Bainbridge Island, located 35 minutes from downtown Seattle via ferry, is a vibrant, diverse community. With views of the snow-capped Olympic Mountains to the west and Mount Rainier to the east, Bainbridge Island is the closest getaway destination by ferry from Seattle. The area has a rich history and a unique culture of strong community engagement and sustainable environmental practices.

Demographics

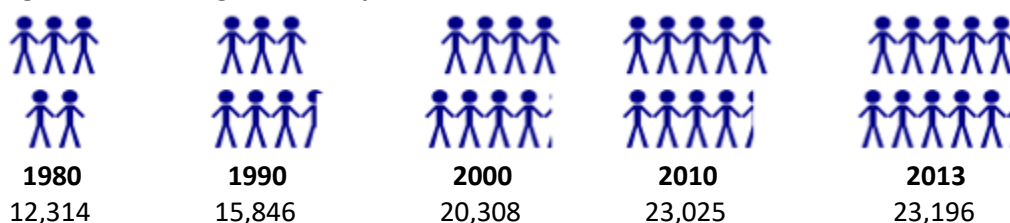
In 2015, Bainbridge Island is home to a community of over 23,000 citizens. Population has remained relatively stable over the past 15 years, after rapid growth between 1980 and 2000, see Figures 1 and 2.

Figure 1: Regional Population Growth

Bainbridge Island		Kitsap County		Washington State	
Population					
2013	23,196	2013	253,968	2013	6,971,406
Population Growth					
2000	20,308	2000	231,969	2000	5,894,121
% Change	12.5%	% Change	8.66%	% Change	15.45%

Source: 2000 U.S. Census and 2013 American Community Survey

Figure 2: Bainbridge Island Population Growth



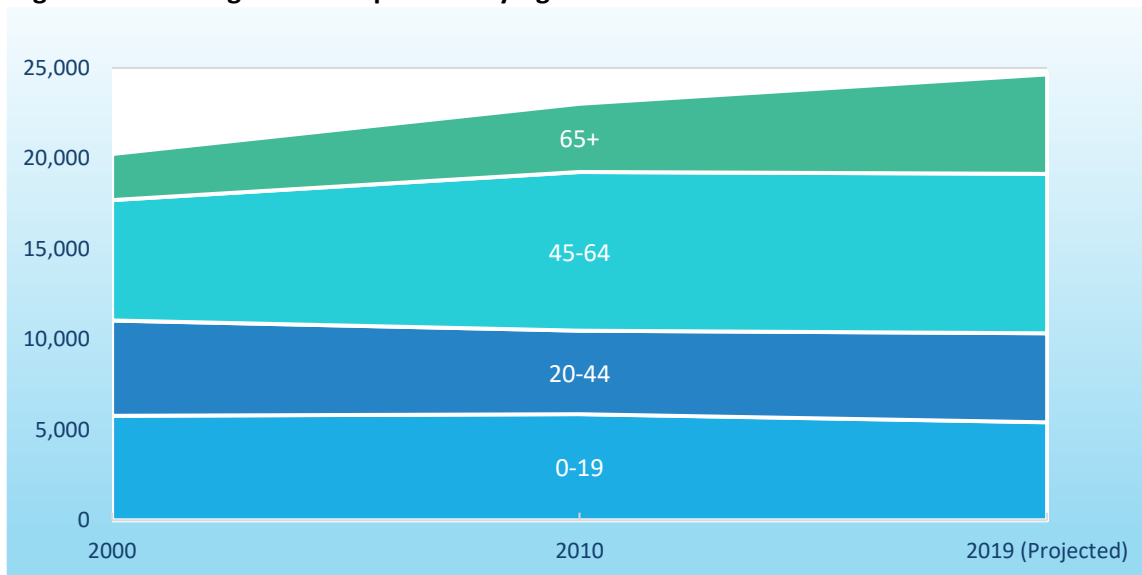
Source: 1980-2010 U.S. Census and 2013 American Community Survey

While modest population growth is anticipated to continue, the number of residents under 65 is expected to remain constant. In contrast, the number of residents aged 65 and above is growing rapidly, see Figure 3. The senior population is anticipated to increase more than 26% by 2019, which will affect the way the economy of the Island looks and operates as the needs and desires of its residents change.

An aging population typically spends less on clothing, transportation, and food but spends far more on health care. Services which give the ability for older residents to stay in their homes such as transit

services, meal delivery, and in-home caregivers will be in greater demand in addition to other long-term care options like assisted living facilities. Although their level of consumption may be more limited overall, seniors tend to have an increased demand for higher-end products. Ultimately, the changing demographics may necessitate a shift in resources away from education and childcare.

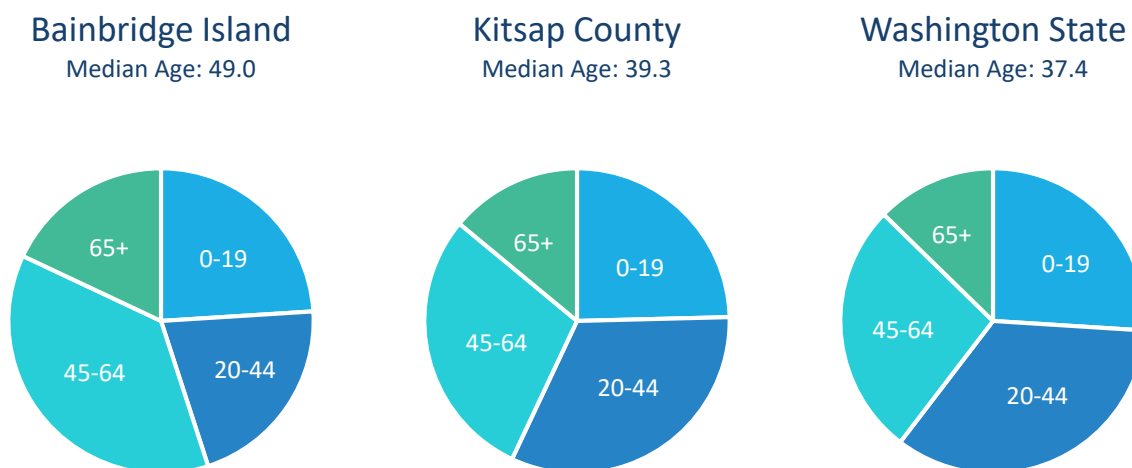
Figure 3: Bainbridge Island Population by Age



Source: 2000-2010 U.S. Census and Experian Census Area Projections & Estimates

With the majority of the population above 45 years of age, the composition of the Bainbridge Island population is markedly different than that of both Kitsap County and Washington State. Further, the median age for Bainbridge Island is nearly 10 years older than that of Kitsap County and nearly 12 years older than that of Washington State, see Figure 4. Experian predicts that the median age on Bainbridge Island is projected to be greater than 50 years of age by 2019.

Figure 4: Population by Age

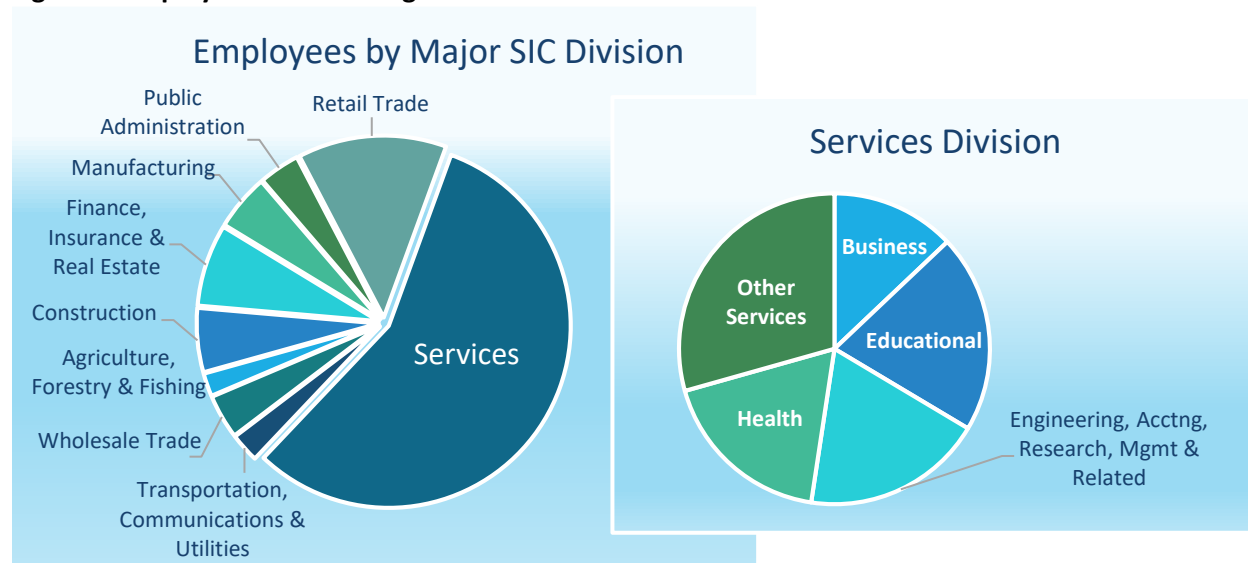


Source: Experian Census Area Projections & Estimates

Bainbridge Island Workforce

Residents enjoy a wide range of amenities. Cultural sites include the Bainbridge Island Museum of Art, Bainbridge Island Historical Museum, Bloedel Reserve, Islandwood, Japanese American Exclusion Memorial, and Bainbridge Performing Arts. The Island also boasts numerous galleries, shops, museums, bakeries, and restaurants. The majority of people employed on Bainbridge Island work within the services industry based on their standard industrial classification (SIC) per the Occupational Safety & Health Administration, see Figure 5. The primary services represented include health, education, business, engineering, and accounting.

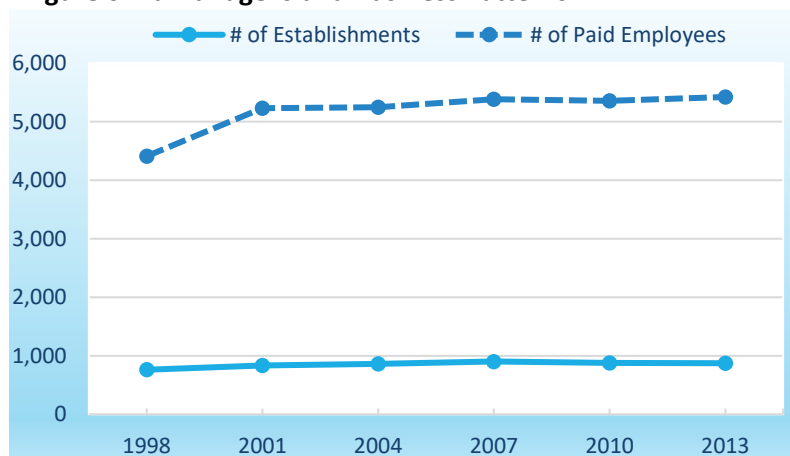
Figure 5: Employees on Bainbridge Island



Source: DemographicsNow

Both the number of people working on the Island and the number of business establishments has remained relatively stable since 2001, see Figure 6. Although the population has grown, the number of available jobs on the island has not increased proportionally.

Figure 6: Bainbridge Island Business Patterns



Source: U.S. Census Bureau, 2013 Zip Code Business Patterns

At 4.2%, unemployment on Bainbridge Island is lower than Kitsap County (6.3%) and Washington State (6.9%) and is projected by Experian to drop to 3.6% by 2019.

There are nearly 10,000 Island residents in the labor force, and with fewer than 6,000 jobs on the Island, it is clear that a number of Island residents must work elsewhere in Kitsap County or the nearby Seattle metropolitan area.

Islanders commute by car far less frequently than Kitsap County or the State as a whole, instead relying more heavily on public transit, see Figure 7. This translates to longer commute times, as the Bainbridge Island commute is longer by 13-18 minutes on average. Also significant in viewing commute patterns is the high number of residents who work at home, almost three times the percentage within Kitsap County or Washington.

Figure 7: Regional Commute Types

Commute Type	Bainbridge Island	Kitsap County	Washington State
Vehicle (Self or Carpool)	49.1%	78.6%	83.2%
Public Transit	25.3%	8.3%	5.8%
Worked at Home	16.3%	6.6%	5.4%
Walked	5.6%	4.4%	3.5%
Other Means	3.7%	2.1%	2.1%
Mean Commute Time (mins)	43.2	29.7	25.7

Source: 2013 American Community Survey

Figure 8: City Business License Information (10/8/15)

	# of Licenses	% of Total Licenses
On-Island Location	2198	68%
Home-based Businesses (included in On-Island Count)	1345	42%
Off-Island Location	1020	32%
Total Business Licenses	3218	100%

Figure 9. Bainbridge Island Home-Based Businesses by Type

Business Type	Number	%
Construction & Related Services	143	10.6%
Artists & Entertainment	141	10.5%
Management & Professional Services	111	8.3%
Marketing, Advertising & Graphic Design	109	8.1%
Accommodations, Real Estate & Related	90	6.7%
Health & Wellness	79	5.9%
Landscaping	60	4.5%
Engineering, Environmental, Scientific & Technical Services	57	4.2%
Computer & Technology	56	4.2%
Educational Services	50	3.7%
Finance, Investment & Accounting	44	3.3%
Fitness, Recreation & Related	43	3.2%
Legal Services	43	3.2%
Home Furnishings & Interior Design	41	3.1%
Nonprofit, Civic & Advocacy Organizations	38	2.8%
Miscellaneous	37	2.8%
Agriculture	30	2.2%
Food Services & Manufacturing	28	2.1%
Architects	24	1.8%
Machinery & Equipment	20	1.5%
Maintenance & Cleaning	19	1.4%
Travel & Transportation	17	1.3%
Pet Services	16	1.2%
Industrial Design & Manufacturing	14	1.0%
Personal Services	11	0.8%

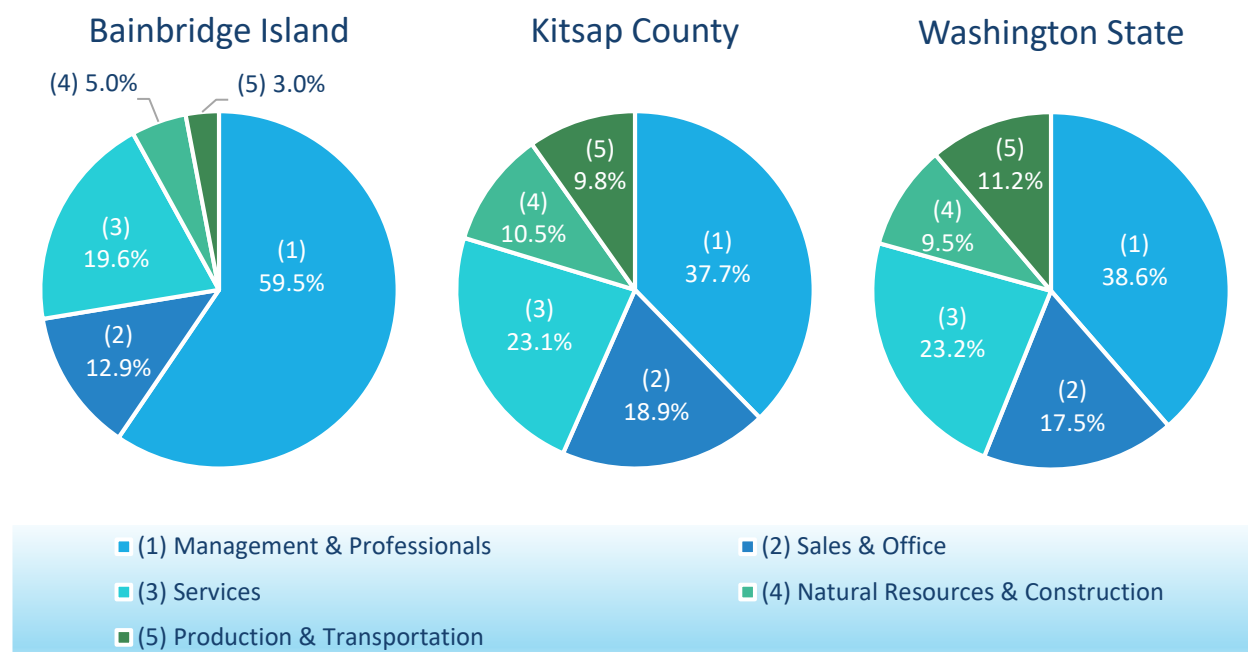
Business Type	Number	%
Childcare	8	0.6%
Clothing	7	0.5%
Water Utilities	5	0.4%
Florists	3	0.2%
Total	1,344	100.0%

Source: City of Bainbridge Island Business Licenses (10/8/15)

Based on the large number of Island residents working off-Island, the type of occupations in which they are employed gives a better indication of their financial means as opposed to analyzing the composition of Island jobs.

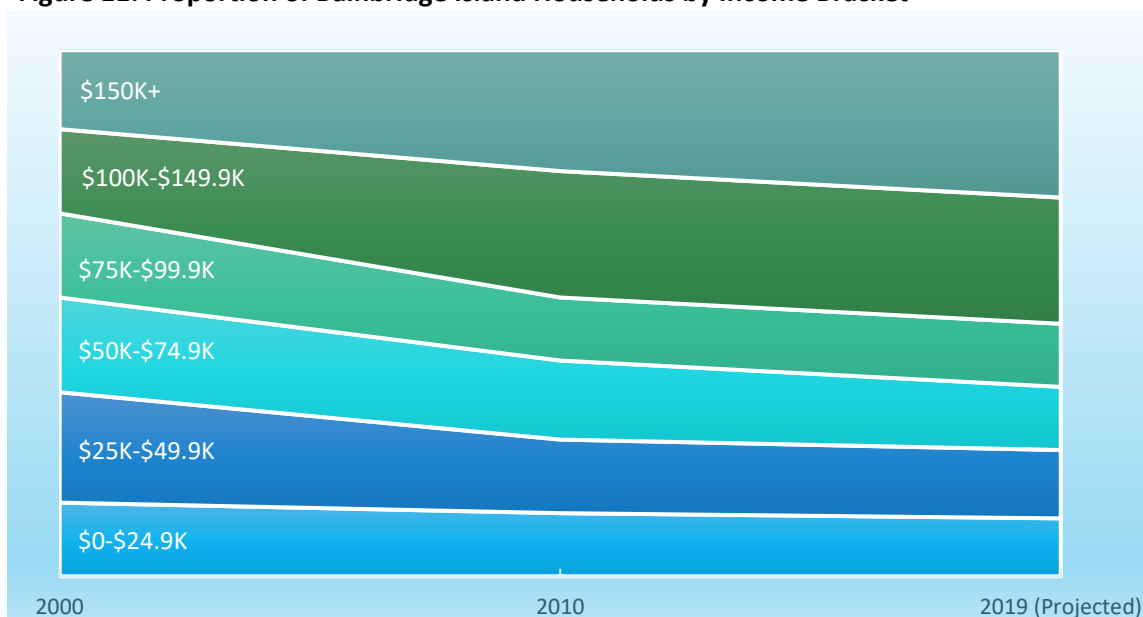
Bainbridge Island residents overwhelmingly hold professional or management positions: almost 60% of the workforce holds such positions, sharply contrasting with the less than 40% of Kitsap County or Washington residents that do, see Figure 8. These positions also tend to command a much higher salary than other types of positions.

Figure 10: Workforce by Occupation



Source: 2013 American Community Survey

Since 2000, the proportion of Bainbridge Island households with incomes greater than \$100,000 has steadily increased with Island businesses benefitting from off-Island income. Bainbridge Island has significantly higher median household incomes, when compared to Kitsap County or Washington State, see Figures 9 and 10.

Figure 11: Proportion of Bainbridge Island Households by Income Bracket

Source: 2000-2010 U.S. Census and Experian Census Area Projections & Estimates

Figure 12: Median Household Income

	2000	2010	2014	2019 (Projected)
Bainbridge Island	\$70,797	\$92,762	\$89,223	\$103,499
Kitsap County	\$46,923	\$62,712	\$59,362	\$68,859
Washington State	\$45,811	\$57,181	\$58,274	\$67,667

Source: 2000-2010 U.S. Census and Experian Census Area Projections & Estimates

Living and Working in the Same Community

As shown previously in Figure 5, the majority of people employed on Bainbridge Island work in the services industry or retail trade. The corresponding wages paid to employees on the Island in these sectors show a much lower average wage than represented by the median household income, see Figures 10 (above) and 11.

Figure 13: Average Wages on Bainbridge Island by Industry

Industry Name	Average Annual Wage*
Health Care & Social Assistance	\$30,306
Other Services (excl. Public Administration)	\$29,576
Retail Trade	\$27,748
Arts, Entertainment & Recreation	\$21,257
Accommodation & Food Services	\$16,754
*Average Annual Wage is calculated based on the total wages paid by reporting employers during calendar year 2014 and the average of the same 12 months employment for the same employers.	

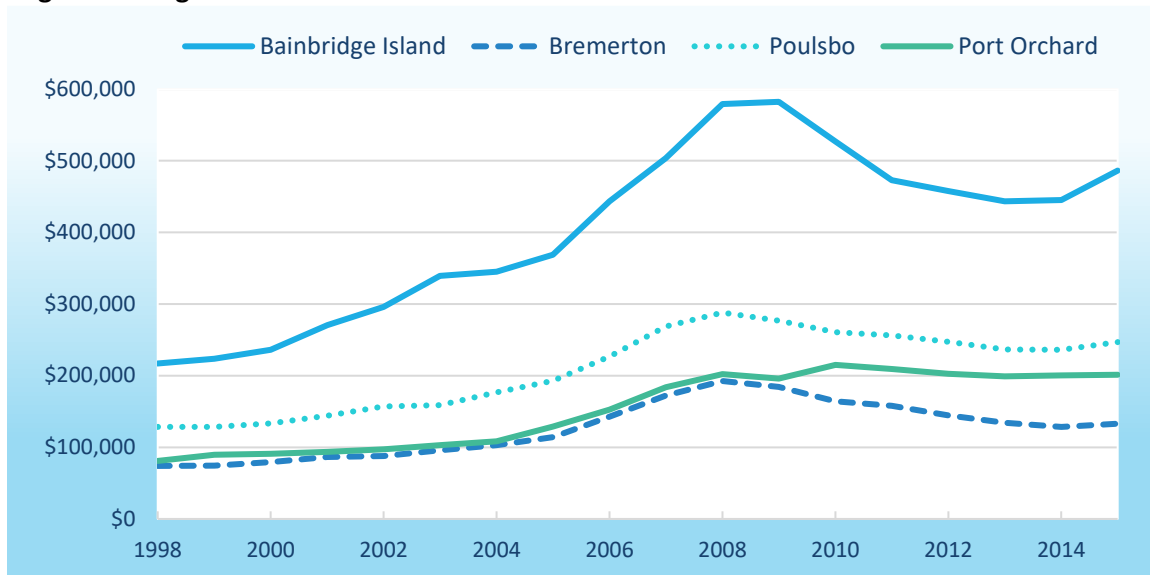
Source: Washington State Employment Security Department

This disparity in income and wages could be the result of a number of different factors such as the prevalence of part-time work in these sectors or that a sizable portion of these employees reside off-Island. Regardless of the reason, it is clear that the wage and salary analysis above coupled with a highly competitive housing market indicates that many jobs within the Island economy cannot provide workers sufficient incomes to make living within the community possible, even for dual income households.

Bainbridge Island Residential Investment

Bainbridge Island is primarily a residential community. Just over 9,600 of the total 17,779 acres of the Island are developed for residential land uses. A majority of the remaining land has been kept undeveloped to maintain the unique rural character so highly regarded by Island residents.

Approximately 87% of all Bainbridge Island property value is in the form of residential property which has a 2015 assessed valuation of over \$5.3 billion per the Kitsap County Assessor. Home values on Bainbridge Island tend to be much higher than those in neighboring communities, see Figure 11. This represents an investment of some portion of the income imported into the community from well-paying jobs in Seattle and elsewhere in addition to employment on the Island.

Figure 14: Regional Median Assessed Home Values

Source: Kitsap County Assessor, Statement of Assessments 2001-2015

Residential investment also drives a portion of the local economy by supporting a demand for businesses such as home repair and remodeling, landscaping services, food service, auto repair, interior design, insurance, house cleaning, day care, and municipal services.

WATER RESOURCES

EXISTING CONDITIONS & FUTURE NEEDS

The following outlines the present conditions and understanding of the water resources of the Island and the future needs for restoration, enhancement, and protection of these resources.

Groundwater

Groundwater is the sole source of drinking water for Island residents, *farms* and industry on Bainbridge Island. It is found in underground reservoirs called *aquifers*. An *aquifer* is defined as a *permeable* sand and/or gravel formation that is capable of yielding a significant amount of water to a well. Wells on Bainbridge Island penetrate several distinct *aquifers* to allow withdrawal of drinking water by individual homeowners and municipal water purveyors. Most individual *household* wells penetrate to depths of less than 300 feet.

Some residents are still using hand-dug wells less than 40 feet deep, completed in the *permeable* sediments known as the Vashon Recessional Outwash. *Groundwater* found at this level also feeds the base flow (summer flow) for Island *streams*. High capacity wells have been drilled as deep as 1,200 feet to find adequate marketable quantities of water for public and private water purveyors. While few in number, these wells produce a large portion of the Island's potable water. The Blakely Formation, a sedimentary bedrock formation, dominates the geology on the southern end of the Island and limits *groundwater* production in this area.

Our understanding of the Island's water resources has been enhanced through historical studies such as the *City of Bainbridge Island, Level II Assessment*⁴ prepared by Kato & Warren and Robinson Noble in 2000 and monitoring and assessments completed in the last ten years by the City's *Groundwater* Management Program. This work includes the development, improvement, and utilization of a *groundwater* model; the development of a well monitoring network; and the implementation of long-term monitoring.

Bainbridge Island has six principal *aquifers* (Kato & Warren and Robinson & Noble, 2000), the extents of which were refined in the *Conceptual Model and Numerical Simulation of the Groundwater-Flow System of Bainbridge Island, Washington* (USGS, 2011). The six *aquifers* delineated below reflect updated understanding based on the United States Geological Survey (USGS) model. Additional details about the *aquifers*, including detailed maps and discussion regarding the extent, thickness, and other characteristics, can be found in the USGS report.

Perched Aquifer (PA)—This *aquifer* is comprised predominantly of Vashon Advance glacial outwash (Qva). The top of the *aquifer* ranges from sea level to more than 300 feet above mean sea level [ft MSL], with a thickness of 20 to 200 feet, and is utilized predominantly by domestic wells. About 4 percent of wells are reported to be completed in this unit.

Semi-Perched Aquifer (SPA)—This semi-perched *aquifer* exists within *permeable* interbeds (QCipi) of the upper confining unit (QC1). The top of the *aquifer* ranges from sea level to more than 200 ft MSL, with a thickness of 10 to 50 feet. About 25 percent of wells are reported to be completed in this unit.

Sea Level Aquifer (SLA)—The Sea Level *aquifer* (QA1) is extensive, widely used, and mostly confined by QC1. The top of the *aquifer* ranges from -200 to 200 ft MSL, with a typical thickness of 25 to 200 feet. Fifty-three percent (53%) of wells are completed in the SLA.

Glaciomarine Aquifer (GMA)—This *aquifer* consists of water-bearing units within a thick sequence of fine-grained glaciomarine drift (QA2). The top of the *aquifer* ranges between more than -500 to -300 ft MSL, with a typical thickness of 20 to 300 feet. Several of the Bainbridge Island's production wells and at least 4 domestic wells are completed in this *aquifer*, representing about 2 percent of wells.

Fletcher Bay Aquifer (FBA)—The FBA (QA3) is the deepest identified *aquifer* on Bainbridge Island. Several large production wells are completed in this *aquifer* including the Fletcher Bay Well. The top of the *aquifer* ranges between more than -900 to slightly less than 600 ft MSL, with a typical thickness of 50 to 300 feet. While representing only about 1 percent of wells on Bainbridge Island, the metered KPUD and COBI FBA wells provide approximately 30 percent of the estimated total Island *groundwater* production.

Bedrock Aquifer—Less than 1 percent of the wells are completed in the sedimentary Blakely Harbor and Blakeley formations on the south end of Bainbridge Island.

Other wells on Bainbridge Island are either completed in water bearing zones within confining units or have an indeterminate *aquifer* completion zone.

COBI's monitoring well network is distributed across the six Bainbridge Island *aquifers* as follows: 16 in the Perched *Aquifer*, 7 in the Semi-Perched *Aquifer*, 32 in the Sea Level *Aquifer*, 5 in the Glaciomarine *Aquifer*, 9 in the Fletcher Bay *Aquifer*, and 1 in the Bedrock *Aquifer*. Aspect has updated the USGS *groundwater* model to include one new public supply well (KPUD North Bainbridge Well #10), for a total of 1,470 Group A and B public wells and exempt wells estimated to be active on Bainbridge Island.

Aquifer Concerns and Observed Conditions

There are two primary concerns in protecting an *aquifer* system. These are quality and quantity.

Water Quality

Seawater Intrusion

One of the most common *groundwater* quality concerns for Islands or other saltwater shorelines is saltwater intrusion, which is the movement of saltwater into a freshwater

aquifer. Where the source of saltwater is marine water such as Puget Sound, this process is known as seawater intrusion. Seawater intrusion occurs when the saltwater/freshwater interface moves inland from offshore. Freshwater is less dense than saltwater and so freshwater will float above saltwater. It is the pressure of the overlying freshwater that keeps the interface offshore. Excessive pumping or overuse of the overlying freshwater will pull the interface toward the shoreline and possibly inland.

Some of our *aquifers* such as the *shallow* Perched and Semi-Perched *aquifers* are, generally, not in contact with saltwater and, therefore, generally not susceptible to seawater intrusion (an exception being where these *aquifers* are present near the shoreline).

The Sea Level *Aquifer* and our deeper *aquifers* can be susceptible. How susceptible can vary from *aquifer* to *aquifer* and, even within the same *aquifer*, depending upon local conditions. In order to monitor for potential seawater intrusion, the most common practice is to measure chloride concentration and specific conductivity in *groundwater*. The City's *Groundwater* Management Program conducts annual chloride sampling in *aquifers* or wells susceptible to seawater intrusion. The established Early Warning Level, or EWL, is a chloride concentration >100 mg/L or any 4 consecutive samples showing an increasing trend. To date, no wells in the City's monitoring network (including Kitsap Public Utility District and the City's Water Utility wells) exceeded the EWL, and no trends in chloride results were noted.

Chloride concentrations typically varied between 2 mg/L and 15 mg/L. Results in 2013 and 2014 in the Fletcher Bay *Aquifer* indicate slightly elevated chloride above historic baseline concentration, but not upward trending results. However, these *should* be monitored for continued changes.

Additionally, the City's *groundwater* model was run by USGS in 2010 and updated, recalibrated and run again by Aspect Consulting in 2016 to examine the potential for seawater intrusion under different water production (e.g., growth) scenarios. Model projections indicated no seawater intrusion. It *should* be noted that the model is designed to observe regional scale conditions, but the scale is not fine enough to assess very localized conditions such as one or two wells along the shoreline. Therefore, it is important to continue to monitor in vulnerable areas to catch potentially developing local conditions.

One example is an elevated chloride level measured in one well in the Seabold area in 2006 prior to the development of the City's *Groundwater* Management Program. As there was no established program in place at the time, there was no immediate follow up sampling/study to confirm seawater intrusion rather than a source other than seawater intrusion. Other common sources of chloride in *groundwater* include connate, or very-old, *groundwater*, septic system effluent, very hard *groundwater*, windblown sea spray, and *recharge* from irrigation, agricultural practices, and well disinfection.

Chloride from any of these sources can result in elevated levels of chloride in an *aquifer*

or well. Erroneously interpreting chloride concentration data without more detailed study may result in what is called a “false positive,” where a test identifies a problem that does not in fact exist. That is why follow up investigation using site-specific assessments, is necessary before seawater intrusion can be confirmed. The City, the Kitsap Public Health District, and the Kitsap Public Utility District have teamed up to scope a localized, focused study in the Seabold area for potential funding in 2017.

Nitrates

According to USGS research, nitrate is the most commonly found pollutant in *groundwater* nationwide, particularly in rural areas. Nitrate levels in drinking water above EPA’s Maximum Contaminant Level (or MCL) of 10 mg/L can have serious health effects primarily for infants, but also pregnant women and individuals undergoing treatment with antioxidant medications. Nitrate converts to nitrite in the digestive tract which causes a condition call methemoglobinemia which lowers the oxygen in the blood stream. In infants this is called “Blue Baby Syndrome.” Brain damage, even death, can occur.

High nitrate levels in *groundwater* can also indicate the possibility that other contaminants may be present in the water such as bacteria or pesticides.

The typical sources of nitrate in *groundwater* include the application of fertilizers and pesticides, mostly from agricultural row crop farming, but commercial and *residential use* can be significant sources as well (such as lawns, parks, golf courses, ballfields, nurseries, and extensive gardens). Other sources include industrial processes and wastewaters, the land application of wastewater treatment plant sludge or biosolids, and on-site septic system returns.

Although the *Groundwater* Management Program does not, at present, routinely monitor nitrate in *groundwater*, the City’s consultant examined nitrate data from the Kitsap Public Health District (KPHD) as part of the 2015-2016 assessment. Nitrate data were not found to exceed EPA’s MCL of 10 mg/L. Nitrate data for Group A and B public wells and exempt wells did not indicate any trends. Data submitted to KPHD for exempt wells are typically single results and are insufficient to calculate any trends. However, the maximum result during the last 15 years (2000–2014) was 5.17 mg/L in 2007. There are no apparent trends over time or geographically across the island.

Other Water Quality Concern

Generally, *groundwater* quality on the Island is very good. However, moderate levels of iron and manganese are naturally-occurring and common. Although neither of these minerals normally exceed EPA’s standards for drinking water, they can influence odor and taste and stain fixtures. Many *public water systems* and some private systems use filtration devices to remove or reduce these minerals.

Sole Source Aquifer Designation

In 2013, the Bainbridge Island *Aquifer* System was designated a Sole Source *Aquifer*. Sole Source *Aquifer* Designation can apply to one *aquifer* or a system of multiple *aquifers* as is the case with Bainbridge Island.

The Sole Source *Aquifer* Designation Program is an EPA program authorized under the Safe Drinking Water Act of 1974. Section 1424(e) defines a sole source *aquifer* as “the sole or principal drinking water source for the area and which, if contaminated, would create a significant hazard to public health.”

The EPA more specifically defines a sole or principal source *aquifer* as one which supplies at least 50 percent of the drinking water consumed in the area overlying the *aquifer*, and that these areas have no alternative drinking water source(s) which could physically, legally, and economically supply all those who depend upon the *aquifer* for drinking water.

The program and designation are specifically designed to protect the quality of drinking water by helping to prevent contamination of the *aquifer* system. It provides this protection by raising the level of awareness of the vulnerability of the *aquifer* system to contamination and our dependence on the system for drinking water supply.

Further, it requires additional EPA scrutiny of federally-funded projects. EPA inspects proposed projects for potential to contaminate the underlying *aquifer*, and, where appropriate, requires modifications and mitigations to prevent contamination.

However, this additional scrutiny applies to federally-funded projects only, and some projects such as highways and agriculture may be exempt if they meet criteria laid out in pre-established memorandums of understanding between the EPA, the Department of Transportation, the Department of Agriculture, or other agencies.

Water Quantity **Water Levels**

The City's *Groundwater* Management Program currently monitors water levels in public and domestic wells Island-wide and in all six *aquifers*. Water level is an indicator for water quantity, and water level data are assessed against the program's early warning level, or EWL, for safe yield. The EWL for safe yield is a declining water level equal to or greater than ½ foot or more per year over a 10-year period that cannot be attributed to below average rainfall.

Individual well levels were reviewed for trends and compared against the EWL for safe yield. All wells were found to be below the EWL. Water levels in the *aquifers* did not indicate any *aquifer*-wide trends, and only two individual wells were noted for further review.

An exempt well (25N/02E-21P03) in the Sea Level *Aquifer* showed an apparent average decline of approximately 0.56 feet/year over the 8-year period of record.

However, further review of the water level measurement method history showed that it changed twice over the period of record from a steel tape to a sonic water level meter and, then, back to steel tape. The results collected via sonic water level meter appeared

to be inconsistent compared to the results before and after using the steel tape, a more rudimentary but more reliable measurement method. Therefore, the sonic level readings were removed from the analysis. Once removed, the remaining data were below the EWL. Water-use data were not available for the well. However, the well owner indicated to COBI that no known change in water use occurred over the period of record. Continued long-term monitoring of this well using the steel tape method, as planned by COBI, will determine if there is a significant trend in water level decline over time.

Group A system well 'Island Utility Well #1' (25N/02E-34F07) in the Fletcher Bay *Aquifer* has shown an average decline of approximately 0.49 feet/year from 2004-2014. Although this does not yet exceed the EWL, it is very close to approaching it. Therefore, further monitoring and assessment are warranted. The well is situated next to two other Fletcher Bay *Aquifer* production wells (Island Utility Well #2, Island Utility Well #4) within the same water system. Production data have not been available for these wells, which makes it unclear if declines are related to changes in water use over the period. This system has just transitioned to operation by KPUD in mid-2015, which is now reviewing available information to understand the current conditions within that water system.

Additional data review will continue as the system *infrastructure* is updated to see if additional water use, system loss, or some other factor contributed to the historical decline. No other Fletcher Bay *Aquifer* wells monitored exhibited a similar declining trend, so it appears that this issue is specific to this well and not an *aquifer*-wide concern.

Aquifer System Carrying Capacity

The City, as a community, has yet to fully-define or characterize a sustainable *aquifer* system. Some initial characteristics are keeping the saltwater/freshwater interface offshore and saltwater out of the freshwater supply, and maintaining a balanced water budget for the *aquifer* system in order to prevent depletion.

To help provide some baseline information about these initial characteristics and expected impacts to the system due to *climate change*, Aspect Consulting conducted a system *carrying capacity* model assessment. The *aquifer* system *carrying capacity* assessment was based on those safe-yield indicators with EWLs described above using *aquifer* water levels and chloride concentration. The on-Island *groundwater* balance for the entire *aquifer* system (water budget) was also evaluated. The *groundwater* balance components do not have EWLs, but were evaluated to provide additional context on the predicted changes in *groundwater* conditions.

Water Level Changes: The following rates of *groundwater* level change were based on comparing current and predicted *groundwater* levels in 100 years:

- The Perched *Aquifer* system showed an average 0.10 foot per year of water level decrease at 25 locations simulated across the Island;
- The Semi-Perched *Aquifer* system showed an average 0.13 foot per year of water level decrease at 12 locations simulated across the Island;

- The Sea Level *Aquifer* system showed an average 0.09 foot per year of water level decrease at 49 locations simulated across the Island;
- The Glaciomarine *Aquifer* showed an average 0.02 foot per year of water level decrease at 6 locations simulated across the Island; and
- The Fletcher Bay *Aquifer* showed an average 0.15 foot per year of water level decrease at 9 locations simulated across the Island.

The predicted *groundwater* level changes over a 100-year timeframe were less than the COBI EWLs.

Saltwater/freshwater Interface: The predictive model results indicated that, despite these slow declines, *groundwater* from the Bainbridge Island *aquifer* system flows to Puget Sound and keeps the freshwater/seawater interface at a distance from the Bainbridge Island shoreline. All wells within the Bainbridge Island shoreline maintained chloride concentrations less than 100 mg/L, and no trend in concentrations was observed based on predictive model results.

Water Budget: Though the predicted *groundwater* level declines did not appear to induce seawater intrusion, they can have impacts on other components in the system such as discharge to *streams* to help maintain summertime flows. Therefore, it is important to examine the components of the system's water budget.

Similar to a financial budget, a water budget represents a balance of inputs and outputs. If one component goes up or down, some other component(s) must go up or down to compensate. *Groundwater* balance components are typically difficult to measure directly (such as *recharge* and *groundwater* underflow). Thus, this *groundwater* balance assessment relies on modeling results without actual field measurements.

Based on the 2011 USGS Report, the relationship between *groundwater* balance inputs and outputs for the Bainbridge Island *aquifer* system is shown in the following equation:

$$R_{ppt} = W_{ppg} + D_{sw} + (GW_{ps} - GW_{kp})$$

Where:

Inputs include:

R_{ppt} is precipitation *recharge*.

Outputs include:

W_{ppg} is *groundwater* withdrawals;

D_{sw} is *groundwater* drainage to surface water (such as seeps to bluffs, creeks, *streams*, etc.); and

$(GW_{ps} - GW_{kp})$ is the net lateral *groundwater* underflow (*groundwater* flow toward Puget Sound submarine seeps (GW_{ps}) and *groundwater* flowing from the Kitsap peninsula in deeper *aquifers* (GW_{kp})).

To balance the modelled 50-percent increase in *groundwater* withdrawals and the 20-percent decrease in *recharge* due to *climate change*, the model showed projected

changes in *groundwater* drainage to surface water (approximately 40-percent decrease) and lateral *groundwater* flow (approximately 24-percent decrease). Figure 6, excerpted from Aspect's technical memorandum (*Bainbridge Island Groundwater Model: Aquifer System Carrying capacity Assessment (Task 3 Scenario)*, 2016) compares the water balance components under current and projected conditions, based on model results.

The Bainbridge Island *groundwater* model results showed *aquifer* storage will be reduced by approximately 11,000 million gallons between current and projected conditions, reflecting the water level decreases described above. These *groundwater* balance results *should* be carefully interpreted, considering that the limited grid resolution may not be sufficient to accurately simulate *groundwater* discharge to surface water, and that the model has not been calibrated to observed flows.

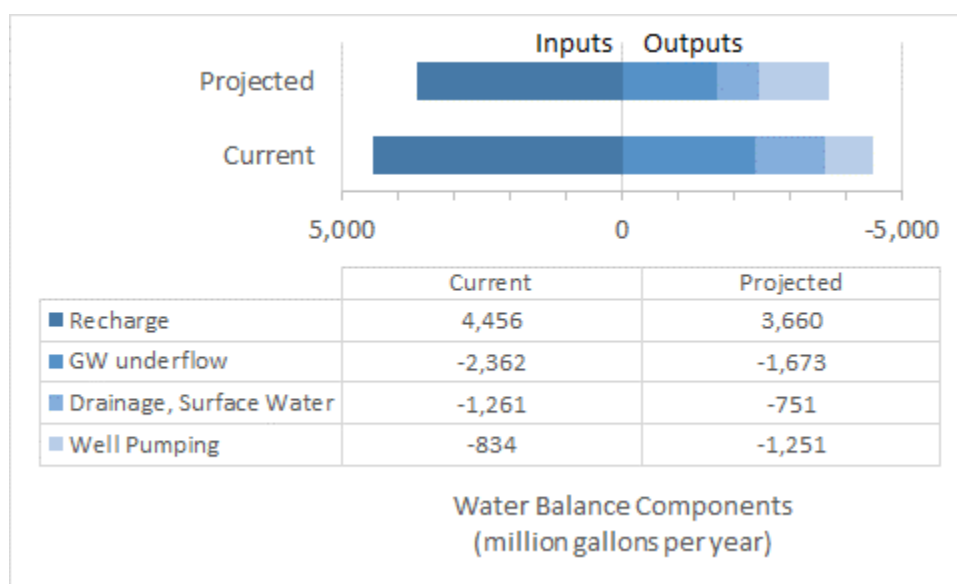


Figure 2. Current and Projected *Groundwater* Balance Components.

As shown in Fig. 2 well pumping (also called production) is the amount of water taken out of the system through wells (water use). The 50% increase in this component represents the expected increase in water use due to population growth.

Drainage to surface water is *groundwater* contribution to surface water features such as *wetlands*, lakes, and *streams*. The 40% reduction shown here may have an impact on maintaining summer baseflows and water temperatures. It is cautioned that the model as it is currently constructed is not specifically designed to provide an estimate as to how much stream flow will be impacted, but it could be modified to answer specific questions around this topic in future model runs.

Groundwater underflow is the amount of *groundwater* that seeps or discharges into Puget Sound at the shoreline. This value is influenced by the water levels in the *aquifers*, and the reduction shown here represents the impact from project water level decreases. The key importance to this component is that there has to be enough underflow to provide the

pressure to keep the saltwater/freshwater interface offshore and prevent seawater intrusion.

Recharge is the portion of precipitation or rainfall that infiltrates the ground and reaches the *aquifer*. The estimated 20% reduction shown in the water balance accounts for *climate change* impacts.

The amount of *groundwater* underflow and discharge to *streams* is driven by the geological makeup of the *aquifer* system. Therefore, we have no direct ability to control these budget components. Rather it is the components of well pumping and *recharge* that we have more ability to directly control. We can reduce well pumping by reducing our water use through aggressive water conservation measures.

Though we cannot control precipitation patterns, we can take measures to enhance *recharge* through creative water capture and return measures (from the rain barrel scale to large scale *infrastructure*) and through protective *land use* measures such as *low impact development* and protection of *aquifer recharge areas* and other *aquifer* conservation areas.

Aquifer Recharge Areas

Understanding the Island's *aquifer recharge* system is important for both *groundwater* quantity and quality. The identification and protection of high *aquifer recharge areas* is important both from the standpoint of *groundwater* quantity and quality. *Aquifer recharge areas* have geologic and soil conditions which allow high rates of surface water infiltration, which also means they are particularly susceptible to contamination. Increasing *impervious surfaces* through development reduces the amount of *recharge* available to the Island's *aquifers*. At the same time, *runoff* from *impervious surfaces* in developed areas contains increased contaminants. Efforts to protect and preserve the Island's natural water supply are warranted, as the resources that would be required to clean up after contamination or to secure a new source would be prohibitive.

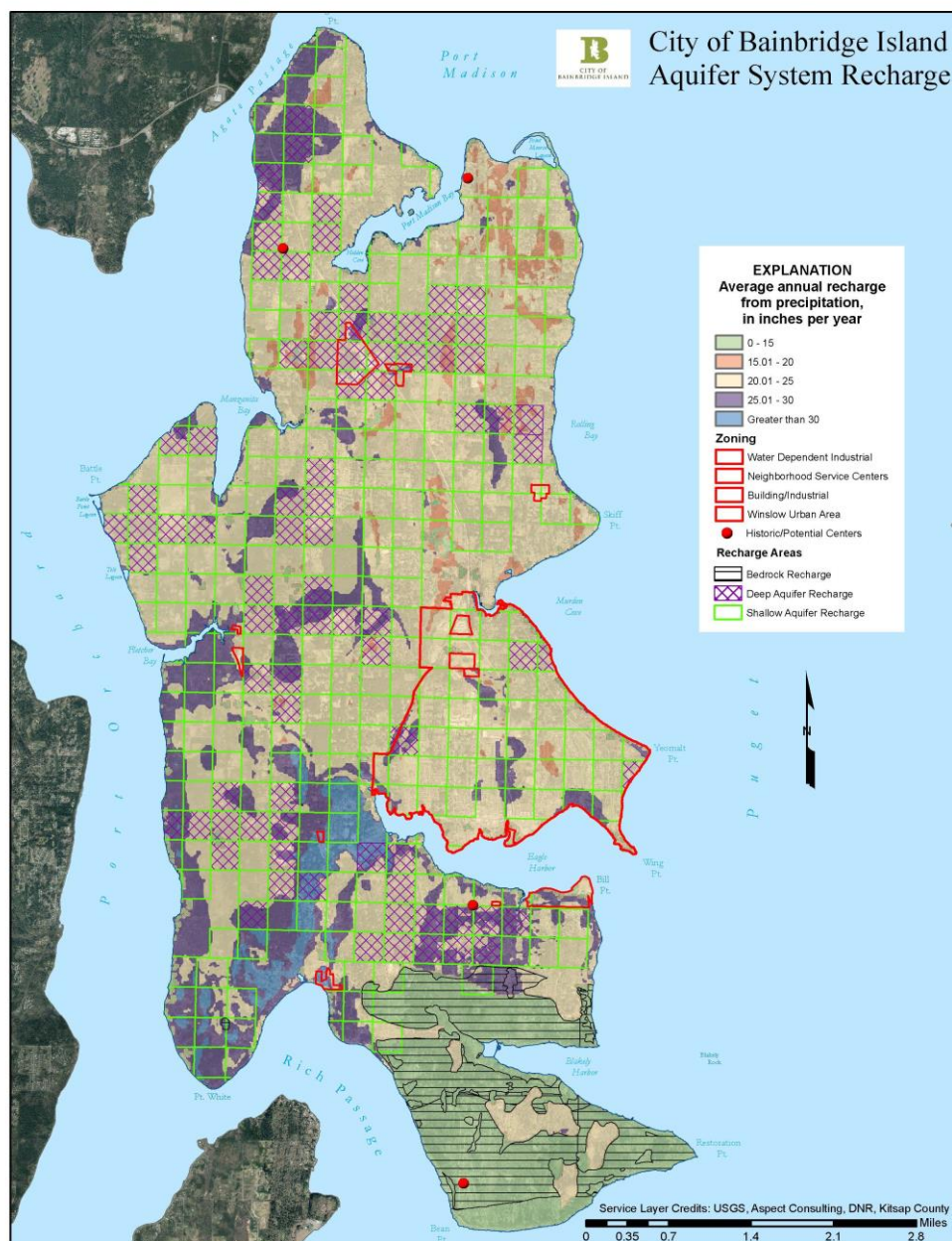
Where development overlays *aquifer recharge areas*, special considerations need to be made to preserve the volume of *recharge* available to the *aquifer* and to protect the *groundwater* from contaminants such as nitrates, biocides and heavy metals found in septic systems and *stormwater runoff*. The most extensively used *aquifer* underlies 85% of the Island and occurs under all zoning classifications.

To help the City assess *recharge* areas for special protection or designation, the model was run to determine *recharge* areas on the Island.

The Bainbridge Island model results indicate that areas across much of the Bainbridge Island area may have a critical recharging effect on *aquifers* that are sources of drinking water. Primary findings include:

Wells in *shallow aquifers* (including the Sea Level Aquifer and above) may withdraw water that originates as *recharge* relatively close to the well head and is younger than 100 years old. See figure below which shows the *recharge* areas for *shallow aquifers* (green squares).

Fig. 3 – Aquifer System Recharge



Not all *groundwater* on Bainbridge Island comes from *recharge* on Bainbridge Island. Model results indicate several wells tapping the deeper *aquifers* withdraw water that originates as *recharge* from areas on the Kitsap Peninsula and is greater than 1,000 years old.

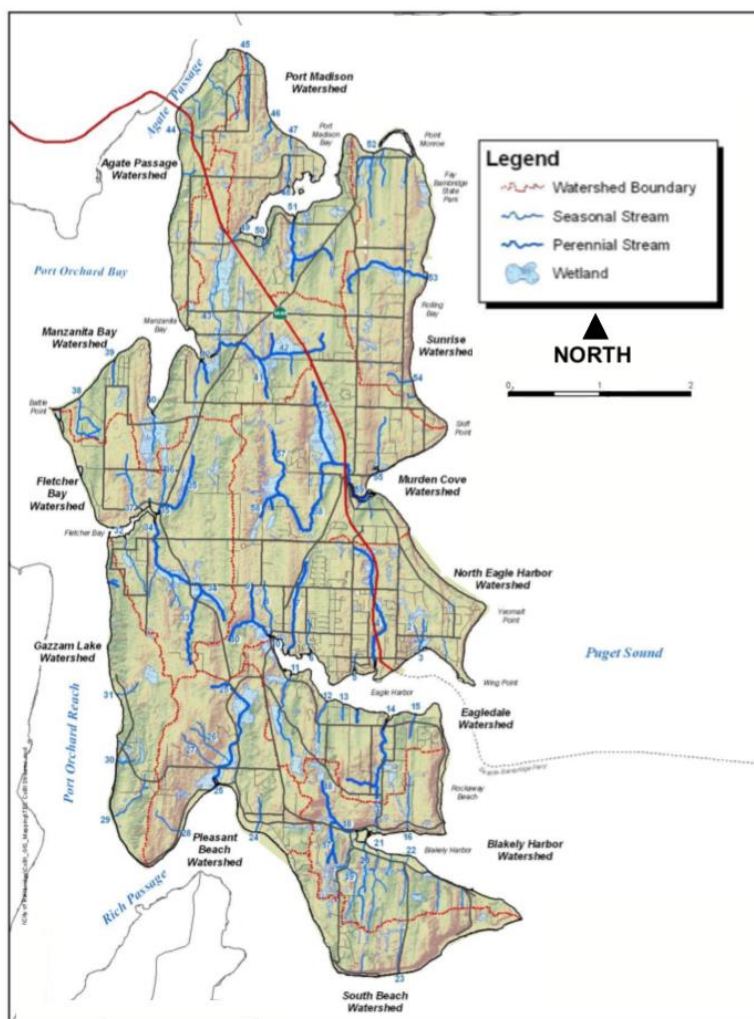
Wells in deep *aquifers* (including the Glacio-Marine *Aquifer* and the Fletcher Bay *Aquifer*) may withdraw water that originates as *recharge* relatively distant from the wellhead and is greater than 100 years old. See Figure 3 above that shows the *recharge* areas for deep *aquifers* (cross-hatched area).

Wells in bedrock were not simulated in the Bainbridge Island model as the method of water particle tracking was not appropriate for fractured bedrock. However, the bedrock is also considered a CARA, because water supply wells have been installed at various depths in bedrock, and potable water supply is from *recharge*. Bedrock *recharge* area is shown at hatched area.

Watersheds

Surface water flows from high geographic points to lower elevations collecting in *streams* and *wetland* systems within the *watersheds* of the Island. *Watershed* boundaries are determined by Island topography where ridgelines define the boundaries.

Fig. 4 – Watershed and Stream names



Bainbridge Island contains twelve distinct *watersheds* with 59 seasonal and perennial *streams* that contribute fresh water to Puget Sound (see Figure 4 excerpted from the Water Quality and Flow Monitoring Program Final Monitoring Plan, 2008). Five harbors, twelve estuarine *wetlands*, one lake, 1,242 acres of *wetland*, 965 acres of tidelands (between mean high and mean low tide), and 53 miles of shoreline comprise the remainder of the surface water system.

Each surface water feature serves a critical function in preserving hydrologic connectivity within the *watershed*. Recent research is finding that even those features that are seasonal such as ephemeral or intermittent *streams* and seasonally-flooded *wetlands* are critical faunal and floral habitat providers, biogeochemical processors, and connectivity corridors.

Surface Water

The surface waters of Bainbridge Island provide aesthetic, recreational, economic, and ecological benefits to Island citizens. Boating, fishing, and shellfish harvest are important recreational and economic activities, and the Island's *streams*, lake, harbors, shorelines, and *wetlands* provide habitat for a diversity of fish and wildlife species.

The harbors and numerous coves around the Island host anchorage, moorage, marinas, boat launches, waterfront access, and swimming beaches. Eagle Harbor, specifically, hosts marinas which provide permanent moorage for live-aboards and an open water mooring and anchoring area for the Island's live-aboard community.

In addition to providing forage and habitat for salmon, otter, sea lions, and waterfowl and swimming, boating, and fishing areas for people, the majority of the Island's shorelines and adjacent nearshore areas are designated commercial shellfish growing and harvest areas by the State Department of Natural Resources. Many shoreline residents recreationally harvest shellfish such as clam and geoduck as well. The Shoreline Master Plan also regulates shellfish harvest activities.

Stormwater

Stormwater is generated when the ground becomes saturated and rainwater drains overland to the nearest surface water body or rainfall encounters hard or *impervious surfaces* and drains into manmade drainage ditches, catch basins, and pipes.

There is no question that *stormwater runoff* is the leading transport pathway of pollution into Puget Sound and its associated *wetlands*, creeks, *streams* and rivers. Not only does it carry pollutants such as trash; gas, oil, and metal-laden sediment from road surfaces and parking lots; pesticides, fertilizers, and other chemicals used in lawn care; pet waste and animal waste in agricultural areas, but the volume of *stormwater* generated by *impervious surfaces* has tremendous force and can cause erosion and damage to in-stream and *wetland* habitat.

Peak flows that follow immediately after a storm can be much greater than existed when the land was in a natural state with vegetative cover, causing *streams* to expand and overflow and creating flooding conditions on adjacent lands.

Therefore, *stormwater* has long been considered, at best, a nuisance and flooding hazard to be collected and delivered downstream as quickly and efficiently as possible and, at worst, a waste stream to be collected and removed from the *watershed*. Existing land development methods and *stormwater* drainage system *infrastructure* are designed to do just that.

However, as early as the year 2000, water-starved areas of the country started to view *stormwater* as a vital resource rather than a waste stream, first by limiting its generation by reducing *impervious surface*; then, retaining and infiltrating it on site where feasible; and, lastly, protecting it from pollution, capturing it, and reusing it to the maximum extent possible. On June 16, 2015, the California State Water Resources Control Board adopted an order that provides a framework to promote integrated *stormwater* capture and reuse to improve water quality, protect local beaches, and supplement water supplies. The new [*stormwater* discharge] permit focuses on using *stormwater* as a resource and encourages *green infrastructure* and *groundwater recharge* (*Stormwater Report, Water Environment Federation, June 2015*).

The Pacific Northwest is not considered water-starved and local conditions are not nearly so dire as in California. However, *climate change* predictions suggest that local water supplies likely will see some reduction in *recharge*; rainfall patterns will further tax existing, ailing, and undersized drainage *infrastructure* and possibly diminish summertime stream flows and water quality; and warming temperatures will increase summertime stream temperatures. Therefore, local municipalities are, also, rethinking their view of *stormwater* and many have already started evaluating and planning for *climate change*, especially in *stormwater* drainage system maintenance and retrofit. In 2009, Kitsap County adopted resolution 109-2009, *Creating Kitsap County "Water as a Resource" Policy*, in which the county resolved to treat all of its waters, including *stormwater*, as a vital resource, incorporating *low impact development* and water capture and reuse into all of its *land use* and utility management planning.

Observed Surface and Stormwater Conditions

Department of Ecology Surface Water Quality Assessment

Every two years the State Department of Ecology (Ecology) identifies polluted water bodies and submits a list of impaired water bodies, called a 303(d) list, to the Environmental Protection Agency (EPA) for approval in accordance with the federal Clean Water Act. This assessment is based on the assumption that each water body *should* support certain designated uses. Some of these uses are swimming and boating, fish and shellfish rearing and harvest, and wildlife habitat.

Ecology designates water bodies that frequently or consistently fail to meet standards or criteria as *Impaired*. Water bodies that only infrequently fail to meet standards are classified as *Waters of Concern* or *Sediments of Concern* if the sampled matrix was sediment. These assessments use water, fish/shellfish tissue, habitat, and sediment data.

Ecology's [2012 Water Quality Assessment](#) determined that one stream, one harbor, two coves, one lagoon, and three Island-adjacent nearshore marine areas on Bainbridge Island were *Impaired* by one or more pollutants and were not able to provide the full recreational, habitat, and aesthetic benefits they once offered. An additional one bay, one harbor, and 28 other Island-adjacent nearshore marine areas were identified as *Waters of Concern* and/or *Sediments of Concern* for periodic excursions beyond the allowable standard or criteria for one or more pollutants.

Ecology's proposed [2014 Water Quality Assessment](#) (under review by the EPA at the time of this printing), designated an additional two *streams* as *Impaired* by at least one pollutant. Tables 2-5 on the following pages detail those water bodies classified as *Impaired* or *of Concern* according to the analyzed matrix (water, tissue, habitat, and sediment, respectively).

It *should* be noted that much of the sediment data were collected prior to 2003, some as early as the 1990's. These may not be representative of current conditions. Further, many of the identified pollutants are legacy pollutants resulting from historic *land use* such as large-scale, row-crop *farming* and the active lumber industry at the turn of twentieth century. The City's sediment sampling data collected in 2008 and 2013 may be more representative of current inputs to these water bodies. These data are summarized in the next section, *City Surface Water Quality Assessment*.

One example of legacy pollution is the former [Wyckoff Creosote Facility](#) located at the mouth of Eagle Harbor. Sites where sediments are contaminated by hazardous waste are regulated and managed through the Model Toxics Control Act (MTCA). Sites such as the former Wyckoff Creosote Facility, due to the complexity and size, are normally addressed through [EPA's Superfund program](#).

However, water bodies listed on the 303(d) list require TMDLs (Total Maximum Daily Loads) where identified sources of the pollutant of concern are allocated a pollutant load reduction in order for that water body to meet criteria. Currently, the City is a stakeholder in the [Sinclair and Dyes Inlets Fecal Coliform Bacteria Total Maximum Daily Load \(TMDL\)](#). Four of the Island's *watersheds* are captured within the TMDL drainage basin boundaries (Fletcher Bay, Gazzam Lake, Pleasant Beach, and South Beach *Watersheds*).

Fig. 5 – Four tables from the Ecology Approved 2012 Water Quality Assessment

Table 2. Ecology Approved 2012 and Proposed 2014 Water Quality Assessment - Water

Waterbody	Parameter or Pollutant	2012	2014 (Proposed)
Eagle Harbor (Middle)	Bacteria	Impaired	Impaired
	Copper	Waters of Concern	Waters of Concern
Eagle Harbor (Inner)	Dissolved Oxygen	Waters of Concern	Waters of Concern
	Temperature		
Agate Passage - Bridge	Dissolved Oxygen	Waters of Concern	Waters of Concern
Agate Passage - Agate Point	Dissolved Oxygen	Waters of Concern	Waters of Concern
	Temperature		
Rich Passage - Pleasant Beach Cove/Pleasant Beach	Bacteria	Impaired	Impaired
	Dissolved Oxygen		
	pH	Waters of Concern	Waters of Concern
Rich Passage - Point White	Dissolved Oxygen	Waters of Concern	Waters of Concern
Rich Passage - Fort Ward	Bacteria	Waters of Concern	Waters of Concern
	Dissolved Oxygen		
	pH		
Port Orchard Passage - Lower Crystal Springs	Dissolved Oxygen	Impaired	Impaired
	Bacteria		
	Temperature		
Port Orchard Passage - Upper Crystal Springs	Bacteria	Waters of Concern	Waters of Concern
Port Orchard Passage - Fletcher Bay	Bacteria	Waters of Concern	Waters of Concern
Port Orchard Passage - Battle Point	Bacteria	Waters of Concern	Waters of Concern
Port Orchard Passage - South of Rolston	Bacteria	Waters of Concern	Waters of Concern
Puget Sound (Central) - Blakely Harbor (Mouth)	Bacteria	Waters of Concern	Waters of Concern
Puget Sound (Central) - Blakely Harbor (Middle)	Bacteria	Waters of Concern	Waters of Concern
Puget Sound (Central) - Blakely Harbor (Inner)	Bacteria	Waters of Concern	Waters of Concern
Puget Sound (Central) - Murden Cove	Bacteria	Impaired	Impaired
Puget Sound (Central) - Rolling Bay	Bacteria	Waters of Concern	Waters of Concern
Port Madison Bay - Point Monroe	Bacteria	Waters of Concern	Waters of Concern
Port Madison Bay - Mouth	Bacteria	Waters of Concern	Waters of Concern
Springbrook Creek	Bacteria	Impaired	Impaired
Ravine Creek	Bacteria	---	Impaired
Murden Creek	Bacteria	---	Impaired

Table 3. Ecology Approved 2012 and Proposed 2014 Water Quality Assessment - Tissue

Waterbody	Parameter or Pollutant	2012	2014 (Proposed)
Eagle Harbor (Outer)	Benzo(a)pyrene	Impaired	Impaired
	Benzo(a)anthracene		
	Benzo[b]fluoranthene		
	Benzo[k]fluoranthene		
	Chrysene		
	Dibenzo[a,h]anthracene		
	Indeno(1,2,3-cd)pyrene		
Puget Sound (Central) - Rockaway	PCB	Impaired	Impaired
	Chrysene		

Table 4. Ecology Approved 2012 and Proposed 2014 Water Quality Assessment - Habitat

Waterbody	Parameter or Pollutant	2012	2014 (Proposed)
Puget Sound (Central) - Murden Cove	Habitat	Impaired	Impaired
Port Madison - Point Monroe Lagoon	Habitat	Impaired	Impaired

Table 5. Ecology Approved 2012 and Proposed 2014 Water Quality Assessment - Sediment

Waterbody	Parameter or Pollutant	2012	2014 (Proposed)
Eagle Harbor (Outer)	1,2,4-Trichlorobenzene	Impaired	Impaired
	1,2-Dichlorobenzene		
	1,4-Dichlorobenzene		
	2,4-Dimethylphenol		
	2-Methylnaphthalene		
	2-Methylphenol		
	4-Methylphenol		
	Acenaphthene		
	Acenaphthylene		
	Anthracene		
	Arsenic		
	Benzo(a)anthracene		
	Benzo(a)pyrene		
	Benzo(g,h,i)perylene		
	Benzo(a,b)fluoranthene (b+k+j), Total		
	Benzoic Acid		
	Benzyl Alcohol		
	Bis (2-Ethylhexyl) Phthalate		
	Bioassay		
	Butyl Benzl Phthalate		
	Cadmium		
	Chromium		
	Chrysene		
	Copper		
	Dibenzo(a,h)anthracene		
	Dibenzofuran		
	Diethyl Phthalate		
	Dimethyl Phthalate		
	Di-n-butyl Phthalate		
	Di-n-octyl Phthalate		
	Fluoranthene		
	Fluorene		
	Hexachlorobenzene		
	Hexachlorobutadiene		
	HPAH		
	Indeno(1,2,3-c,d) Pyrene		
	Lead		
	LPAH		
	Mercury		
	Naphthalene		
	N-Nitrosodiphenylamine		
	PCB		
	Pentachlorophenol		
	Phenanthrene		
	Phenol		
	Pyrene		
	Silver		
	Zinc		
Rich Passage - Pleasant Beach	Benzoic Acid	Sediments of Concern	Sediments of Concern
Rich Passage - Pleasant Beach Cove	Benzoic Acid	Sediments of Concern	Sediments of Concern
Port Orchard Passage - Upper Crystal Springs	Benzoic Acid	Sediments of Concern	Sediments of Concern
Port Orchard Passage - South of Rolston	1,2,4-Trichlorobenzene	Sediments of Concern	Sediments of Concern
	1,2-Dichlorobenzene		
	Benzyl Alcohol		
Port Orchard Passage - Manzanita Bay	1,2,4-Trichlorobenzene	Sediments of Concern	Sediments of Concern
	1,2-Dichlorobenzene		
Puget Sound (Central) - Wing Point	1,2-Dichlorobenzene	Sediments of Concern	Sediments of Concern
	1,2,4-Trichlorobenzene		
	1,4-Dichlorobenzene		
	2,4-Dimethylphenol		
	Hexachlorobenzene		
	Pentachlorophenol		
Puget Sound (Central) - Rockaway	1,2-Dichlorobenzene	Sediments of Concern	Sediments of Concern
	1,2,4-Trichlorobenzene		
	1,4-Dichlorobenzene		
	2,4-Dimethylphenol		
	Hexachlorobenzene		
	Hexachlorobutadiene		
	Naphthalene		
Puget Sound (Central) - Blakely Harbor (Middle)	N-Nitrosodiphenylamine	Sediments of Concern	Sediments of Concern
	1,2-Dichlorobenzene		
	1,2,4-Trichlorobenzene		
	1,4-Dichlorobenzene		
	2,4-Dimethylphenol		
	Dibenzo(a,h) anthracene		
	Hexachlorobenzene		
	Hexachlorobutadiene		
	N-Nitrosodiphenylamine		
	Pentachlorophenol		

Commercial Shellfish Growing Area and Recreational Harvest Area Assessment

Department of Health (DOH) [routine bacterial and biotoxin assessments](#) of recreational shellfish harvest areas and commercial shellfish growing and harvest areas demonstrate a significant loss of designated uses. The entire east, north, and west shorelines are closed to recreational butter and varnish clam harvest, and the southern shoreline is closed to recreational varnish clam harvest. Only one small area around Point White is open to recreational harvest.

Most commercial shellfish growing area around the Island is open to harvest. However, two segments of commercial shellfish growing areas along Agate Passage and Crystal Springs are currently closed due to bacterial contamination in shoreline drainages to include private drains, *stormwater* outfalls, and *streams*. Point Monroe Lagoon is restricted for commercial harvest, requiring that shellfish be transplanted to approved growing area waters for a specified amount of time in order to naturally cleanse themselves of contaminants before they are harvested for market. Commercial Geoduck Tract 07850 at Restoration Point was closed four times in 2012-2013 for biotoxin. Commercial Geoduck Tract 07000 at the mouth of Manzanita Bay has been closed 14 times in the last five years for biotoxin, and is currently closed at the time of this printing.

In addition to annual commercial growing area reports, DOH publishes an annual threatened areas report to bring attention to monitoring sites where bacteria concentrations are close to exceeding the criteria. The [2015 report](#) (based upon 2014 data) identified one monitoring site (#457) immediate outside of the north side of the mouth of Fletcher Bay as a threatened site and one site (#418) along the southern shore of Blakely Harbor as a site of concern.

Swimming Beach Assessment

The Departments of Ecology and Health's BEACH Program conducts [swimming beach monitoring](#) for bacteria during the swimming season (Memorial Day through Labor Day). Typically, bacteria levels in marine waters tends to be fairly low in the summertime. In fact, most beach closures on the Island have been associated with *sanitary sewer* spills such as the Kitsap Sewer District #7 Fort Ward spill in 2012, and the City's sewer main breaks along the north side of Eagle Harbor in 2014.

In 2015, three of the Island's swimming beaches (Fay Bainbridge Park, Joel Pritchard Park, and Eagle Harbor Waterfront Park) were monitored. Bacterial concentrations in 2015 were acceptable, and there were no beach closures in 2015.

City Surface Water Quality Assessment

In 2007, the City received a Centennial Clean Water Fund Grant from Ecology to design and implement a long-term monitoring program to assess the ecological

health of the Island's freshwater (*streams* and lakes), marine water (harbors, bays, and nearshore areas), and *stormwater* discharge.

The Water Quality and Flow Monitoring Program (WQFMP) was pilot-tested in 2007-2008 and expanded to Island wide long-term status and trends monitoring in 2010. The program currently conducts routine monitoring for stream and *stormwater* chemistry, stream and nearshore sediment chemistry, rainfall, stream and *stormwater* flow, and stream biodiversity (benthic macroinvertebrates). Every five years, the program also conducts targeted storm event monitoring to assess *stormwater runoff* impacts in *streams* and nearshore marine waters.

Although the program's [Final Monitoring Plan](#) is comprehensive, staffing and funding are limited. Current monitoring gaps are *stormwater* best management practice effectiveness monitoring, lake monitoring, marine biological assessments (fish, aquatic macrophytes, phytoplankton, and benthic invertebrates), routine marine water chemistry, and freshwater and marine habitat assessments.

The program released its first edition [State of the Island's Waters](#) report in 2012 which summarized findings from data collected through Water Year 2011 (September 2011). Program staff are currently assessing data collected through Water Year 2015 (September 2015) and working on a second edition of the report. The following summary reflects assessments completed at the time of this printing.

Bacteria

All of the seven nearshore marine waters monitored during WY2014 targeted storm event monitoring failed to meet the state criteria for fecal coliform bacteria, while 13 (86%) of the 15 *streams* monitored on a monthly basis failed to meet the state criteria in WY2015. Given these results and the number of state listings for bacterial impairment (see Table 2 above), bacteria has proven to be the most prevalent pollutant in freshwater and marine water resources Island wide.

As described above in *Commercial Shellfish Growing Area and Recreational Shellfish Harvest Area Assessment*, commercial shellfish harvest areas along approximately twelve miles of shoreline are currently closed due to elevated bacteria in shoreline drainages, and nearly the entire Island is closed to recreational harvest of varnish and butter clams due to the biotoxins usually associated with bacteria.

Bacterial contamination is common to every season and every *watershed*, urban or rural, and its sources are as varied as the landscape itself. In rural *watersheds*, the most common sources of bacteria are failing septic systems, improperly-managed pet and livestock wastes, and wildlife. In urban *watersheds*, the most common sources are improperly-managed pet waste, improper food handling, poorly-maintained food waste receptacles, failing septic systems, poorly-maintained or failing *stormwater* drainage

infrastructure (private and public), failing *sanitary sewer infrastructure*, and illicit cross-connections between the *sanitary sewer* and the *stormwater* drainage systems.

In marine environments, common sources of bacteria aside from discharges from upland sources are improper boat waste disposal, failing *sanitary sewer infrastructure*, and wildlife.

Nutrients

Although they are essential to all plant, human, and aquatic life, phosphorus and nitrogen concentrations, if excessive, can overstimulate growth of aquatic vegetation and algal blooms. Applying Ecology's Water Quality Index using the ratio of total nitrogen to total phosphorus, Island *streams* generally rate of low to moderate concern during the wet season and moderate to high concern during the dry season relative to other Puget Lowland *streams*. In 2013, a year of below average rainfall, most *streams* rated of moderate concern even in the wet season, and 3 *streams* reached a high level of concern. During the extreme dry period in the summer of 2015, 7 *streams* climbed to a level of high concern.

Nuisance algal blooms have increased along eastern shorelines and harbors (see Ecology's [Eyes Over Puget Sound](#)). These blooms are not only aesthetically unpleasant, but dying and decomposing algae use up aquatic life-sustaining oxygen and render aquatic habitat unusable such as in Murden Cove and Point Monroe Lagoon which are covered year-round with ulvoid macroalgae (see Table 4 above).

Though more study is needed to establish natural background levels for Island *streams* and it is well-understood that a significant amount of nitrogen-loading in Puget Sound comes from the ocean through the Strait of Juan de Fuca via tidal action, ecosystems with naturally high background levels are particularly sensitive to any additional loading from human sources.

Aside from the natural sources of nutrients from forests and *wetlands*, human inputs include agricultural and residential fertilizers, phosphate-based laundry detergents and commercial washing agents, yard waste such as grass clippings and other vegetation dumped along shorelines and *streams*, failing residential septic systems (in some cases even functioning systems), failing municipal sewer *infrastructure*, and improperly handled pet and livestock waste.

Ammonia

Ammonia is considered a priority pollutant by the EPA, since it is toxic to both humans and aquatic life. Therefore, there are established acute and chronic criteria for ammonia in surface waters. Acute criterion is the concentration of a substance at which injury or death to an organism can occur as a result of short-term exposure. Chronic criterion is

the concentration of a substance at which injury or death to an organism can occur as a result of repeated or constant exposure.

Out of the 11 fish-bearing *streams* monitored on a routine basis, 8 (73%) consistently exceeded the chronic criteria, while the remaining 3 had seasonal exceedances only. During WY2014 targeted storm event monitoring, all 7 *streams* and corresponding nearshore areas monitored exceeded the chronic criteria. Murden Cove frequently exceeded the acute criteria. The cove exceeded acute criteria 14 times during the 3-year Murden Cove *Watershed* Nutrient and Bacteria Reduction Project (2013-2015).

Sediment and Metals

During rain events, sediment-laden *stormwater runoff* is a prominent pollutant on the Island. Not only does sediment cause excessive scouring and erosion, de-stabilizing *slopes* and stream banks and threatening property, but subsequent downstream deposition clogs stream bottoms, smothers fish eggs, and increases siltation rates in the Island's harbors and bays. Sediment also reduces fish's ability to find food and damages their gills as well.

Sediment-intolerant macroinvertebrate species (an important food source for fish) have diminished, some entirely, from half of the Island *streams* monitored, especially Ravine and Murden Creeks.

Equally concerning are the pollutants that sediment carries with it such as heavy metals. Though ambient or background levels of suspended sediment in *streams* and nearshore areas are generally quite low, monitoring results have shown significant increases in suspended sediment and concentrations of metals in *streams*, nearshore marine waters, and *stormwater* outfall discharge during intense rain events.

Anywhere soil is exposed to rain there is a risk of sediment-laden *runoff*. Construction sites, croplands, sand and gravel pits or accumulations, and any other cleared or grubbed land surfaces are all potential sources of sediment. Likewise, poorly-maintained parking lots, *stormwater* drainage systems, and roadways become significant sources of sediment, particularly sediment laden with heavy metals.

Metals are also carried to *streams* from uncontrolled discharges from auto washing wash-water and industrial discharges.

Climate change may lead to an increase in landslide risk, erosion and sediment transport in the fall, winter, and spring seasons, while reducing the rates of these processes in the summer. Quantitative projections are limited, because of the challenge in distinguishing *climate change* impacts from factors such as development patterns and forest management.

The City collects sediment samples from select stream and nearshore sites every five years for contaminant chemistry and grain size analysis.

In-situ Physical Chemistry

Several Island *streams* and nearshore areas experience periodic excursions in pH, temperature, and dissolved oxygen. Excursions in pH are fairly rare. However, Hawley (East and West Forks), Murden, Schel Chelb, Manzanita, Springbrook, Issei, and Mac's Dam Creeks and Murden Cove suffer chronically low levels of dissolved oxygen. While most only exceed standards in the summertime, Murden and Schel Chelb Creeks exceed standards year-round.

Several *streams* that had historically maintained acceptable water temperatures year-round, have started to exceed temperature criteria during the summertime since 2012 with excursions occurring more frequently over time. These *streams* are Hawley (East and West Forks) Springbrook, Schel Chelb, Linquist, Gazzam Lake, and Mac's Dam Creeks. Two nearshore areas (Eagle Harbor at Ravine Creek, and Murden Cove) frequently exceed temperature criteria as well.

Continuous temperature and dissolved oxygen sensors were deployed in three separate reaches of Murden Creek as part of the 2013-2015 Murden Cove *Watershed* Nutrient and Bacteria Reduction Project. Summertime daily maximum temperatures at all three locations exceeded the criteria with temperatures increasing and exceeding criteria more often in the downstream reach. Similarly, summertime daily minimum dissolved oxygen levels exceeded criteria at all three sites. However, upstream reaches only infrequently exceeded criteria during the summertime, while oxygen levels were significantly lower in the downstream reach and exceeded criteria year-round.

Despite observed improvements in some water quality parameters such as phosphorus and bacteria over the project period, in-stream chemistry stayed the same or worsened. This indicates that the impact is most likely habitat driven (lack of canopy cover, reduced or absent buffers, lower summertime stream flows) rather than an illicit discharge of polluted water.

These excursions in physical chemistry, especially temperature and dissolved oxygen, significantly impair these waters' ability to support aquatic life.

Flow and Land Use Impacts on the Biological Community

Hydrology is perhaps the most fundamental driver of physical, chemical, and biological processes in streams and is often considered a "master variable" controlling geomorphology, substrate stability, faunal and floral habitat suitability, thermal regulation, metabolism, biogeochemical cycling, and the downstream flux of energy, matter, and biota [Power et al. 1988; Resh et al. 1988; Poff and Ward 1989; Poff 1996; Poff et al. 1997; Dodds et al. 2004] (McDonough, Hosen and Palmer, 2011).

In 2015, the City contracted with King County Department of Natural Resources and Parks, Water and Land Resources Division to conduct a stream benthos and hydrologic evaluation of the City's stream benthic macroinvertebrate data and continuous flow gauging data.

Flow data analysis showed that stream flows increase more quickly following rain events and generally have higher peaks than would be expected under forested conditions. These results were generally consistent with increasing levels of urbanization upstream of each gauge and consistent with other data collected in other Puget Sound *watersheds*.

The average Benthic Index of Biotic Integrity (B-IBI) scores spanning all years of data were very poor for Ravine Creek; poor for Issei, Murden, and Whiskey Creeks; and fair for Cooper, Manzanita, Springbrook, and Woodward Creeks. None of the eight sites investigated had average scores that showed good or excellent stream benthic communities, although two sites (Cooper and Springbrook) did have individual sampling years that had good scores. Again, these data were generally consistent with the level of development in the study *watersheds* and with data collected in other Puget Sound *watersheds*.

Five statistically significant upward or downward B-IBI component metric trends were identified at four creek sites. Two Murden Creek site metrics showed a worsening trend in species diversity and percentage of pollution tolerant species versus intolerant species. Manzanita Creek showed an improving trend in species richness and both Cooper and Issei Creek showed an improving trend in percentage of pollution intolerant species versus tolerant species.

King County also examined three additional benthic macroinvertebrate diagnostic metrics for organic pollution (i.e., animal waste including human waste), fine sediment, and metals. The Fine Sediment Sensitivity Index was generally lower at all Bainbridge sites relative to reference sites, suggesting that fine sediment inputs may be a factor in benthic impairment in these *streams*. If confirmed through evaluation of sediment conditions at these sites, the cause is unlikely related exclusively to development as some of the stream basins are relatively undeveloped. It is possible that at least in some instances, past *land use* (e.g., historical logging and *farming* activities) is a factor in causing excess sediment to be (or to have been) delivered to these *streams*. Any development within these basins may also be a contributing factor as well; potentially delivering fine sediment through construction and land clearing activities and through stream bank erosion resulting from increased peak flows.

All three diagnostic metrics and the flashiness hydrologic metrics indicate that Ravine Creek is suffering from multiple stressors that potentially include organic and metal pollution, geomorphic alteration, and flashier flows, all typical of an urban stream.

There was only one statistically significant upward or downward trend in these three additional metrics – an improving trend in metals-intolerant species in Issei Creek.

Habitat

As stated above in *City Surface Water Quality Assessment*, limited resources prevent the City's monitoring program from actively monitoring for freshwater and marine water habitat assessment aside from limited sediment sampling in select stream and adjacent nearshore areas (addressed above in Water and Sediment). Most of what we know about our nearshore marine habitat and freshwater habitat is based upon work by non-profit entities such as the Bainbridge Island Land Trust, the Puget Sound Restoration Fund and the Bainbridge Island *Watershed* Council and outside agencies such as Washington State Department of Fish and Wildlife (WDFW), Washington State Department of Natural Resources (DNR), Ecology, Wild Fish Conservancy, and the Suquamish Tribe. Limited *land use*/land cover information is available through aerial photography and light detection and radar (*LIDAR*) technology, as well.

Land cover

Bainbridge Island encompasses an area of 17,471 acres, or approximately 28 square miles. The primary land cover is tree-cover at 73%, or 12,760 acres. Grass/scrub lands, developed areas with *impervious surfaces* and other coverages comprise 15%, 11% and 1%, respectively, with combined coverage of 4,712 acres (Table 1 next page).

Land use type does not vary widely by any great degree across the island due to a low percentage of industrial or commercial land development and the lack of available or developed *farm/range* land. The island's *land use* is consequently dominated by *residential uses* (75%). Other *land uses* such as recreation land (7%), agricultural (6%), transportation corridors (6%), commercial/light manufacturing (2%), *forest land-use* (2%) and public facilities (2%), make up the remainder of the *land use* as a percentage of the total acreage on the island. With a total overall population of 23,630 the greatest population *density* occurs at the towns of Winslow, Island Center, Lynwood Center and around the coastline of the island. Outside of urbanized areas, the Island is generally characterized by scattered, small communities, homes on acreage, and large parcels of undeveloped land.

Stream type

In 2014, the Wild Fish Conservancy (WFC) completed stream typing for Bainbridge Island as part of the [West Sound Watersheds, Kitsap Peninsula \(WRIA 15\) Stream Typing Project](#).

WFC's website states, "Water typing is the state-sanctioned process of mapping the distribution of fish and fish habitat. Regulatory water type maps are used to regulate *land use* decisions adjacent to *streams*, ponds, and *wetlands*. Because existing (modeled) regulatory maps often significantly misrepresent the presence, location, and extent of fish

habitat, the effectiveness of state and local government fish habitat protection regulations is compromised. More information about the water typing process and its significance is available at: <http://wildfishconservancy.org/resources/maps/what-is-water-typing>.”

WFC classified fish and fish habitat in Island *streams* and ground-truthed regulatory maps of stream presence and location, identifying an additional 25 previously unknown/unmapped miles of stream with 698 acres of previously unprotected habitat buffer on Bainbridge Island. The City is currently using WFC’s updated stream data.

Figure 6. City of Bainbridge Island Watershed Land Cover Statistics

<u>Watershed Name /Code</u>	<u>Watershed Area (Acres)</u>	<u>Watershed Size Ranking</u>	<u>Breakdown of Total Watershed Landcover (% of Total Area)</u>								
			<u>Forest</u>	<u>Wetlands</u>	<u>Natural</u>	<u>Grass & Turf</u>	<u>Bare Ground</u>	<u>% Total Impervious Area</u>	<u>Developed</u>	<u>Surface Water</u>	<u>Other</u>
<u>Agate Passage / AGPS</u>	<u>599.96</u>	<u>12</u>	<u>79.52</u>	<u>2.75</u>	<u>82.28</u>	<u>4.25</u>	<u>3.08</u>	<u>9.17</u>	<u>16.51</u>	<u>0.17</u>	<u>1.04</u>
<u>Blakely Harbor / BLKH</u>	<u>1,369.73</u>	<u>7</u>	<u>87.04</u>	<u>1.08</u>	<u>88.13</u>	<u>2.25</u>	<u>3.62</u>	<u>5.75</u>	<u>11.62</u>	<u>0.22</u>	<u>0.04</u>
<u>Eagledale / EGD</u>	<u>1,094.12</u>	<u>9</u>	<u>65.10</u>	<u>2.95</u>	<u>68.04</u>	<u>8.83</u>	<u>4.36</u>	<u>18.45</u>	<u>31.63</u>	<u>0.33</u>	<u>0.00</u>
<u>Fletcher Bay / FLBY</u>	<u>2,114.01</u>	<u>3</u>	<u>75.83</u>	<u>1.09</u>	<u>76.92</u>	<u>8.60</u>	<u>6.04</u>	<u>7.89</u>	<u>22.52</u>	<u>0.56</u>	<u>0.00</u>
<u>Gazzam Lake / GZLK</u>	<u>886.45</u>	<u>10</u>	<u>83.96</u>	<u>0.79</u>	<u>84.74</u>	<u>3.96</u>	<u>1.86</u>	<u>7.82</u>	<u>13.64</u>	<u>1.62</u>	<u>0.00</u>
<u>Manzanita Bay / MZBY</u>	<u>2,296.34</u>	<u>1</u>	<u>72.25</u>	<u>1.92</u>	<u>74.18</u>	<u>9.76</u>	<u>6.76</u>	<u>8.85</u>	<u>25.37</u>	<u>0.46</u>	<u>0.00</u>
<u>Murden Cove / MDCV</u>	<u>2,046.36</u>	<u>4</u>	<u>73.65</u>	<u>2.34</u>	<u>75.99</u>	<u>7.65</u>	<u>6.46</u>	<u>9.48</u>	<u>23.58</u>	<u>0.43</u>	<u>0.00</u>
<u>North Eagle Harbor / NEGH</u>	<u>2,184.91</u>	<u>2</u>	<u>50.64</u>	<u>2.46</u>	<u>53.11</u>	<u>8.30</u>	<u>10.57</u>	<u>26.95</u>	<u>45.82</u>	<u>0.44</u>	<u>0.63</u>
<u>Pleasant Beach / PLBH</u>	<u>1,437.63</u>	<u>5</u>	<u>70.66</u>	<u>3.00</u>	<u>73.66</u>	<u>6.01</u>	<u>6.64</u>	<u>13.56</u>	<u>26.21</u>	<u>0.13</u>	<u>0.00</u>
<u>Port Madison / PTMD</u>	<u>1,388.31</u>	<u>6</u>	<u>81.85</u>	<u>1.18</u>	<u>83.03</u>	<u>6.26</u>	<u>3.75</u>	<u>6.36</u>	<u>16.37</u>	<u>0.30</u>	<u>0.31</u>
<u>South Beach / SHBH</u>	<u>711.89</u>	<u>11</u>	<u>76.59</u>	<u>1.20</u>	<u>77.79</u>	<u>4.16</u>	<u>10.88</u>	<u>6.54</u>	<u>21.58</u>	<u>0.63</u>	<u>0.00</u>
<u>Sunrise / SNRS</u>	<u>1,342.24</u>	<u>8</u>	<u>79.08</u>	<u>1.92</u>	<u>81.00</u>	<u>4.49</u>	<u>6.41</u>	<u>7.97</u>	<u>18.87</u>	<u>0.13</u>	<u>0.00</u>
<u>TOTAL ACREAGE</u>	<u>17,471.95</u>	<u>-</u>	<u>12,760.44</u>	<u>333.49</u>	<u>13,093.92</u>	<u>1,194.76</u>	<u>1,089.27</u>	<u>1,994.28</u>	<u>4,278.31</u>	<u>74.84</u>	<u>24.88</u>

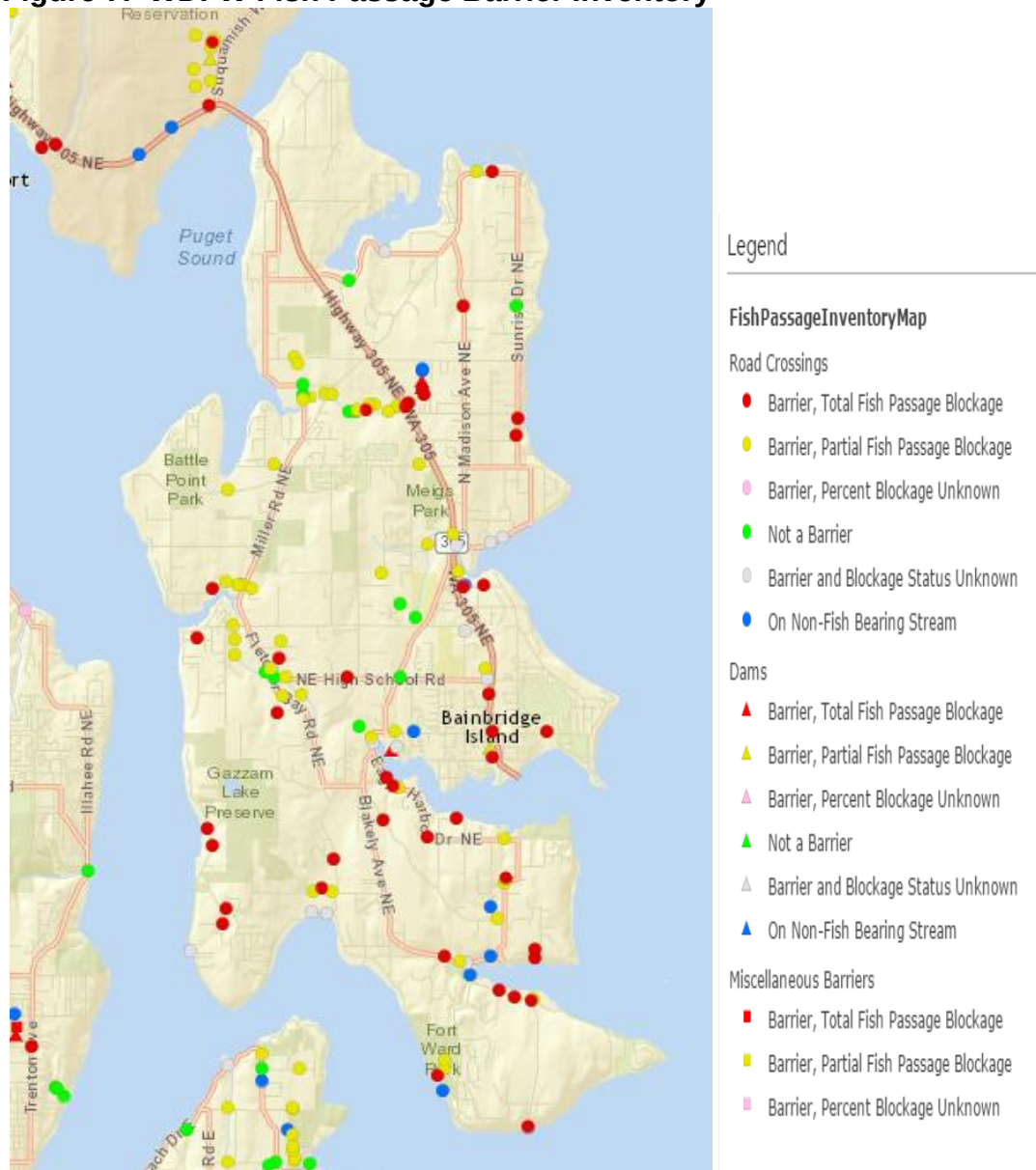
Notes:

** Statistical sources include: Battelle GIS database, CoBI GIS data, and CoBI Level II Assessment (Kato & Warren, 2000)

(Water Quality and Flow Monitoring Program – Final Monitoring Plan, COBI, 2008)

In 2014 the Washington Department of Fish and Wildlife (WDFW) completed fish passage assessments on Bainbridge Island *streams*. As part of this assessment, WDFW identified 43 total passage barriers (40 road crossings and 3 dams) and 45 partial passage barriers (43 road crossings, 1 dam, and 1 miscellaneous) (see Figure 7).

Figure 7. WDFW Fish Passage Barrier Inventory



(<http://wdfw.maps.arcgis.com/home/webmap/viewer.html>)



CITY OF
BAINBRIDGE ISLAND

Housing Needs Assessment

April 2016

City of Bainbridge Island

Housing Needs Assessment

Prepared by

Jared Eyer, Management Intern

December 2014

Revised December 2015, April 2016 (Table 33)

Special Acknowledgement to the Following Contributors

Kim Dunscombe, Senior Fiscal Analyst, City of Bainbridge Island

Phedra Elliott, Associate Director, Housing Resources Board

Kelly Jahraus, Records Management Coordinator, City of Bainbridge Island

Jennifer Sutton, AICP, Senior Planner, City of Bainbridge Island

April 2016

Page | 2

Table of Contents

Introduction	p. 7
Goals and Requirements	p. 7
<u>Growth Management Act</u>	<u>p. 7</u>
RCW	p. 7
WAC	p. 8
<u>Kitsap County</u>	<u>p. 9</u>
Kitsap Regional Coordinating Council – County-wide Planning Policies	p. 9
<u>City of Bainbridge Island</u>	<u>p. 11</u>
Current Comprehensive Plan	p. 11
Housing Supply Inventory	p. 12
<u>Total Housing Units and Growth</u>	<u>p. 12</u>
Table 1 – Housing Unit by Type	p. 12
Chart A – Total Housing Unit by Type	p. 13
<u>New and Demolished Housing Units by Structural Type</u>	<u>p. 13</u>
Table 2 – Residential Building Permit Summaries from 2002 – 2012	p. 14
<u>Housing Tenure</u>	<u>p. 14</u>
Table 3 – Housing Units by Tenure	p. 15
Chart B – Housing Units by Tenure	p. 16
<u>Housing Cost: Multifamily Residents</u>	<u>p. 16</u>
Table 4 – Market Rate Multifamily Rental Units	p. 17

Table 5 – Market Rate Independent Senior and Assisted Living Rental Units	p. 18
Table 6 – Rent Assisted Multifamily Rental Units	p. 19
Table 7 – Summary of Multifamily Units and Average Rents	p. 20
Table 8 – Summary of Multifamily Rents from 2002 and 2014	p. 21
<u>Housing Cost: Single Family Residents</u>	<u>p. 22</u>
Table 9 – Average Single-Family Home Sales and Prices	p. 22
Chart C – Average Single-Family Home Sales Prices	p. 23
Table 10 – Average Single-Family Home Sales Price Comparison	p. 24
Table 11 – Average Single-Family Home Sales Prices for 2014 (Jan 1 – Oct 28)	p. 25
Table 12 – Bainbridge Average Single-Family Home Sales Prices: Current Market Vs. New Builds	p. 26
Chart D – Bainbridge Average Single-Family Home Sales Prices: Current Market Vs. New Builds	p. 26
<u>Rent Assisted Housing</u>	<u>p. 27</u>
Table 13 – Duration of Commitment on Rent Assisted Multifamily Projects	p. 27
Table 14 – Demand from Waitlists for Existing Rent Assisted Multifamily Units	p. 29
Table 15 – Single-Family Rental Units	p. 30
<u>Housing Condition</u>	<u>p. 30</u>
Table 16 – Housing Condition – Year Structure was Built	p. 31
<u>Vacancy Rates</u>	<u>p. 31</u>
Table 17 – 2010 Housing Occupancy	p. 31
<u>Special Housing: Group Homes and Senior Housing</u>	<u>p. 32</u>
Table 18: A – Special Housing: Nursing/Assisted Living/Convalescent Homes	p. 32
Table 18: B – Special Housing: College Dormitory/Fraternity/Sorority	p. 32
Table 19 – Senior Housing Inventory	p. 33

Demographic Information	p. 33
<u>Total Population and Growth</u>	<u>p. 33</u>
Chart E – Population Growth	p. 34
<u>Total Households and Household Size</u>	<u>p. 34</u>
Table 20 – Population, Total Households, and Household Size	p. 35
Chart F – Total Households and Household Size	p. 35
<u>Household Composition (Type)</u>	<u>p. 36</u>
Table 21 – Household Composition (Type)	p. 36
<u>Race Representation</u>	<u>p. 37</u>
Table 22 – Racial Representation	p. 38
Chart G – Racial Representation of Bainbridge Island in 2010	p. 39
<u>Age Distribution</u>	<u>p. 39</u>
Table 23 – Age Distribution	p. 40
Chart H – Population by Age (Bar Chart)	p. 41
Chart I – Population by Age (Trend Graph)	p. 42
<u>Educational Attainment</u>	<u>p. 43</u>
Chart J – Education Attainment	p. 43
<u>Household Income</u>	<u>p. 43</u>
Table 24 – Bainbridge Island & Kitsap County Income Figures	p. 44
<u>Wage and Employment Data</u>	<u>p. 44</u>
Table 25 – Employment Status	p. 45
Table 26 – Poverty Status	p. 45
Charts K – Occupations of Bainbridge Island Residents in 2000	p. 46
Charts L – Occupations of Bainbridge Island Residents in 2010	p. 47

Chart M – Median Income in 2010 verses Median Wages in 2013	p. 48
<u>Immigration and Migration</u>	<u>p. 49</u>
Table 27 – Year Householder Moved into Unit	p. 49
Determining Existing and Future Housing Needs	p. 49
<u>Methods to Assess Housing Needs</u>	<u>p. 50</u>
Cost Burden Analysis	p. 50
Table 29: A – Cost Burden Analysis: Household Income in 2012	p. 51
Table 29: B – Cost Burden Analysis: Monthly Housing Costs in 2012	p. 52
Table 29: C – Cost Burden Analysis: Monthly Housing Costs as a Percentage of Household Income in 2012	p. 53
Affordability by Income Level Analysis	p. 53
Table 30 – Area Median Income Categories	p. 54
Table 31 – Number of Housing Units per Price Range	p. 55
Table 32 – Affordable Rents by Bedroom Size	p. 56
Workforce Housing	p. 56
Table 33 – Workforce Housing Affordability	p. 58
Jobs/Housing Balance	p. 61
Housing + Transportation Costs Index	p. 61
Special Needs Housing	p. 62
 Appendix	 p. 63
WAC	p. 63
Kitsap Regional Coordinating Council	p. 66

Introduction

The purpose of this Housing Needs Assessment is to present the City of Bainbridge Island's current housing goals and policies, along with the City's current housing supply inventory and demographics, and provide some analysis based on these statistics to determine the current and future housing needs on the Island. Development of the Housing Needs Assessment also fulfills Goal 8 of the Housing Element of the City's Comprehensive Plan, which speaks to the importance of staying abreast of the status of housing, in order to assess the effectiveness of the City's housing policies.

The City is currently engaged in the state-mandated update of its Comprehensive Plan, which is scheduled for completion in 2016. The housing data included in this Housing Needs Assessment will inform the review of and revisions to the current Housing Element contained in the Comprehensive Plan.

The previous Housing Needs Assessment was prepared for the City by Karen Monson of Space-Solutions pllc in September of 2003, in anticipation of the 2004 Comprehensive Plan update. The report provided a baseline for the state of housing on Bainbridge Island and what the City should be aware of as it prepared for future population growth. It specifically discussed the growth strategy in the Comprehensive Plan and Winslow Master Plan of accommodating 50% of projected growth in the downtown Winslow area. The report noted that while the Comprehensive Plan establishes this goal, as of 2003 only one-third of new growth had been directed to this area.

This Housing Needs Assessment picks up the question of housing needs on Bainbridge Island where the last report left off. The structure of this assessment is slightly different from the previous report as direction was taken from the Puget Sound Regional Council's recommendations for how a City should approach the assessment.

Goals and Requirements

Growth Management Act

Revised Code of Washington (RCW)

The Growth Management Act requires that all cities' Comprehensive Plans "include a plan, scheme, or design for" a Housing Element.¹ The purpose of the Housing Element is to ensure the "vitality and character of established residential neighborhoods." Jurisdictions will accomplish this by:

- a) Including an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth;

¹ RCW 36.70a.070 – Comprehensive plans – Mandatory elements.

<http://app.leg.wa.gov/rcw/default.aspx?cite=36.70a&full=true#36.70A.070>; 23 OCT 2014

- b) including a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences;
- c) identifying sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and
- d) making adequate provisions for existing and projected needs of all economic segments of the community.

The following GMA planning goal guides the development of the City's Housing Element and associated regulations.

- Housing: Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.²

Washington Administrative Code (WAC)

Furthermore, the WAC recommends the following to meet the requirements of a Housing Element.³

The Housing Element shows how a county or city will accommodate anticipated growth, provide a variety of housing types at a variety of densities, provide opportunities for affordable housing for all economic segments of the community, and ensure the vitality of established residential neighborhoods. The following components should appear in the Housing Element:

- 1) Housing goals and policies.
- 2) Housing inventory
- 3) Housing needs analysis
- 4) Housing targets or capacity
- 5) Affordable housing – RCW [36.70A.070](http://app.leg.wa.gov/rcw/default.aspx?cite=36.70A.070) requires counties and cities, in their Housing Element, to make adequate provisions for existing and projected needs for all economic segments of the community.
- 6) Implementation plan

A detailed list of descriptions and definitions related to the components are included in the appendix.

² RCW 36.70a.020 – Planning Goals – <http://app.leg.wa.gov/rcw/default.aspx?cite=36.70a.020>; 23 OCT 2014

³ WAC 365-196-410 – Housing Element – <http://app.leg.wa.gov/wac/default.aspx?cite=365-196-410>; 23 OCT 2014
Page | 8

Kitsap County

Kitsap Regional Coordinating Council – Countywide Planning Policies for Kitsap⁴

As required by the Growth Management Act, Kitsap County adopted County-Wide Planning Policies (CPPs) in 1992 that are intended to establish a countywide framework from which the County and cities' comprehensive plans are developed and adopted. The Kitsap Regional Coordinating Council is required to periodically update the Planning Policies through a multi-jurisdictional collaboration that includes Kitsap County, the Cities of Bremerton, Bainbridge Island, Port Orchard and Poulsbo, the Suquamish and Port Gamble S'kallam Tribes, the Navy, and other agencies. The last update was completed in 2013

Element I. *Housing* of the CPPs provide housing policy guidance on:

- **Jobs-Housing Balance**
- **Best Practices in Housing**
- **Affordable Housing**

as well as specific housing policies that describe a coordinated County-wide effort to address housing needs. (See excerpt below.)

1. Coordinated process among County, Cities, and housing agencies for determining and fulfilling housing needs, and the equitable distribution of affordable housing at all income levels in Kitsap County:
 - d. The County and the Cities should each identify specific policies and implementation strategies in their Comprehensive Plans and should enact implementing regulations to provide a mix of housing types and costs to achieve identified goals for housing at all income levels, including easy access to employment centers.
 - e. The County and the Cities shall incorporate a regular review of public health, safety, and development regulations pertaining to housing implementation strategies to assure that:
 - i. protection of the public health and safety remains the primary purpose for housing standards.
 - ii. regulations are streamlined and flexible to minimize additional costs to housing.
2. Recognizing that the market place makes adequate provision for those in the upper economic brackets, each jurisdiction should develop some combination of appropriately zoned land, regulatory incentives, financial subsidies, and/or innovative planning techniques to make adequate provisions for the needs of middle and lower income persons.
3. Recognizing the percentage share of the existing and forecasted countywide population and

⁴ Kitsap County Ordinance 509-2013 - Adopted Kitsap Countywide Planning Policies; 25 NOV 2013;
<http://www.kitsapregionalcouncil.org/library/D%20-%20Countywide%20Policies/CPP%20As%20Adopted%2011%2025%2013.pdf>; 23 OCT 2014

housing stock, as well as the distribution of existing housing for those households below 120% countywide median income, the County and the Cities should develop coordinated strategies to disperse projected housing for those below 120% countywide median income throughout Kitsap County, where they are specifically found to be appropriate, in consideration of existing development patterns and densities. These strategies should promote the development of such housing in a dispersed pattern so as not to concentrate or geographically isolate low-income housing in a specific area or community.

4. Provision of affordable housing for households below 120% countywide median income should include:

- a. Housing options located throughout Kitsap County in Urban Growth Areas and Rural Communities, as defined in Element D (2-a), in a manner to provide easy access to transportation, employment, and other services.
 - i. Designated Centers should include such housing options.
 - ii. Rural self-help housing programs should be encouraged first in UGA's and Rural Communities and then allowed in other appropriate areas as defined by the U.S. Department of Agriculture.
- b. Local comprehensive plan policies and development regulations that encourage and do not exclude such housing.
- c. Housing strategies that include:
 - i. preservation, rehabilitation and redevelopment of existing neighborhoods as appropriate, including programs to rehabilitate and/or energy retro-fit substandard housing;
 - ii. provision for a range of housing types such as multi-family, single family, accessory dwelling units, cooperative housing, and manufactured housing on individual lots and in manufactured housing parks;
 - iii. housing design and siting compatible with surrounding neighborhoods;
 - iv. mechanisms to help people purchase their own housing, such as low interest loan programs, "self-help" housing, and consumer education.
 - v. innovative regulatory strategies that provide incentives for the development of such housing, such as: reducing housing cost by subsidizing utility hook-up fees and rates, impact fees, and permit processing fees; density incentives; smaller lot sizes; zero lot line designs; inclusionary zoning techniques, such as requiring housing for specified income levels in new residential developments; transfers of development rights and/or a priority permit review and approval process and/or other provisions as

appropriate.

- d. Housing policies and programs that address the provision of diverse housing opportunities to accommodate the homeless, the elderly, physically or mentally challenged, and other segments of the population that have special needs.
 - e. Participation with housing authorities to facilitate the production of such housing. The County and the Cities shall also recognize and support other public and private not-for-profit housing agencies. Supporting housing agencies is encouraged through public land donations, guarantees, suitable design standards, tax incentives, fee waivers, providing access to funding sources and support for funding applications, or other provisions as appropriate.
5. The County and the Cities shall collaborate with PSRC to evaluate availability of appropriate housing types to serve future residents and changing demographics.

City of Bainbridge Island

Comprehensive Plan

The City adopted its original Comprehensive Plan in 1994. As required by the GMA, a comprehensive review and update of the Plan was conducted in 2004. In addition, the Plan has also been amended several times in the last twenty years as part of the City's regularly scheduled limited amendment process. The City is currently engaged in another GMA-mandated review and update of its Comprehensive Plan, which is scheduled for completion in 2016.

The current Housing Element incorporates the GMA definition of "affordable housing" and includes goals and policies to:

- Promote and maintain a variety of housing choices to meet the needs of island residents at all economic segments;
- Maintain the stock of existing affordable and rent-assisted housing;
- Increase the supply of affordable multi-family housing;
- Promote and facilitate the provision of diverse affordable housing stock in all geographic areas of the community;
- Promote and facilitate the provision of rental and for-purchase housing that is affordable to households with a variety of income levels;
- Facilitate the siting and development of housing opportunities for special needs populations;
- Utilize the City's bonding capacity to support the creation of affordable housing; and
- Provide a periodic update on the status of housing and the implementation of the Housing Element.

Housing Supply Inventory

The Housing Element should begin with an inventory of the existing housing resources in a community. This information will create a baseline for understanding the current condition of housing on Bainbridge Island and inform how decision makers and the community could proceed with the update of the Housing Element, policies, and programs.

Total Housing Units and Growth

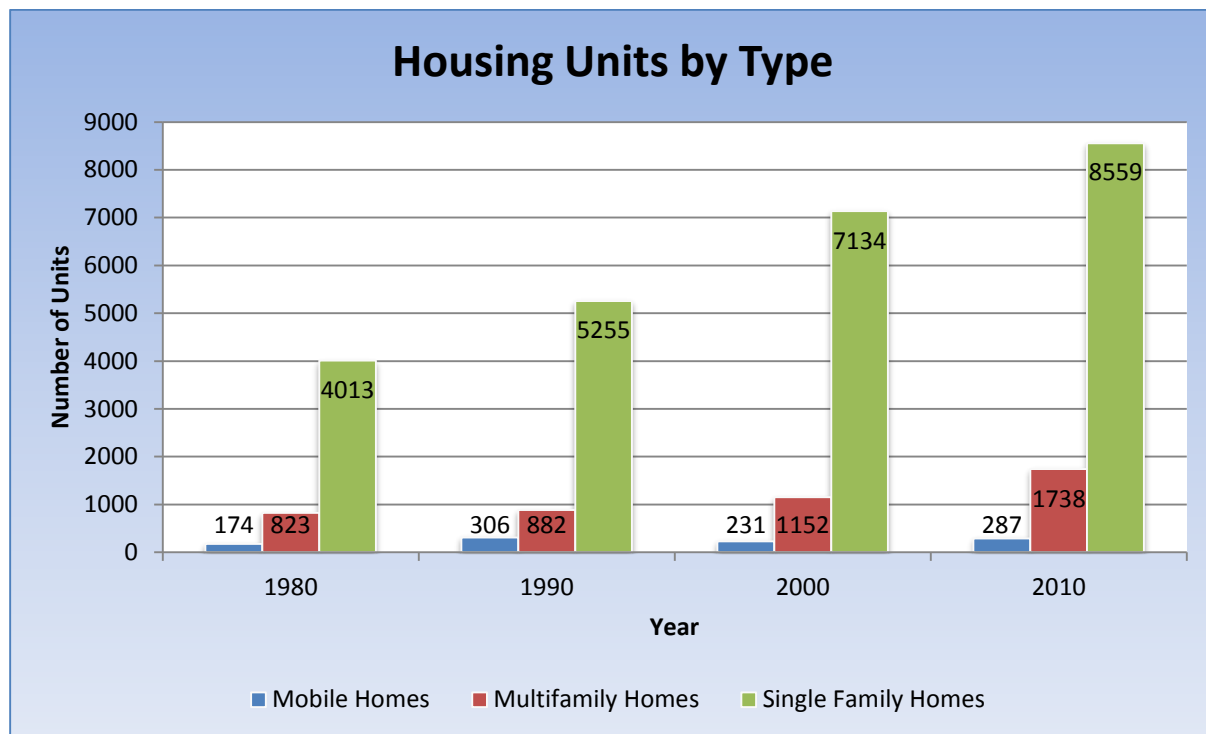
As of 2010 the total housing units on Bainbridge Island reached 10,584, which met the growth requirements set by the Office of Financial Management in the last Comprehensive Plan update. The largest gain in housing unit type in the last thirty years was single-family homes, which saw an overall increase of 113.3%. Multifamily housing kept pace with single-family housing at a total of 111.2%. Mobile homes did increase by 24% between 2000 and 2010, which compensated for the loss of 75 units during the previous decade. (Please see Table 1) Even though every type of housing unit had increases during the last decade, single-family housing makes up 81% of all housing units on Bainbridge Island, far surpassing the number of multifamily and mobile home units. (Please see Chart A)

Table 1 – Housing Units by Type

	Single Family Homes	Percent	Multifamily Homes	Percent	Mobile Homes	Percent	Total
1980	4013	80.1%	823	16.4%	174	3.5%	5010
1990	5255	81.6%	882	13.7%	306	4.7%	6443
Change 1980 - 1990	1242		59		132		1433
Percent Change	30.9%		7.2%		75.9%		28.6%
2000	7134	83.8%	1152	13.5%	231	2.7%	8517
Change 1990 - 2000	1879		270		-75		2074
Percent Change	35.8%		30.6%		-24.5%		32.2%
2010	8559	80.9%	1738	16.4%	287	2.7%	10584
Change 2000 - 2010	1425		586		56		2067
Percent Change	20.0%		50.9%		24.2%		24.3%
Change 1980 - 2010	4546		915		113		5574
Percent Change	113.3%		111.2%		64.9%		111.3%

Source: Decennial United State Census (1980 – 2010)

Chart A – Total Housing Units by Type



Source: Decennial United State Census (1980 – 2010)

New and Demolished Housing Units by Structural Type

Table 2 shows the detailed summaries of new and demolished residential building permits by type on Bainbridge Island from 2002 to 2012. Except for 2005, which saw a net increase of 409 multifamily permits, the number of single-family permits was significantly higher every year. It is also important to note that the Puget Sound Regional Council includes accessory dwellings in their multifamily one and two unit counts. This inflates the number of net multifamily permitted units, which means the difference is even greater between single-family and multifamily permits.

Table 2 – Residential Building Permit Summaries from 2002 – 2012

Year	New Units Total New units permitted	Lost Units Total units lost through demolition	Net Units Lost units subtracted from new units	SF Net Single-Family units	MF Total Net Multifamily units, in any structure	MF1-2 Net Accessory Dwelling & Duplex Units	MF3-4 Net 3- and 4-family units	MF5-9 Net units in 5- to 9-family structure	MF10-19 Net units in 10- to 19-family structure	MF20-49 Net units in 20- to 49-family structure	MF50+ Net units in a 50+ family structure	MH Net Mobile & Modular home units
2012	65	-24	41	32	12	2	0	0	10	0	0	-3
2011	59	-25	34	32	5	5	0	0	0	0	0	-3
2010	34	-10	24	21	5	5	0	0	0	0	0	-2
2009	42	-24	18	14	4	4	0	0	0	0	0	0
2008	70	-18	52	33	23	8	15	0	0	0	0	-4
2007	100	-17	83	67	16	16	0	0	0	0	0	0
2006	120	-15	105	94	9	6	3	0	0	0	0	2
2005	611	-14	597	187	409	2	4	20	23	360	0	1
2004	216	-1	215	127	87	16	3	8	0	0	60	1
2003	223	-5	218	152	63	46	17	0	0	0	0	3
2002	196	-4	192	129	59	13	8	22	16	0	0	4

Source: PSRC Residential Building Permit Summaries (2002 – 2012)

Housing Tenure

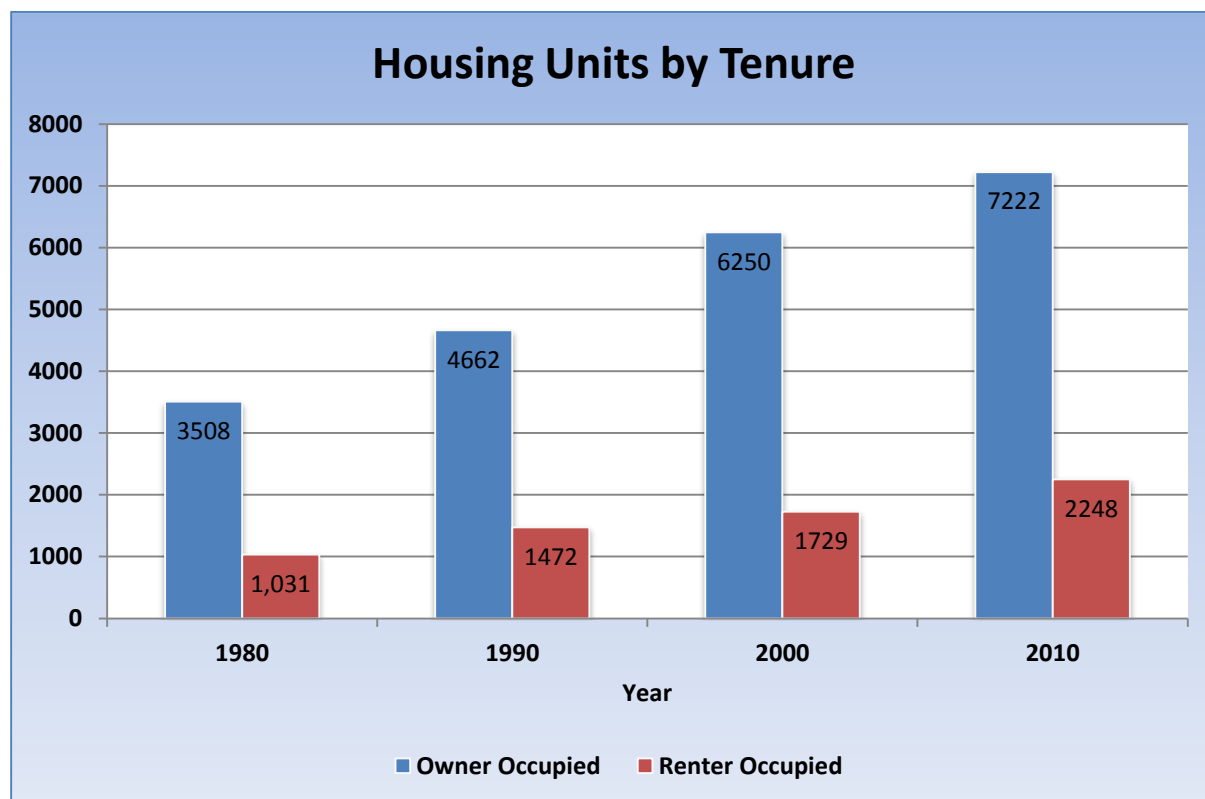
Table 3 tracks the changes in owner and renter-occupied housing units between 1980 and 2010. The ratio of owner-occupied to renter-occupied housing units has remained fairly consistent from 1980 to 2010, with owner-occupied units accounting for just over three-quarters of all housing units in each of these census decades. Owner-occupied units increased slightly from 1990 to 2000, but in 2010, decreased back to the same level as 1990. Chart B provides a graphic comparison of the number of renter-occupied to owner-occupied units for each census decennial from 1980 to 2010.

Table 3 – Housing Units by Tenure

	Owner Occupied Unit	Percent	Renter Occupied Unit	Percent	Total Occupied Housing Units	Change in total units	Percent Change
1980	3508	77.3%	1,031	22.7%	4539		
1990	4662	76.0%	1472	24%	6134	1595	35.1%
2000	6250	78.3%	1729	21.7%	7979	1845	30.1%
Change 1990 - 2000	1588		257		1845	250	
Percent change	34.1%		17.5%		30.1%		
2010	7222	76.3%	2248	23.7%	9470	1491	18.7%
Change 2000 - 2010	972		519		1491	-354	
Percent change	15.6%		30.0%		18.7%	-19.2%	
Change 1990 - 2010	2560		776		3336	-104	
Percent change	54.9%		52.7%		54.4%	-6.5%	

Source: Decennial United State Census (1980 – 2010)

Chart B – Housing Units by Tenure



Source: Decennial United State Census (1980 – 2010)

Housing Cost: Multifamily Rentals

Multifamily rentals are defined by the U.S. Department of Housing and Urban Development as a building or project with five or more units. On October 27, 2014 and October 28, 2014, City staff conducted a phone survey. All multifamily rental units were polled for their number of units, types of units, and rental costs. Rentals in a duplex, triplex, four-plex, and condominiums were not included in the survey. However, the rental townhomes of Camelia on Bainbridge are included because they are part of a project that is managed by one owner. Based on the survey information, each of the following multifamily rental apartment tables were divided into Market Rate Units (Table 4), Market Rate Senior Units (Table 5), and Rent Assisted Units (Table 6).

Table 4 – Market Rate Multifamily Rental Units

	Total Units	Type	Studio	Rent per Month	One BR	Rent per month	Two BR	Rent per month	Three BR	Rent per month	Number Vacant	Vacancy Rate
Eagle's Nest Apts	40	*I&F			25	\$850	15	\$950			2	1%
Island Homestead Apts	75	*I&F					75	\$1,300 - \$1,550			0	0%
Lynwood Commons LLC	30	*I&F	8	\$825	10	\$950	12	\$1300 - \$1450			0	0%
Quay Bainbridge	72	*I&F			38	\$ 895	25	\$ 1,000	9	\$1,200	0	0%
Camelia on Bainbridge	71	*I&F	4	\$1175 - \$1190	13	\$1,105 - \$1,290	36	\$1,310 - \$1,450	18	\$1625 - 1675	0	0%
The Residences at Pleasant Beach	12	*I&F			4	\$1730 - \$2250	3	\$3050 - \$3200	5	\$2570 - \$3550	0	0%
The Cooper - Grow Community	20	*I&F			4	\$975	16	\$1800 - \$1975			0	0%

*I&F – Individuals and Families

Source: Phone Survey Conducted 10/27/2014 – 10/28/2014

Assisted Living Units were by far the most expensive multifamily rentals on Bainbridge Island. Table 5 shows that an independent senior living two bedroom apartment is around the median price for two bedroom apartments. An assisted living two bedroom apartment is three times the price in rent. However, assisted living rental prices cannot be directly compared to the market-rate multifamily rental prices as they provide meals and 24-hour staff with a range of services to the residents. The assisted living apartments were not included in the multifamily summaries other than the following table.

Table 5 - Market Rate Independent Senior and Assisted Living Rental Units

	Total Units	Type	One BR	Rent per month	Two BR	Rent per month	Three BR	Rent per month	Number Vacant	Vacancy Rate
Winslow Manor Apts	39	Independent Senior (adult living - no children)			39	\$1325 - \$1475			3	1%
Madison Ave Retirement Center	53	Assisted Living	50	\$2500 - \$4100	3	\$3950 - \$5800			3	5%
Wyatt House	42	Assisted Living	39	\$2900 - \$4200	3	\$4500 - \$5000			4	9%
Madrona House	81	Assisted Living	79	\$4000-\$4500	2	\$5,000			28	36%

Source: Phone Survey Conducted 10/27/2014 – 10/28/2014

Bainbridge Island contains some rent assisted multifamily units. These units are managed by two private rental management companies, an independent non-profit called the Housing Resources Bainbridge (HRB), and a public housing authority called Housing Kitsap. Since the 1980s, both HRB and Housing Kitsap have made it their mission to provide and facilitate affordable housing on Bainbridge Island and Kitsap County respectively.

Table 6 – Rent Assisted Multifamily Units

	Owner	Total Units	Type	Studios	Rent per Month	One BR	Rent per month	Two BR	Rent per month	Three BR	Rent per month	Vacant
Island Home	HRB	10	*I&F					4	\$951	6	\$1,244	0
Village Home	HRB	11	*I&F			11	\$725					0
Western View Terrace	HRB	8	*I&F					8	\$851			0
Janet West	HRB	9	*I&F			8	\$832	1	\$832			0
Island Terrace	Winslow Terrace LLC	48	*I&F			12	\$697	36	\$818			0
Lynnwood Commons	Lynnwood Commons LLC	4	*I&F	1	\$500	3	two for \$500 and one for \$700					0
Rhododendron	Housing Kitsap	50	*I&F			38	\$745	12	\$820			0
550 Madison	Housing Kitsap	14	*I&F			11	\$631	3	\$820			0
Finch Place Apt	Housing Kitsap	29	Senior/ Disabled			29	\$630					0
Virginia Villa	Blue Heron Park Apts LP	40	Senior/ Disabled			36	\$635	4	\$885			0
Winslow Arms	Winslow Arms Associates LLP	60	Senior/ Disabled	1	30% of income	12	30% of income	47	30% of income			0

*I&F – Individuals and Families

Source: Housing Resources Broad provided Rent Assisted data Oct 29, 2014

Currently, Bainbridge Island has a total number of multifamily rental inventory of 642 units. There are eight market-rate, multifamily rental projects with 359 units, comprising 56% of the multifamily apartment inventory. Since 2003, the number of projects has been reduced by four, due to condominium conversions and a demolition, but the amount of units has increased by 42 from new builds. The Park View Apartments, Sea Breeze Apartments, and Victoria Lane were all converted into condominiums. The eleven rent-assisted projects add 283 units, comprising 44% of the multifamily rental inventory. Both the number of rent assisted projects and the number of units have increased since 2003 by three and 26 respectively. The breakdown of rental units and their monthly average rent for each unit type is shown in the following table. One and two-bedroom units make up 92% of the market. Studios and three-bedroom apartment units continue to be in very short supply. A summary of multifamily units and average rentals are included in Table 7.

Table 7 – Summary of Multifamily Units & Average Rents

Multifamily Projects	Total Units	Percent of Total Units	Studio	Average Monthly Rent	One BR	Average Monthly Rent	Two BR	Average Monthly Rent	Three BR	Average Monthly Rent
Market Rate Units	320	50%	12	\$ 944	94	\$ 980	182	\$ 1,380	32	\$ 1,744
Senior Market Rate Units (Non-assisted Living)	39	6%	0	\$ -	0	\$ -	39	\$ 1,400	0	\$ -
Total Market Rate Units	359	56%	12		94		221		32	
Rent Assisted Units	154	24%	1	\$ 500	83	\$ 722	64	\$ 831	6	\$ 1,244
Senior Rent Assisted Units*	129	20%	1	*	77	\$ 633	51	\$ 885	0	\$ -
Total Rent Assisted Units	283	44%	2		160		115		6	
Total all units	642	100%	14		254		336		38	
Percent of total units	100%		2.18%		39.6%		52.3%		5.92%	

* Winslow Arms was excluded from the Average Monthly Rent calculation as their rent is based on 30% of tenants' income. They are still included in the Total Rent Assisted and Total Units.

Table 8 shows significant increases in the average market rate rental prices over the last ten years. The vast majority of apartments, being one and two bedroom, show an average increase in rent of around \$270.00 for a one bedroom and \$473.00 for a two bedroom. Rent-assisted units also show significant increases over the last ten years, but all units showed a smaller percentage increase than market rate. In addition, a qualified individual or family can rent a two bedroom rent-assisted apartment for \$150.00 less per month than a market rate one bedroom apartment.

Table 8 – Summary of Multifamily Rents 2002 and 2014

	Unit Type	FY 2002	FY 2014	Change 2002 - 2014	Percent change
Market Rate	Studios	\$ 850	\$ 944	\$ 94	11.1%
	1 BR	\$ 713	\$ 981	\$ 268	37.6%
	2 BR	\$ 911	\$ 1,384	\$ 473	51.9%
	3 BR	\$ 1,042	\$ 1,744	\$ 702	67.4%
Rent Assisted	Studios	\$ 528	*	*	*
	1 BR	\$ 563	\$ 685	\$ 122	21.7%
	2 BR	\$ 575	\$ 834	\$ 259	45.1%
	3 BR	\$ 916	\$ 1,244	\$ 328	35.8%

Source: 2003 City of Bainbridge Island Housing Needs Assessment and Phone Survey Conducted 10/27/2014 – 10/28/2014

The net gain in multifamily rental apartments was relatively low. Based on the survey results, the net gain was 68 units, bringing the total to 642. This was due to a combination of new construction, demolition, and some apartments being converted into condominiums. Over the last ten years, there was a 12% increase in rental apartment units on Bainbridge Island. However, rental apartments (market rate and rent assisted) make up less than 7% of the total housing units. Additionally, rent assisted apartments make up 3% of the total housing units in the City. These numbers show that the vast majority of new construction of multifamily housing units was condominiums in the last ten years.

According to previous survey data and the most recent survey conducted on October 27 and 28, 2014, the vacancy rate in established projects was 1% or less. Property managers consistently attested to the low vacancy rates and high demand they have for apartments. These vacancy rates are well below 5%, the percentage generally assumed to indicate a healthy rental market with a balance in supply and demand. This means that the demand for apartments has continually exceeded the supply on Bainbridge Island.

Housing Cost: Single-Family Residences

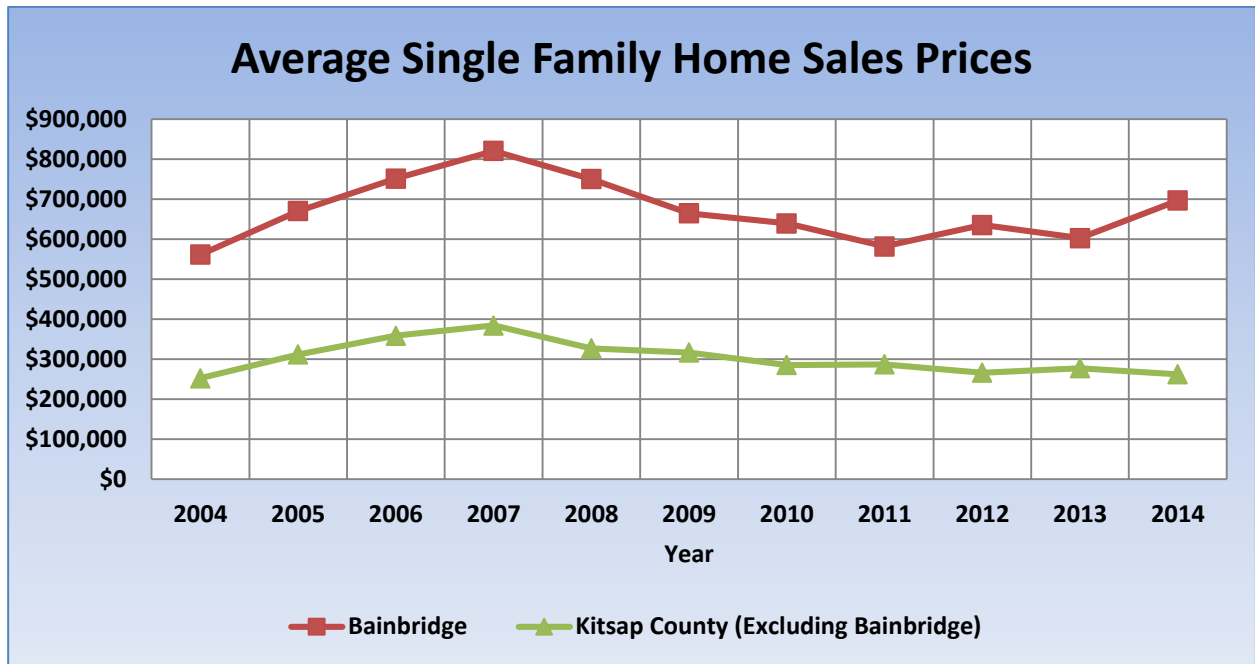
The average single family home sale prices on Bainbridge Island and in the rest of Kitsap County show the same signs of being affected by the national housing bubble and subsequent Great Recession that the rest of the United States experienced during the last decade. Table 9 and Chart C show the average single-family home sale price growing annually to its peak in 2007 of \$820,569.00 in Bainbridge Island and \$384,119.27 in the rest of Kitsap County. After the bubble burst in 2008, housing prices declined until they were able to stabilize between 2011 and 2012 at average price levels seen in 2004. The number of houses sold also reflects the challenges the housing market and the economy endured, with more sales before and after the recession.

Table 9 – Average Single-Family Home Sales and Prices

Bainbridge			Rest of Kitsap County		
Year	Number Sold	Price	Year	Number Sold	Price
2004	469	\$ 561,462.00	2004	2652	\$ 252,513.20
2005	442	\$ 670,004.00	2005	2710	\$ 311,742.00
2006	350	\$ 751,346.00	2006	2418	\$ 358,785.09
2007	333	\$ 820,569.00	2007	1957	\$ 384,119.27
2008	187	\$ 749,862.00	2008	1529	\$ 327,075.27
2009	215	\$ 664,545.00	2009	1615	\$ 316,873.27
2010	256	\$ 639,169.00	2010	1389	\$ 285,491.00
2011	258	\$ 581,855.00	2011	1324	\$ 286,934.73
2012	386	\$ 635,394.00	2012	1540	\$ 266,436.45
2013	415	\$ 602,500.00	2013	1942	\$ 277,468.00
2014 (as of Oct 28)	327	\$ 696,519.80	2014 (as of Oct 28)	2617	\$ 262,381.15

Source: Northwest Multiple Listing Service

Chart C – Average Single-Family Home Sales Prices



Source: Northwest Multiple Listing Service

The following table shows the average price difference between Bainbridge single-family home sales prices and the rest of Kitsap County single-family home sales prices. Since 2004, Bainbridge Island has maintained a price difference of at least \$300,000.00 or higher compared to the rest of homes sold in Kitsap County. This means that homes on Bainbridge Island are consistently worth twice as much as comparable homes throughout the rest of the County. It is interesting to note that after the economic recovery, home sale prices for Bainbridge Island are growing at a faster rate than the rest of Kitsap County, which is holding steady just under an average of \$300,000.

Table 10 – Average Single Family Home Sales Price Comparison

	Bainbridge	Kitsap	Price Difference	Bainbridge Price "premium"	Change in Bainbridge Price	Percent Change	Change in Kitsap Price	Percent Change
2004	\$ 561,462	\$ 252,513	\$ 308,948	222.3%				
2005	\$ 670,004	\$ 311,742	\$ 358,262	214.9%	\$ 108,542	19.3%	\$ 59,228	23.5%
2006	\$ 751,346	\$ 358,785	\$ 392,560	209.4%	\$ 81,342	12.1%	\$ 47,043	15.1%
2007	\$ 820,569	\$ 384,119	\$ 436,449	213.6%	\$ 69,223	9.2%	\$ 25,334	7.1%
2008	\$ 749,862	\$ 327,075	\$ 422,786	229.3%	\$ (70,707)	-8.6%	\$ (57,044)	-14.9%
2009	\$ 664,545	\$ 316,873	\$ 347,671	209.7%	\$ (85,317)	-11.4%	\$ (10,202)	-3.1%
2010	\$ 639,169	\$ 285,491	\$ 353,678	223.9%	\$ (25,376)	-3.8%	\$ (31,382)	-9.9%
2011	\$ 581,855	\$ 286,934	\$ 294,920	202.8%	\$ (57,314)	-9.0%	\$ 1,443	0.5%
2012	\$ 635,394	\$ 266,436	\$ 368,957	238.5%	\$ 53,539	9.2%	\$ (20,498)	-7.1%
2013	\$ 602,500	\$ 277,468	\$ 325,032	217.1%	\$ (32,894)	-5.2%	\$ 11,031	4.1%
2014 (as of Oct 28)	\$ 696,519				\$ 94,019	15.6%		

Source: Northwest Multiple Listing Service

The following table compares single-family home sale prices on Bainbridge Island to other cities and census tract areas in the County as of October 2014. Even with multi-million dollar home sales in other parts of the County, Bainbridge Island has the highest average price of single-family home sales.

Table 11 – Single-Family Home Sales Prices for 2014 (January 1 – October 28)

City	Average Sell Price	Range	Maximum	Minimum
Bainbridge	\$ 696,519.80	327	\$ 3,300,000.00	\$ 180,000.00
Kitsap County (Excluding Bainbridge)	\$ 262,381.15	2617*	\$ 3,490,004.00	\$ 23,000.00
Bremerton	\$ 207,272.70	920	\$ 1,100,000.00	\$ 32,175.00
Hansville	\$ 335,354.08	49	\$ 995,000.00	\$ 137,000.00
Indianola	\$ 416,608.33	12	\$ 875,000.00	\$ 284,900.00
Kingston	\$ 311,569.72	124	\$ 1,225,000.00	\$ 34,000.00
Olalla	\$ 289,974.67	45	\$ 765,000.00	\$ 75,000.00
Port Orchard	\$ 253,289.46	753	\$ 2,649,000.00	\$ 23,000.00
Poulsbo	\$ 354,369.95	414	\$ 3,490,004.00	\$ 24,000.00
Seabeck	\$ 308,326.30	57	\$ 848,000.00	\$ 68,000.00
Silverdale	\$ 288,022.74	199	\$ 648,000.00	\$ 99,900.00
Suquamish	\$ 222,763.16	37	\$ 795,000.00	\$ 43,000.00

*This will not tie with the rest of the Cities and county areas below as Keyport, Manchester, and Southworth did not have enough purchases to provide significant statistics. These seven purchases were included in Countywide Average Sell Price.

Source: Northwest Multiple Listing Service

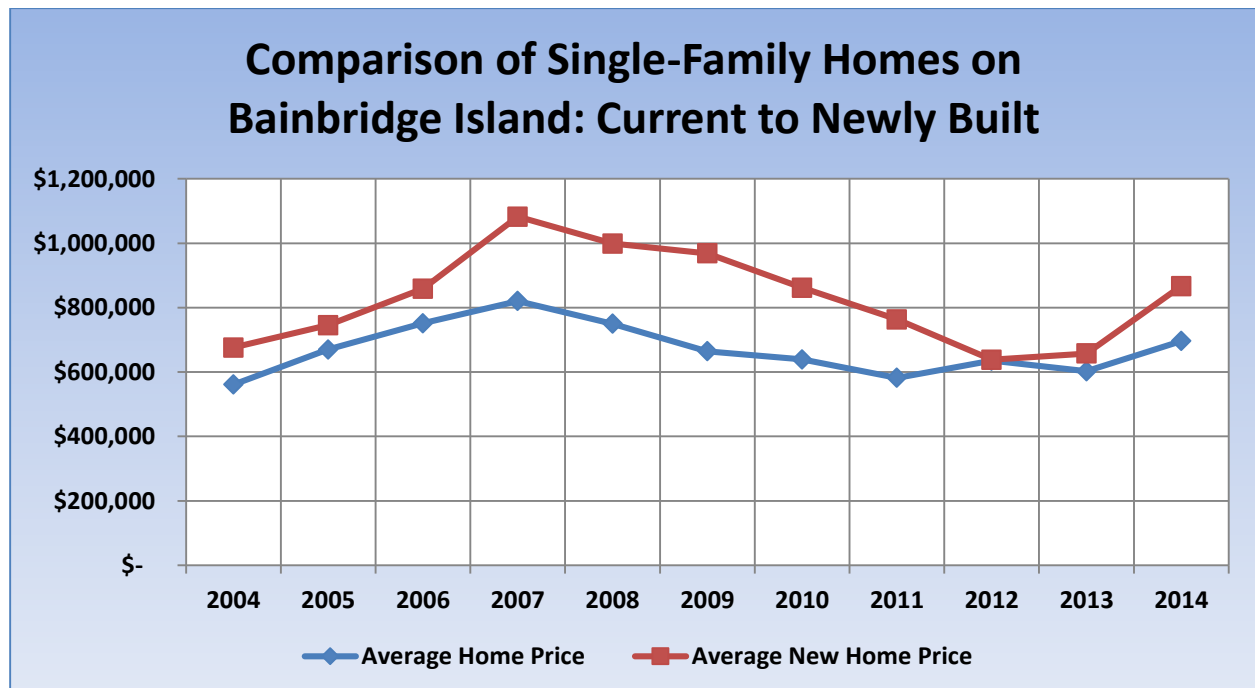
The average new home price on Bainbridge Island followed the same trends as the rest of the U.S. housing market. It continued to increase through 2007 and then decline until 2012. “New” is defined as newly built, either on a new plot of land or after a demolition, with no occupants until after its first sale. Average new single-family home prices sales have consistently stayed above average single-family home prices for the last decade on Bainbridge Island. However, the average sales price of existing homes nearly caught up to the average sales price of a new homes built in 2012. This can be seen in Table 12 and Chart D.

Table 12 – Bainbridge Average Single-Family Home Sales Price: Current Market Vs. New Build

Average Home Price		Average New Home Price	
Year	Price	Year	Price
2004	\$ 561,462	2004	\$ 676,063
2005	\$ 670,004	2005	\$ 745,435
2006	\$ 751,346	2006	\$ 858,720
2007	\$ 820,569	2007	\$ 1,082,562
2008	\$ 749,862	2008	\$ 998,841
2009	\$ 664,545	2009	\$ 968,848
2010	\$ 639,169	2010	\$ 861,939
2011	\$ 581,855	2011	\$ 763,669
2012	\$ 635,394	2012	\$ 638,474
2013	\$ 602,500	2013	\$ 657,640
2014	\$ 696,520	2014	\$ 866,876

Source: Northwest Multiple Listing Service

Chart D - Bainbridge Average Single-Family Home Sales Price: Current Market Vs. New Build



Source: Northwest Multiple Listing Service

Rent Assisted Housing

Bainbridge Island has eleven rent assisted projects that received funds in whole or in part from Federal, State, and/or local agencies. In exchange for favorable financing terms, the property owner commits to providing the housing to a targeted population for a specific term. Commitments can run from 20 to 50 years depending upon the funding source. Federal funding sources include the U.S Department of Housing and Urban Development and the U.S. Department of Agriculture (USDA). Local jurisdictions have priority purchase rights for the USDA projects through the Housing Preservation Section of the Federal Housing Act of 1990 before they are offered on the open market. The USDA projects must provide a one-year notice of intent to pre-pay the loan with notices being sent to the City and to Housing Kitsap. Table 13 shows the date each project's current commitment expires.

Table 13 – Duration of Commitment on Rent Assisted Multifamily Projects

	Owner	Total Units	Type	Number of ADA units	Number of units with subsidy	Required Period of Affordability	subsidy type
Island Home	HRB	10	*I&F		0	12/1/2031	HOME funds used to construct units, no ongoing rental subsidy, rent rates below market based on HOME requirements
Village Home	HRB	11	*I&F	1	0	8/9/2048	HOME funds used to construct units, no ongoing rental subsidy, rent rates below market based on HOME requirements
Western View Terrace	HRB	8	*I&F		0		no subsidy - rent, lower than market, HRB rents to those at 80% or below
Janet West	HRB	9	*I&F		0	1/1/2053	HOME funds used to construct units, no ongoing rental subsidy, rent rates below market based on HOME requirements

	Owner	Total Units	Type	Number of ADA units	Number of units with subsidy	Required Period of Affordability	subsidy type
Island Terrace	Winslow Terrace LLC	48	*I&F	4	19		USDA - Rural Development
Lynnwood Commons	Lynnwood Commons LLC	34	*I&F		4		Follows King County Affordable Housing Incentive Program
Rhododendron	Housing Kitsap	50	*I&F		48	1/1/2016; Renewed annually based on tenant needs	USDA - Rural Development
550 Madison	Housing Kitsap	14	*I&F		0		no subsidy - rent lower than market rate
Finch Place Apt	Housing Kitsap	29	Senior/ Disabled		20	Renewed annually based on tenant needs	USDA - Rural Development
Virginia Villa	Blue Heron Park Apts LP	40	Senior/ Disabled		20	Renewed annually based on tenant needs	USDA - Rural Development
Winslow Arms	Winslow Arms Associates LLP	60	Senior/ Disabled		60	Renewed annually based on tenant needs	Project based Section 8

*I&F – Individuals and Families

Source: HRB provided data

The City's local financing source is the Housing Trust Fund. The Trust Fund was established by ordinance in 1999. Funds were distributed to local non-profits to fund affordable housing projects and programs on the Island. Funding was reduced in response to the financial challenges the City faced during the Great Recession, but the Trust was maintained to fund affordable housing programs on the Island. Recently the Council decided to appropriate \$200,000.00 to the Housing Trust Fund as part of the 2015-16 biennial budget for future housing projects.

Table 14 tallies the number of individuals and families desiring affordable housing on Bainbridge Island. HRB, Housing Kitsap, and other owners of rent assisted multifamily units maintain a waiting list for individuals and families who contact them for affordable rental housing. The current totals of combined waiting lists contain 149 households (individuals and families).

Table 14 – Demand from Waitlists for Existing Rent Assisted Multifamily Units

HRB Projects	Individuals	Households
Total	24	14
Currently Live on BI	10	4
Currently Work on BI	5	5
Disabled	3	3
Female Head of Household	13	13
Other Housing Assisted Projects		
Finch Place Apt		30
Rhododendron		31
550 Madison		6
Virginia Villa		Unknown
Winslow Arms		36
Island Terrace		8
Total of All Projects	24	125

Source: HRB provided data

In addition to the multifamily units mentioned above, HRB also offers three single-family rental housing units on Bainbridge Island to qualifying individuals and families. They are listed in Table 15.

Table 15 – Single-Family Rental Units

Property	Owner	Total Units	Type	Studio	Rent per Month	Three BR	Rent per Month	Vacant	Number of units with subsidy	Subsidy Type
Forest Home (single family home)	HRB	1	*I&F			1	\$1,199	0	0	No subsidy - rent, lower than market, HRB rents to those at 80% or below
Dore Cabin (single family home)	HRB	1	*I&F	1	\$725			0	0	No subsidy - rent, lower than market, HRB rents to those at 80% or below
Sadie Woodman (single family home)	HRB	1	*I&F			1	\$1,199	0	0	No subsidy - rent, lower than market, HRB rents to those at 80% or below

*I&F – Individuals and Families

Source: HRB provided data

Housing Condition

It is difficult to determine the condition of the housing stock of Bainbridge Island as a whole. No surveys have been done to gauge this on a consistent basis. The Kitsap County Assessor's database assesses the value of homes in Kitsap County every six years on a cyclical basis. The database includes a category to assess the condition of a home, but this field is not maintained in a consistent manner. The following Table shows the percentage of houses built during a specific census decennial. As of 2010, 40% of the Island's housing stock was built before 1980. A trend of concern regarding housing condition is the combination of a larger portion of older residents and the increasing cost of housing. An increased percentage of income needed for housing leaves a reduced portion of that income for repairs.

Table 16 – Housing Condition – Year Structure was Built

YEAR STRUCTURE BUILT	2000		2010	
	Number	Percent	Estimate	Percent
Total housing units			10,402	10,402
Built 2010 or later			23	0.20%
Built 2000 to 2009			2,255	21.70%
Built 1990 to 1999	2453	28.8%	2,218	21.30%
Built 1980 to 1989	1463	17.2%	1,759	16.90%
Built 1970 to 1979	1767	20.7%	1,818	17.50%
Built 1960 to 1969	850	10.0%	864	8.30%
Built 1940 to 1959	880	10.3%	744	7.20%
Built 1939 or earlier	1104	13.0%	721	6.90%

Source: American Community Survey (2008-2012)

Vacancy Rates

Vacancy rates for multifamily rental units and housing unit occupancy have been reviewed in earlier sections of this report. The following table reviews occupancy and vacancy rates as of 2010. Based on the survey and the recent recovery of the economy and the housing market, it is fair to assume that occupancies have increased and vacancies have decreased.

Table 17 – 2010 Housing Occupancy

	Bainbridge		Kitsap	
Total housing units	10,584	100%	107,367	100%
Occupied housing units	9,470	89.5%	97,220	90.5%
Vacant housing units	1,114	10.5%	10,147	9.5%
For rent	154	1.5%	2,897	2.7%
Rented, not occupied	27	0.3%	171	0.2%
For sale only	181	1.7%	1,521	1.4%
Sold, not occupied	50	0.5%	336	0.3%
For seasonal, recreational, or occasional use	514	4.9%	2,781	2.6%
All other vacancies	188	1.8%	2,441	2.3%
Homeowner vacancy rate (percent) [8]	2.4	(X)	2.2	(X)
Rental vacancy rate (percent) [9]	6.3	(X)	8.6	(X)

Source: American Community Survey (2008-2012)

Special Housing: Group Homes and Senior Housing

Bainbridge Island has a handful of group homes. The stock of group homes includes nursing homes, assisted living facilities, and a dormitory. The following tables outline the population and vacancy rates, when applicable, of each group home.

Table 18A – Special Housing: Nursing/Assisted Living/Convalescent Homes

Facility Name	Type	2013 Population	2014 Population	Vacancy Rate
Island Health and Rehabilitation	Nursing Home	49	57	N/A
Messenger House Care Center	Nursing Home	75	77	N/A
Madison Ave Retirement Center	Assisted Living	50	50	5%
Wyatt House	Assisted Living	43	38	9%
Madrona House Assisted Living	Assisted Living, number of units have specific focus for residents with dementia and Alzheimer's	0	52	36%
Subtotal		217	274	

Source: Phone Survey Conducted 10/27/2014 – 10/28/2014 and COBI's most recent submission of the annual Housing Unit and Population Estimate Report for the Office of Financial Management

Table 18B – College Dormitory, Fraternity, or Sorority

Facility Name	Type	2013 Population	2014 Population
Island Wood	College Dormitory	20	22
Subtotal		20	22

Source: COBI's most recent submission of the annual 'Housing Unit and Population Estimate Report' for the Office of Financial Management

The following graphic tracks the entire senior group/multifamily unit housing on Bainbridge Island as of 2013. Bainbridge currently has a senior housing stock of 344 units. Multifamily senior housing represents around 3% of housing units of the current stock.

Table 19 – Senior Housing Stock

	Type	Units
Madison Ave Retirement Center	Assisted Living	53
Wyatt House	Assisted Living	42
Madrona House Assisted Living	Assisted Living, number of units have specific focus for residents with dementia and Alzheimer's	81
Winslow Manor Apts	Independent Senior Living	39
Finch Place Apartments	Senior/Disabled	29
Virginia Villa	Senior/Disabled	40
Winslow Arms	Senior/Disabled	60
Total Senior Housing		344

Source: Phone Survey Conducted 10/27/2014 – 10/28/2014

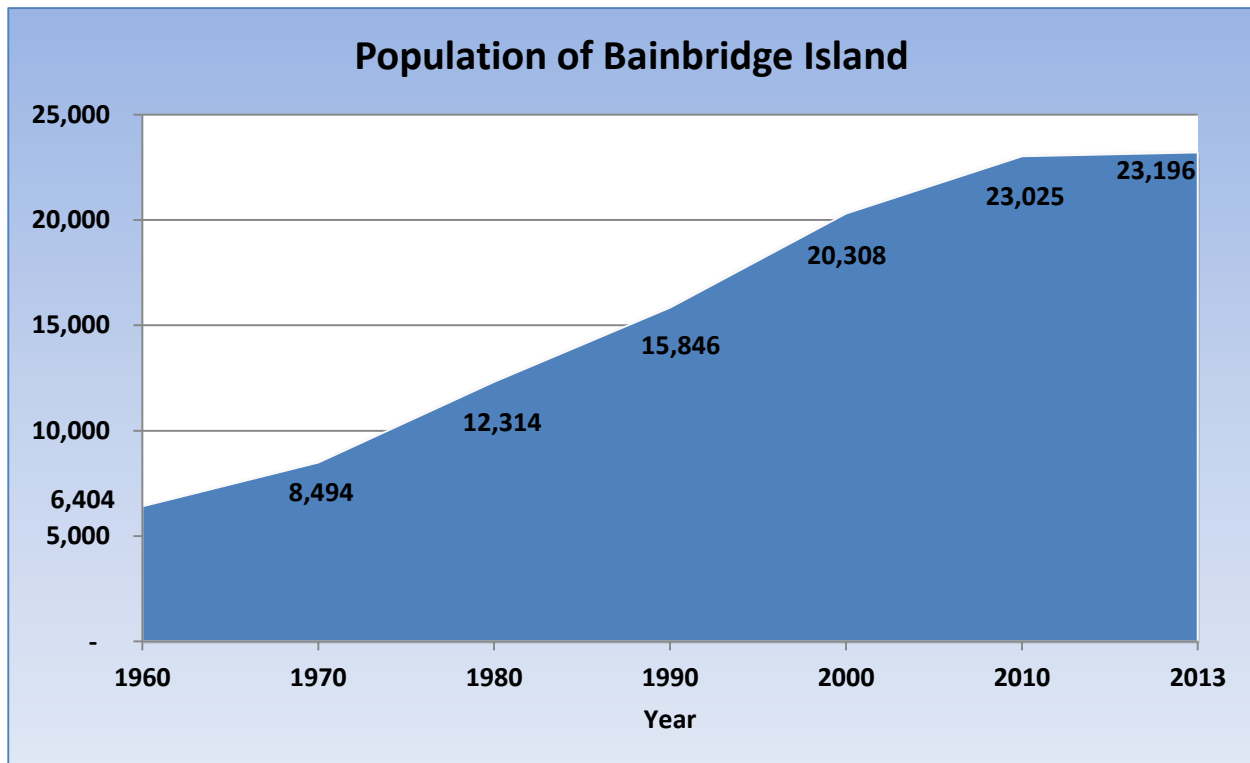
Demographic Profile

The following section provides demographic information about Bainbridge Island over multiple planning periods. The purpose of this information is to provide a cumulative profile of the City's characteristics and to show demographic trends over time. This community profile includes population, race and ethnicity, household size, household type, age, educational attainment, persons in group quarters, household income, wage and employment data, and immigration and migration trends. These characteristics and trends will inform goals and policies during the Comprehensive Plan update process and beyond.

Total Population and Growth

As depicted in Chart E and Table 20, Bainbridge Island saw significant population increases between 1960 and 2000, which then slowed to a relaxed but still positive rate. The Island's population grew rapidly between 1960 and 1980 by 77.6%. The following two decades showed a consistent rate of growth around 28.5% per decade. Between 2000 and 2010, the 3% annual population growth of the previous decades slowed to an approximate 13.5% increase in population for the whole decade. Population growth between 2010 and 2013 has slowed even further to below 1% percent growth (0.72%).

Chart E – Total Population and Growth



Source: Decennial United State Census (1960 – 2010); American Community Survey (2008-2012)

Total Households and Household Size

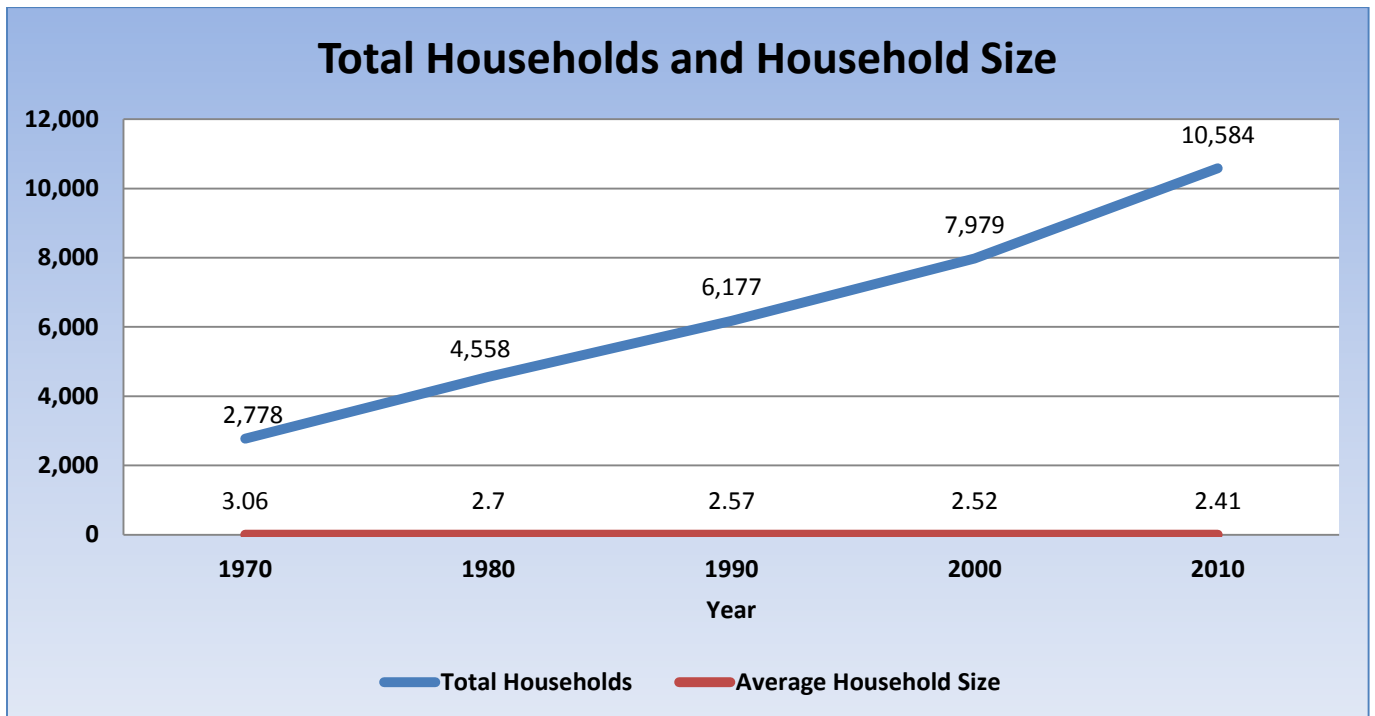
As would be expected, total households increased with population. Table 20 and Chart F show a steady increase in total households on Bainbridge at a rate of around 30% per decade. While the total population and households have increased since 1960, the average household size decreased steadily from 3.06 in 1970 to 2.41 in 2013. Projected household size will likely continue to decrease very slightly based on age demographic movements and current trends. This can be seen in Table 20 and Chart F.

Table 20 – Population, Total Household, and Household Size

Year	1960	1970	1980	1990	2000	2010	2013	Change 1990- 2010	Change 2000 - 2013
Population	6,404	8,494	12,314	15,846	20,308	23,025	23,190		
Change		2,090	3,820	3,532	4,462	2,717	165	7,179	2,882
Percent Change		32.64%	44.97%	28.68%	28.16%	13.38%	0.72%	45.3%	14.2%
Total Households		2,778	4,558	6,177	7,979	10,584			
Change			1,780	1,619	1,802	2,605		4,407	
Percent Change			64.07%	35.52%	29.17%	32.65%		71.3%	
Average Household Size		3.06	2.7	2.57	2.52	2.41			
Change			-0.36	-0.13	-0.05	-0.11		-0.16	
Percent Change			-11.77%	-0.05%	-0.02%	-0.04%		-6.2%	

Source: Decennial United State Census (1960 – 2010); American Community Survey (2008-2012)

Chart F – Total Households and Average Household Size



Source: Decennial United State Census (1970 – 2010)

Household Composition (Type)

The following table (Table 21) shows a breakdown of household types including family and non-family households, whether children under eighteen are present, and single parent households. The number of households on Bainbridge Island doubled between 1980 and 2010. In 1980 the number of married couple households without children under eighteen years of age and those with children under eighteen were the same. Since 1980, the number of households without children under eighteen living at home consistently exceeded those with children. In fact, there was a sharp increase of households without children by 2010. Both male and female headed-households with no spouse have continuously increased since 1980, but it is important to note that there were three times as many female headed households to males. Finally, non-family households, composed of unrelated persons, increased by 160% from 1980 to 2010.

Table 21 – Household Composition (Type)

		Family Households						Non-Family Households
		Married Couples		Male Head – No Spouse		Female Head - No Spouse		(Unrelated Persons)
Children under 18	Total Households	Yes	No	Yes	No	Yes	No	Total
1980	4,558	1,509	1,509	53	49	190	147	1,101
1990	6,134	1,905	2,078	81	45	273	122	1,630
1980 - 1990 change	1,576	396	569	28	-4	83	-25	529
Percent change	34.6%	26.2%	37.7%	52.80%	-8.20%	43.70%	-17.0%	-52.0%
2000	7,979	2,391	2,592	114	75	372	225	2,200
1990 - 2000 change	1,845	486	514	33	30	99	103	570
Percent change	40.50%	32.20%	34.10%	62.30%	61.20%	52.10%	70.10%	-48.20%
2010	9,470	2,343	3,355	146	96	442	229	2,858
2000 - 2010 change	1,491	-48	763	32	21	70	4	658
Percent change	18.7%	-2.0%	29.4%	28.1%	28.0%	18.8%	1.8%	29.9%

		Family Households						Non-Family Households
		Married Couples		Male Head – No Spouse		Female Head - No Spouse		(Unrelated Persons)
Children under 18	Total Households	Yes	No	Yes	No	Yes	No	Total
1980 - 2010 change	4,912	834	1,846	93	47	252	82	1,757
Percent change	107.8%	55.3%	122.3%	175.5%	95.9%	132.6%	55.8%	159.6%

Source: Decennial United State Census (1980 – 2010)

Race Representation

According to the U.S. Census Bureau, the information on race in the 2000 Census and beyond cannot be directly compared to the data in earlier censuses because respondents were and are able to select more than one race category. The question sequence was altered and changes were made to the terminology. The category of “some other race” includes responses to the “two or more races” and all other responses not included in those specified in the first four categories. Persons of Hispanic origin are also included in the other race categories.

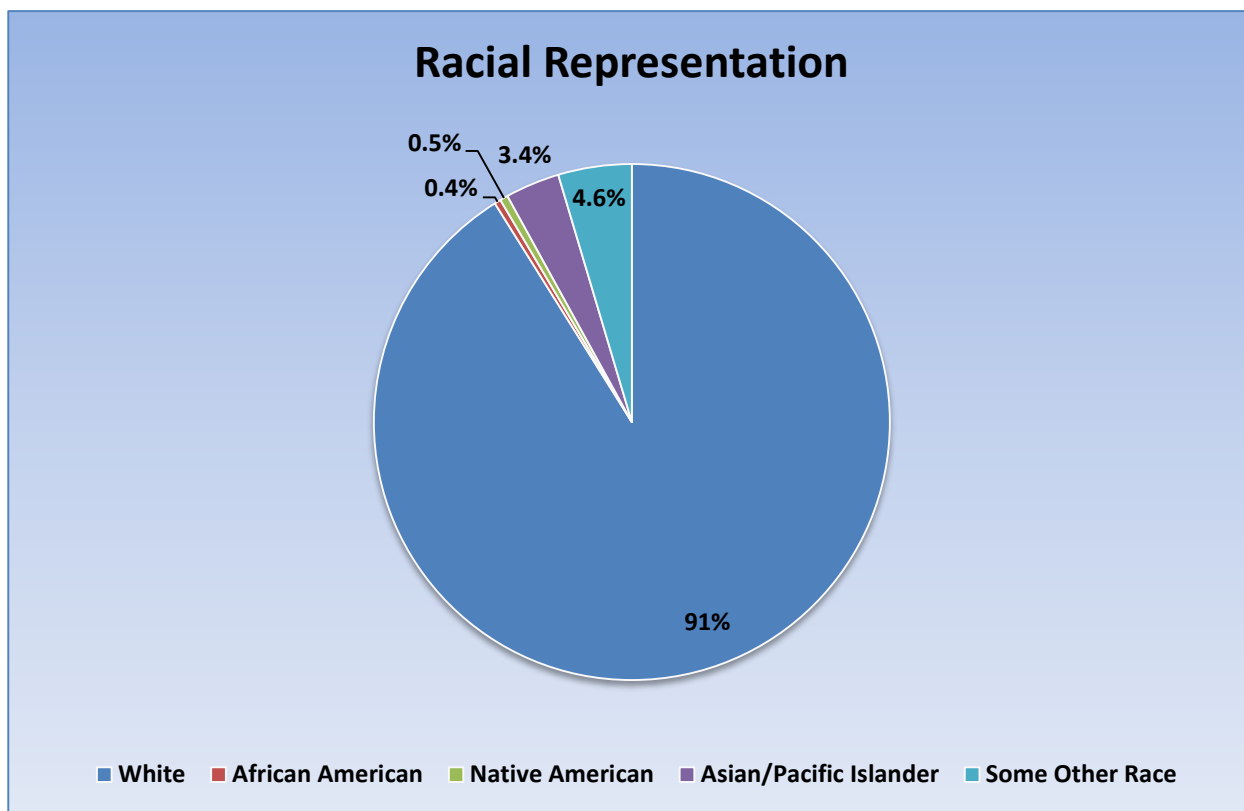
As shown in Table 22, minority racial groups showed some growth in each category between 1980 and 1990. African Americans, Some Other Race, and Hispanic categories showed consistent growth through 2010. The Native American category showed a consistent decline since 1990. The Asian/Pacific Islander category fluctuated slightly, but ultimately showed an increase in the population. As displayed in Table 22, minorities have consistently made up less than 10% of the population of Bainbridge Island since 1980.

Table 22 – Racial Representation

	White	African American	Native American	Asian/Pacific Islander	Some Other Race	Total	Hispanic
1980	11,639	23	70	482	40	12,314	60
Percent of population 1980	95.0%	0.2%	0.6%	3.9%	0.3%	100.0%	0.5%
1990	15,071	43	156	522	54	15,846	237
Percent of population 1990	95.10%	0.30%	1.0%	3.30%	0.30%	100.0%	1.5%
2000	18,863	57	125	509	754	20,308	440
Percent of population 2000	92.9%	0.3%	0.6%	2.5%	3.7%	100.0%	2.2%
2010	20,963	100	111	784	1067	23,025	887
Percent of population 2010	91%	0.4%	0.5%	3.4%	4.6%	100%	3.9%
Change 1980 - 2000	7,224	34	55	27	714	7,994	380
Percent change	62.1%	147.8%	78.8%	5.6%	1785.0%	64.9%	633.3%
Change 2000 - 2010	2,100	43	-14	275	313	2,717	447
Percent change	11.1%	75.4%	-11.2%	54.0%	41.5%	13.4%	101.6%

Source: Decennial United State Census (1980 – 2010)

Chart G – Racial Representation in 2010



Source: Decennial United State Census (2010)

Age Distribution

As can be seen in Table 23 below and Charts H and I that follow, there have been significant changes in age distributions of the Island's population during the thirty-year span from 1980 to 2010. In 1980 Bainbridge Island had a fairly even distribution of age groups. Since that time the population has seen significant increases in the five to seventeen, thirty-five to fifty-nine, and the sixty and over age groups, so much so that these age groups make up 86% of the population. Further analysis of the trend of each age group follows:

- 0 – 4 Age Group: The population of children ages zero to four declined by 10% between 2000 and 2010. This suggests that fewer births are occurring in Bainbridge Island than in previous decades. This age group represents the smallest in size compared to the rest of the age groups.
- 5 – 17 Age Group: The population of children ages five to seventeen increased by 45% between 1990 and 2010. In addition, the representation of this age group stayed around 20% of the population.

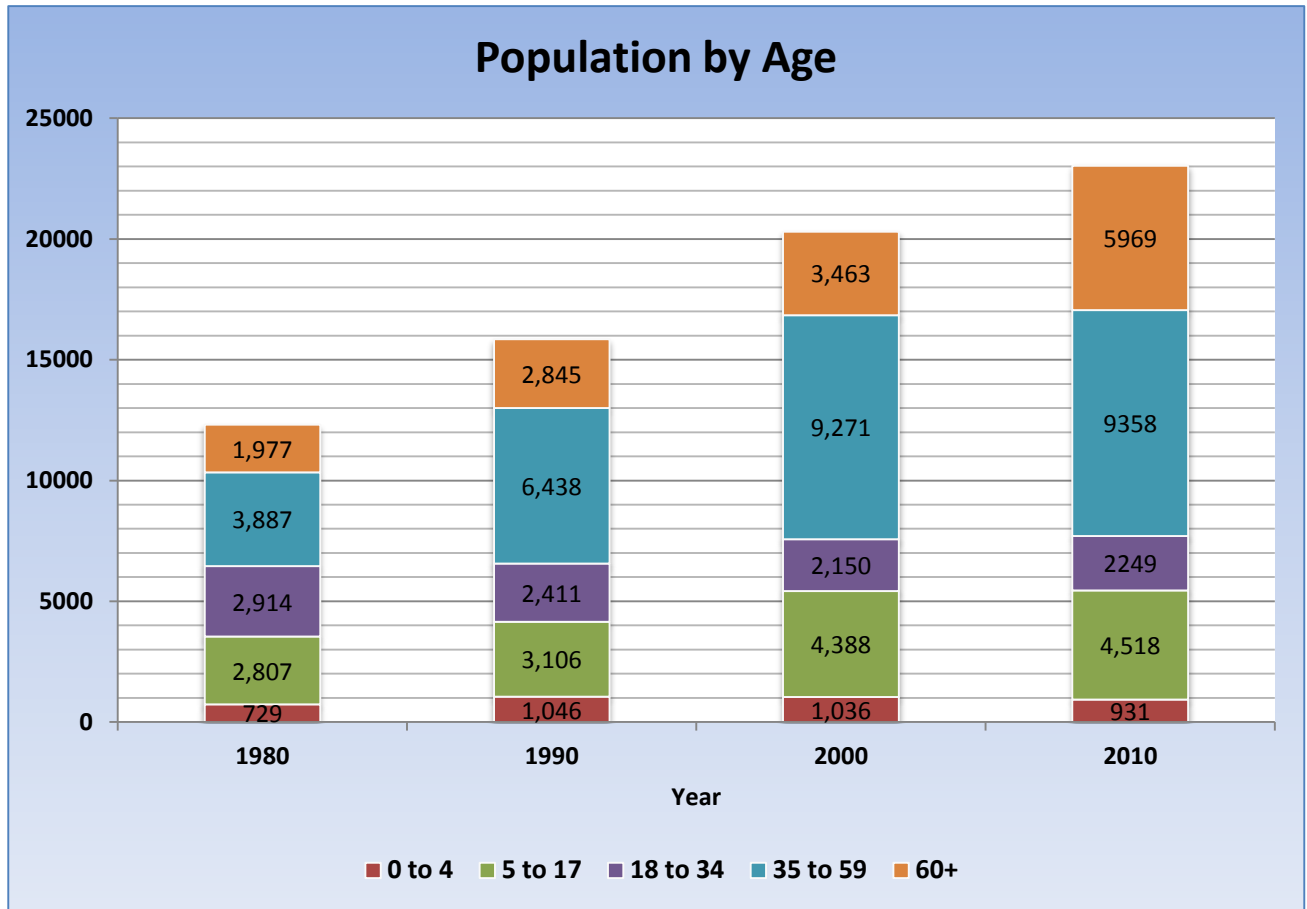
- **18 – 34 Age Group:** The population of adults ages eighteen to thirty-four continuously declined between 1980 and 2000. However, this age group increased by 100 individuals between 2000 and 2010. This age group represents the second smallest in size compared to the rest of the age groups.
- **35 – 59 Age Group:** The population of adults between the ages of thirty-five and fifty-nine has nearly tripled between 1980 and 2010. This age group has consistently represented the largest in size compared to the other age groups.
- **60 and Over Age Group:** The population of adults sixty years and older has increased by 72% between 2000 and 2010. It surpassed the five to seventeen year old age group during this time, making it the second largest age group compared to the other age groups.

Table 23 – Population by Age

Age Group	0 to 4	5 to 17	18 to 34	35 to 59	60+	Total
1980	729	2,807	2,914	3,887	1,977	12,314
Percent of Total	5.90%	22.80%	23.70%	31.60%	16.10%	100%
1990	1,046	3,106	2,411	6,438	2,845	15,846
Percent of Total	6.60%	19.60%	15.20%	40.60%	18.00%	100%
2000	1,036	4,388	2,150	9,271	3,463	20,308
Percent of Total	5.10%	21.60%	10.60%	45.70%	17.10%	100%
2010	931	4,518	2,249	9,358	5,969	23,025
Percent of Total	4.0%	19.6%	9.8%	40.6%	26.0%	100%
Change 1990 - 2010	-115	1,412	-162	2,920	3,124	7,179
Percent Change 1990 - 2010	-11.00%	45.46%	-6.72%	45.36%	109.81%	45.30%
Change 2000 - 2010	-105	130	99	87	2,506	2,717
Percent Change 2000 - 2010	-10.13%	2.96%	4.60%	0.94%	72.37%	13.38%

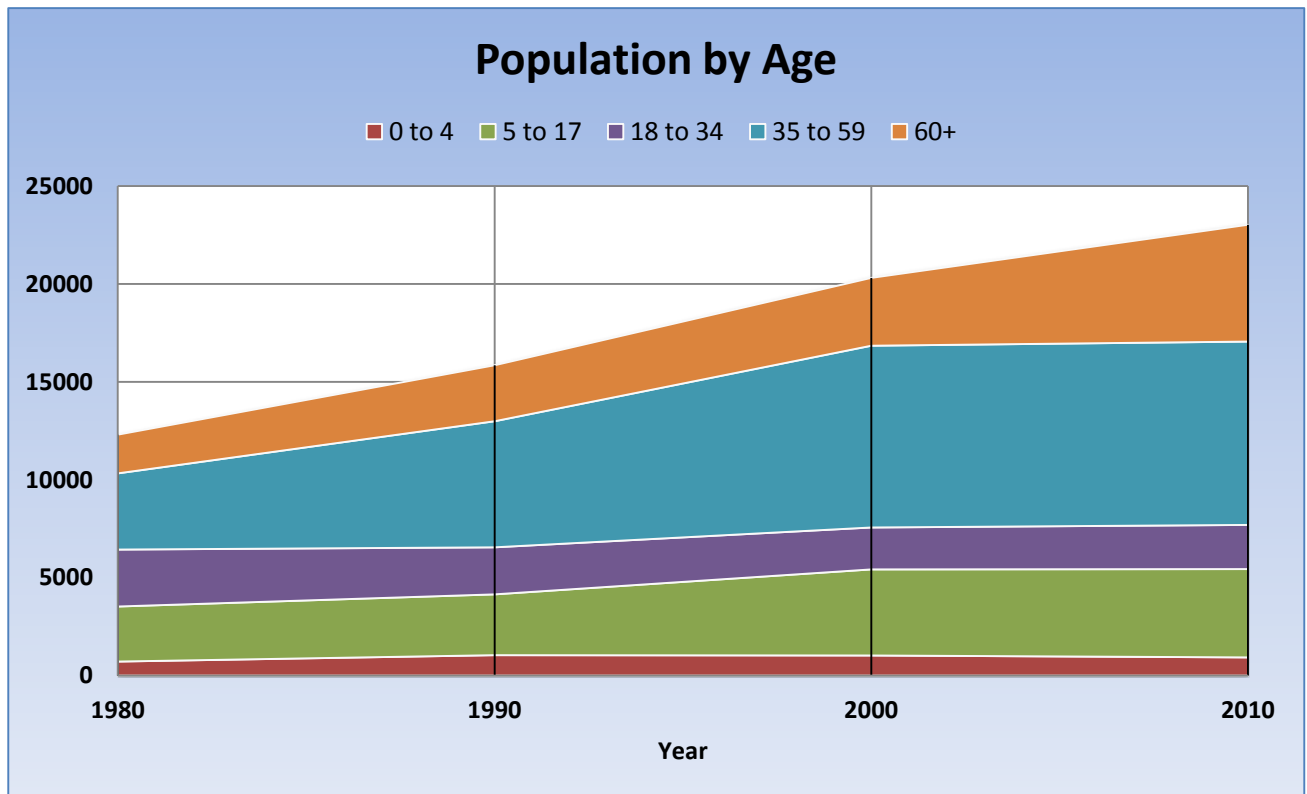
Source: Decennial United State Census (1980 – 2010)

Chart H – Population by Age (Bar Chart)



Source: Decennial United State Census (1980 – 2010)

Chart I – Population by Age (Trend Chart)

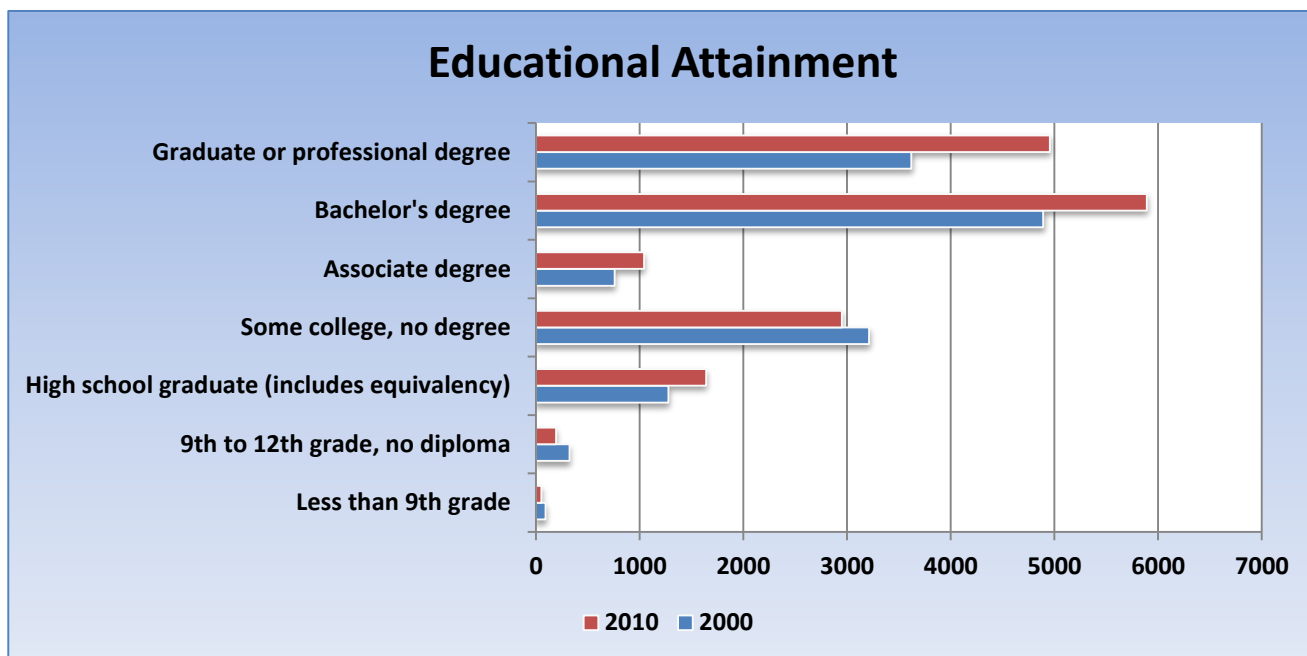


Source: Decennial United State Census (1980 – 2010)

Educational Attainment

Bainbridge Island has a relatively high educational attainment rate. As of 2010, around 98% of the population 25 years old and over had obtained a high school degree or higher and almost 65% of 25 year olds and older obtained a bachelor's degree. In addition, both statistics increased between 2000 and 2010. A detailed breakdown of educational attainment comparing 2000 to 2010 can be seen below in the Chart J.

Chart J – Educational Attainment



Source: Decennial United State Census (1980 – 2010)

Household Income

The Bainbridge Island Median Household Income, according to the 2010 Census, was \$92,558.00 compared to the Kitsap County Median Household Income of \$61,776.00. Between 2000 and 2010, the Bainbridge Median Income jumped \$22,447 compared to Kitsap's increase of \$14,802. However, the percentage increase in Median Income was consistent between Bainbridge Island and the rest of Kitsap County.

Table 24 – Bainbridge Island & Kitsap County Income Figures

	1990	2000	Percent change 1990 and 2000	2010	Percent change 2000 and 2010	Percent change 1990 and 2010
Median Household Income						
Bainbridge	\$ 42,135.00	\$ 70,110.00	66.40%	\$ 92,558.00	32.0%	119.7%
Kitsap	\$ 32,038.00	\$ 46,840.00	46.20%	\$ 61,776.00	31.9%	92.8%
Median Family Household Income						
Bainbridge	\$ 51,971.00	\$ 83,415.00	60.50%	\$ 120,200.00	44.1%	131.3%
Kitsap	\$ 36,942.00	\$ 53,878.00	45.80%	\$ 73,731.00	36.8%	99.6%
Average Household Income						
Bainbridge	\$ 57,751.00	\$ 93,078.00	61.20%	\$ 130,379.00	40.1%	125.8%
Kitsap	\$ 38,095.00	\$ 58,299.00	53.0%	\$ 77,782.00	33.4%	104.2%
Per Capita Income						
Bainbridge	\$ 22,437.00	\$ 37,482.00	67.10%	\$ 53,589.00	43.0%	138.8%
Kitsap	\$ 14,282.00	\$ 22,317.00	56.30%	\$ 31,287.00	40.2%	119.1%

Source: Decennial United State Census (1990 – 2010)

Wage and Employment Data

Employment Status

Table 25 shows the trends of employment status on Bainbridge Island. The combination of an increase in population of 60 years and older age group, who typically are retired or working less, and the Great Recession are likely factors in the increases in the categories “Population Not in the Labor Force” and “Unemployment.”

Table 25 – Employment Status

	2000		2010	
	Number	Percent	Number	Percent
Population 16 years and over	15,626	100%	18,627	100%
In labor force	10,026	64.2%	11,196	60.1%
Civilian labor force	9,929	63.5%	11,125	59.7%
Employed	9,670	61.9%	10,284	55.2%
Unemployed	259	1.7%	841	4.5%
Armed Forces	97	0.6%	71	0.4%
Not in labor force	5,600	35.8%	7,431	39.9%
Own children under 6 years	1,198	100%	1,147	
All parents in family in labor force	513	42.8%	660	57.5%
Own children 6 to 17 years			3,959	3,959
All parents in family in labor force			2,332	58.9%

Source: Decennial United State Census (2000 – 2010)

Table 26 shows the percentages of families and individuals whose incomes in the last year were below the poverty line in the years 2000 and 2010. Almost every category within the Poverty Status Table was higher in the 2010 census verses the 2000 census, but this seems expected at the height of the recession in 2010.

Table 26 – Poverty Status

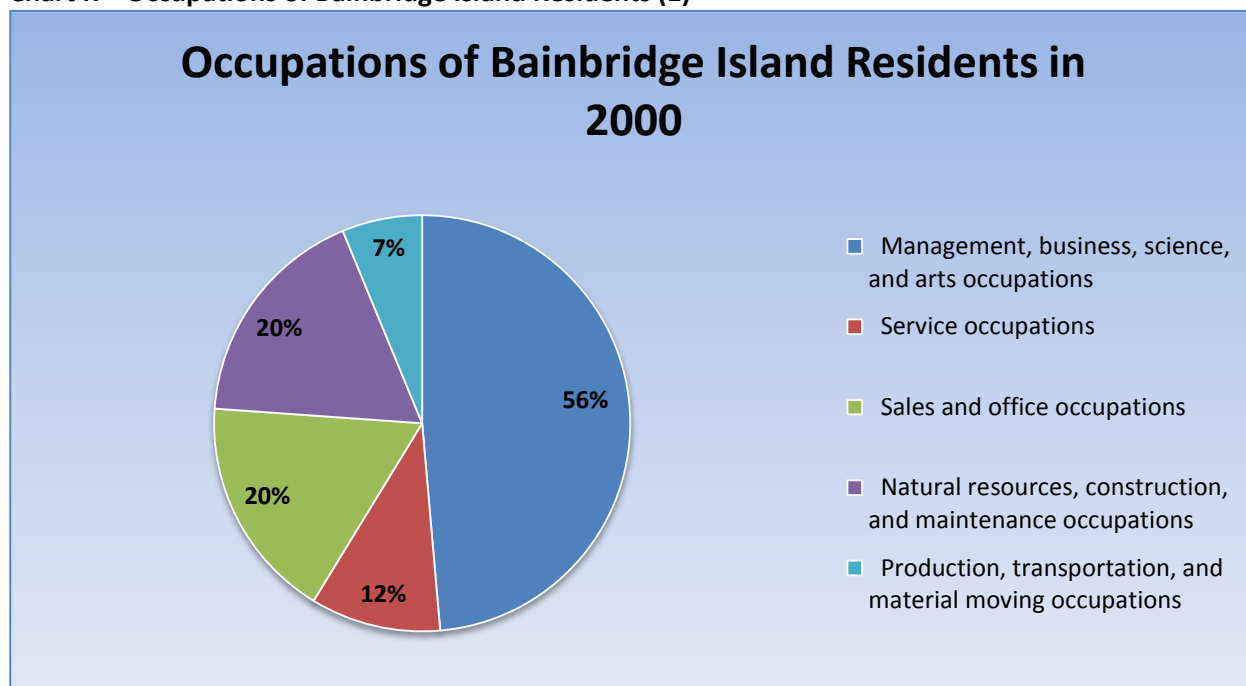
	2000		2010	
	Number	Percent	Number	Percent
All families	171	3%		3.3%
With related children under 18 years	115	3.9%		4.5%
With related children under 5 years only	36	4.1%		10.9%
Married couple families				2.0%
With related children under 18 years				2.6%
With related children under 5 years only				7.5%
Families with female householder, no husband present	72	12.1%		12.9%
With related children under 18 years	55	14%		12.2%
With related children under 5 years only	18	31%		22.9%

	2000		2010	
	Number	Percent	Number	Percent
All people	896	4.4%		5.4%
Under 18 years				5.9%
Related children under 18 years	206	3.8%		5.4%
Related children under 5 years				14.1%
Related children 5 to 17 years	168	3.9%		3.5%
18 years and over	686	4.7%		5.3%
18 to 64 years				6.2%
65 years and over	81	3.3%		2.1%
People in families				3.4%
Unrelated individuals 15 years and over	362	12.8%		16.5%

Source: Decennial United State Census (2000 – 2010)

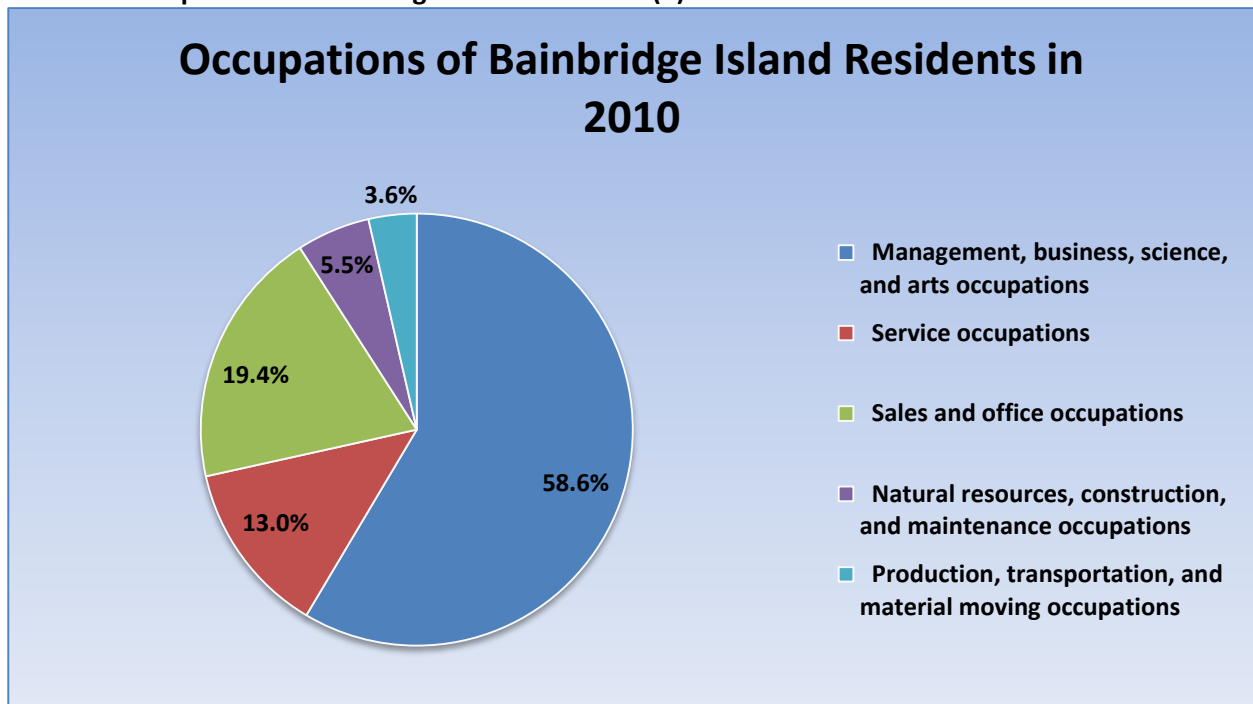
The number of employed residents who are sixteen years and over increased from 9,670 in 2000 to 10,284 in 2010. While the majority of occupational categories were consistent, “Natural Resources, Construction, and Maintenance” occupations decreased by a three-fourths and “Production, Transportation, and Material Moving” occupations decreased by nearly half over the decade. This can be seen in the two occupation charts that follow (Chart K and Chart L).

Chart K – Occupations of Bainbridge Island Residents (1)



Source: Decennial United State Census (2000)

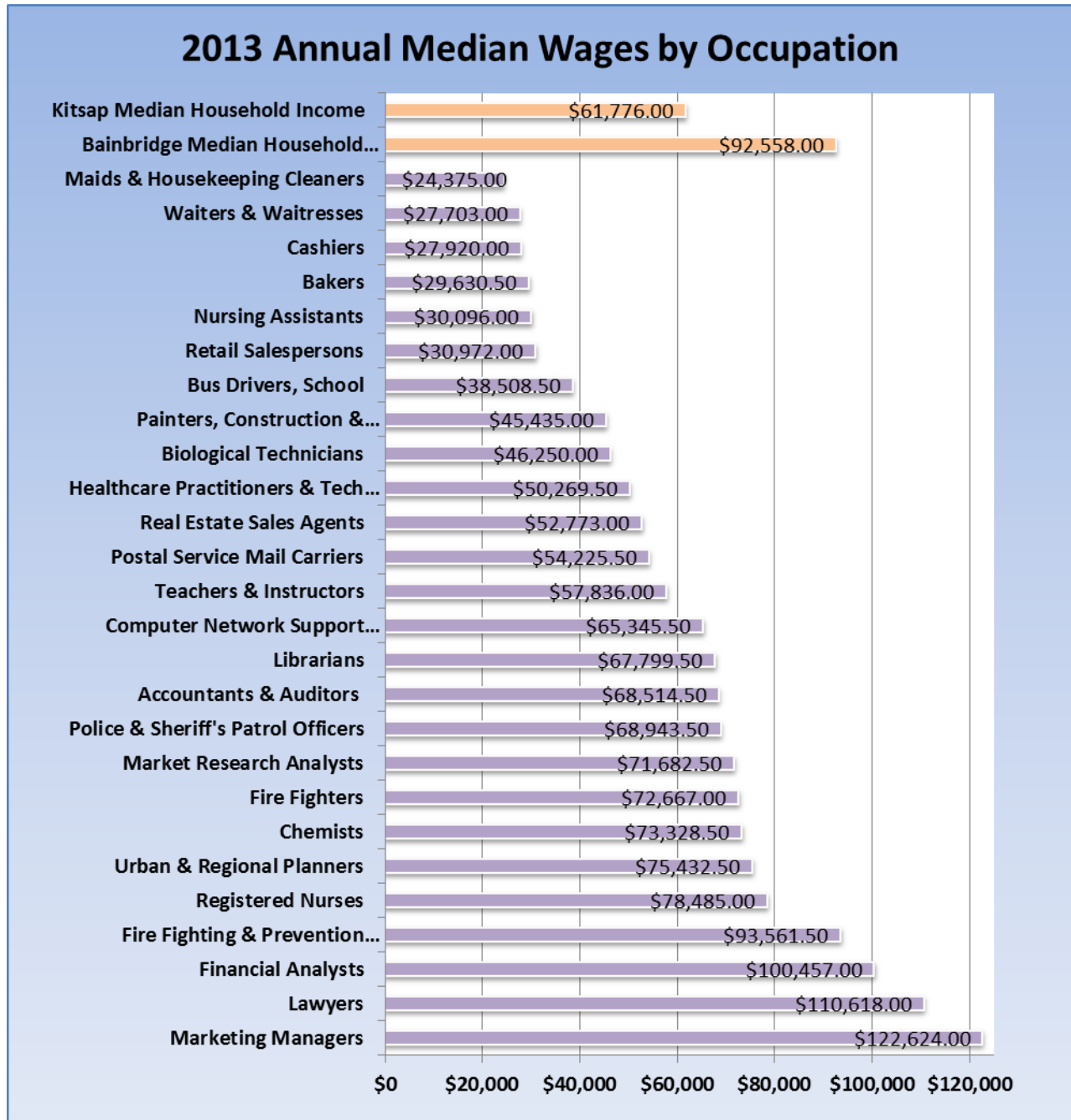
Chart L – Occupations of Bainbridge Island Residents (2)



Source: Decennial United State Census (2010)

Chart M compares the Median Household Income of Bainbridge Island and Kitsap County to the Annual Median Wages for a selected range of occupations found on Bainbridge Island. The occupational wages of the Bremerton-Silverdale area and the Seattle-Bellevue-Everett area were averaged per position to better represent the possible wages of individuals on Bainbridge as surveyed by the Washington State Employment Security Department.

Chart M - Median Income in 2010 versus Median Wages in 2013



Source: 2013 Occupational Employment and Wages Estimates – Labor Market and Economic Analysis, June 2013, Washington State Employment Security Department

Immigration and Migration

As of 2012, almost 90% of householders on Bainbridge Island had moved into their current residence before 2009. Only 38% of Bainbridge Island householders moved into their current residence before 1999. These trends mimic the trends in population growth as well as the economically-charged housing market through the early 2000 before the recession. These numbers are displayed in Chart 27.

Chart 27 – Year Householder Moved into Unit

	Number	Percent
Occupied housing units	9,325	100%
Moved in 2010 or later	964	10.30%
Moved in 2000 to 2009	4,827	51.80%
Moved in 1990 to 1999	2,004	21.50%
Moved in 1980 to 1989	873	9.40%
Moved in 1970 to 1979	376	4.00%
Moved in 1969 or earlier	281	3.00%

Source: American Community Survey 2008-2012

Determining Existing and Future Housing Needs

The Housing Element should include an inventory and analysis of existing and projected housing needs. The element should identify the number of housing units necessary to accommodate projected growth, including government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities.

Determining the existing need for housing at all income levels is an important step for jurisdictions in evaluating current policies and provides the basis for determining future housing needs of projected housing growth.

WAC rules identify topics to consider when looking at housing needs, including:

- Workforce housing
- Jobs-to-housing-balance
- Reasonable measure to address inconsistencies found in the Buildable Lands Report
- Affordable housing

Methods to Assess Housing Needs

Cost Burden Analysis

The US Department of Housing and Urban Development (HUD) defines any household spending more than 30% of household income on housing as “cost burdened.” Extremely cost burdened households are defined as households that pay more than 50 percent of income on housing. Households that pay more than 30 percent of their income for housing may face additional financial challenges for purchasing food, education, transportation, and medical care. Extremely cost-burdened low-income households are at risk of becoming homeless. The percentage of households that are cost burdened, in addition to the percentage that is extremely cost burdened, is an indicator of an existing unmet need for affordable housing.

A cost burden analysis is applied both to renter and owner households. The WAC requires jurisdictions to make adequate housing provisions for all economic segments of the community; a cost burden analysis will help determine the existing and projected housing need. Table 29 displays household income, monthly housing costs, and monthly housing costs as a percent of household income for Bainbridge Island in 2012. Each set is divided into total occupied housing units, owner-occupied housing units, and renter-occupied housing units.

The last set in Table 29 shows the percent of residents whose monthly housing costs make up more than 30% of their income, which is Bainbridge Island’s cost burden analysis. However, there are some important points to make from the other two table sections. As displayed in Table 29A, median household income for owner-occupied housing units (\$110,670) was more than double the median household income of renter-occupied units (\$46,905). The number of owner-occupied housing units (7,329) is over three-and-a-half times the number of renter-occupied units (1,996). The significant difference in income levels between the overall median household income of \$92,558, which is still almost double to the \$46,905 of median income for individuals and families in renter-occupied units, is tied to the types of housing units available.

Table 29A – Cost Burden Analysis: Household Income in 2012

	Total Occupied Housing Units		Owner-Occupied Housing Units		Renter-Occupied Housing Units	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Occupied Housing Units	9,325	+/-256	7,329	+/-323	1,996	+/-254
Household Income in the Past Twelve Months (in 2012 Inflation-Adjusted Dollars)						
Less than \$5,000	1.6%	+/-0.8	1.5%	+/-0.9	1.7%	+/-1.6
\$5,000 to \$9,999	1.8%	+/-1.0	0.7%	+/-0.6	5.9%	+/-4.1
\$10,000 to \$14,999	1.2%	+/-0.8	1.3%	+/-0.9	0.7%	+/-1.1
\$15,000 to \$19,999	3.2%	+/-1.2	1.7%	+/-0.9	8.7%	+/-4.4
\$20,000 to \$24,999	3.3%	+/-1.3	3.6%	+/-1.4	2.3%	+/-2.1
\$25,000 to \$34,999	6.0%	+/-2.0	3.5%	+/-1.2	15.1%	+/-7.6
\$35,000 to \$49,999	11.1%	+/-2.3	9.6%	+/-2.6	16.4%	+/-6.7
\$50,000 to \$74,999	13.1%	+/-2.4	11.6%	+/-2.3	18.2%	+/-6.8
\$75,000 to \$99,999	12.2%	+/-2.1	11.4%	+/-2.2	15.4%	+/-5.1
\$100,000 to \$149,999	19.1%	+/-2.5	21.5%	+/-2.9	10.4%	+/-5.8
\$150,000 or more	27.4%	+/-2.9	33.5%	+/-3.3	5.2%	+/-2.8
Median Household Income	\$92,558	+/-9,860	\$110,670	+/-7,103	\$46,905	+/-10,469

Source: American Community Survey (2008 – 2012)

Table 29B displays Bainbridge Island’s monthly housing costs in 2012. Over 43% of individuals and families pay more than \$2,000 a month in housing costs. Furthermore, 52% of individuals and families that own their housing unit pay more than \$2,000. The majority (31.5%) of renter-occupied housing units pay between \$1,000 and \$1,499 a month. However, 23% of renters pay \$1,500 or more a month for housing. Monthly housing costs will also be useful in the Workforce Housing Analysis.

Table 29B – Cost Burden Analysis: Monthly Housing Costs in 2012

	Occupied housing units		Owner-Occupied Housing Units		Renter-Occupied Housing Units	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Less than \$100	0.2%	+/-0.3	0.2%	+/-0.4	0.0%	+/-1.6
\$100 to \$199	0.7%	+/-0.6	0.8%	+/-0.7	0.7%	+/-1.1
\$200 to \$299	1.9%	+/-1.1	0.6%	+/-0.5	6.6%	+/-4.8
\$300 to \$399	0.8%	+/-0.8	1.1%	+/-1.1	0.0%	+/-1.6
\$400 to \$499	1.7%	+/-0.9	1.6%	+/-0.8	2.4%	+/-2.2
\$500 to \$599	3.2%	+/-1.3	3.2%	+/-1.2	3.4%	+/-3.7
\$600 to \$699	2.9%	+/-1.0	2.7%	+/-1.1	3.7%	+/-2.7
\$700 to \$799	5.2%	+/-1.3	4.8%	+/-1.2	6.8%	+/-3.9
\$800 to \$899	5.2%	+/-2.0	2.8%	+/-1.1	14.0%	+/-7.0
\$900 to \$999	3.7%	+/-1.3	3.4%	+/-1.5	4.8%	+/-2.9
\$1,000 to \$1,499	17.1%	+/-2.4	13.2%	+/-2.3	31.5%	+/-6.8
\$1,500 to \$1,999	13.3%	+/-2.2	13.7%	+/-2.5	11.7%	+/-4.6
\$2,000 or more	43.4%	+/-2.9	52.0%	+/-3.0	11.9%	+/-5.7
No cash rent	0.6%	+/-0.5	(X)	(X)	2.7%	+/-2.1
Median (dollars)	1,800	+/-87	2,079	+/-120	1,089	+/-105

Source: American Community Survey (2008 – 2012)

Table 29C shows the calculation of five different income groups' cost burden. Based on 2012 data, over 35% of all residents at all income levels experience housing cost burden on Bainbridge Island. Almost 34% of individuals and families at all income levels who live in owner-occupied housing units are cost burdened. The majority (around 14%) of these residents have an income of \$75,000 or more a year. Almost 40% of individuals and families at all income levels who live in renter-occupied housing units are cost burdened. The majority (around 28%) of these residents have an annual income between zero and \$34,999. This means that as of 2012, 569 renters on the Island that have an income of \$34,999 or less are housing cost burdened. This is concerning as lower income cost burdened households are more likely to have to choose between housing costs and other necessities.

Table 29: C - Monthly Housing Costs as a Percentage of Household Income in 2012

	Occupied housing units		Owner-Occupied Housing Units		Renter-Occupied Housing Units	
Monthly Housing Costs	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Monthly Housing Costs as a Percentage of Household Income in the Past 12 Months						
Less than \$20,000	6.8%	+/-1.8	4.6%	+/-1.6	15.0%	+/-6.0
Less than 20 percent	0.8%	+/-0.6	0.6%	+/-0.6	1.3%	+/-1.1
20 to 29 percent	0.3%	+/-0.3	0.3%	+/-0.4	0.0%	+/-1.6
30 percent or more	5.8%	+/-1.8	3.6%	+/-1.5	13.8%	+/-5.9
\$20,000 to \$34,999	9.3%	+/-2.2	7.1%	+/-1.7	17.4%	+/-7.6
Less than 20 percent	1.1%	+/-0.9	0.8%	+/-0.6	2.3%	+/-3.6
20 to 29 percent	0.7%	+/-0.5	0.8%	+/-0.6	0.5%	+/-0.7
30 percent or more	7.5%	+/-2.0	5.5%	+/-1.7	14.7%	+/-7.1
\$35,000 to \$49,999	10.9%	+/-2.3	9.6%	+/-2.6	15.8%	+/-6.7
Less than 20 percent	2.5%	+/-1.0	2.3%	+/-1.0	3.1%	+/-3.7
20 to 29 percent	2.6%	+/-1.3	1.2%	+/-1.1	7.5%	+/-4.8
30 percent or more	5.9%	+/-1.7	6.1%	+/-2.0	5.2%	+/-2.9
\$50,000 to \$74,999	12.9%	+/-2.4	11.6%	+/-2.3	17.6%	+/-6.9
Less than 20 percent	4.2%	+/-1.3	3.9%	+/-1.4	5.5%	+/-3.6
20 to 29 percent	4.1%	+/-1.3	2.9%	+/-1.1	8.5%	+/-5.4
30 percent or more	4.6%	+/-1.3	4.9%	+/-1.5	3.6%	+/-2.2
\$75,000 or more	58.8%	+/-3.2	66.3%	+/-3.2	31.0%	+/-8.1
Less than 20 percent	31.5%	+/-3.0	35.1%	+/-3.5	18.3%	+/-6.2
20 to 29 percent	16.0%	+/-2.3	17.5%	+/-2.5	10.7%	+/-5.8
30 percent or more	11.3%	+/-2.2	13.8%	+/-2.6	2.1%	+/-2.0
Zero or negative income	0.7%	+/-0.5	0.7%	+/-0.5	0.5%	+/-0.8
No cash rent	0.6%	+/-0.5	(X)	(X)	2.7%	+/-2.1

Source: American Community Survey (2008 – 2012)

Housing cost burden is one important measure of how well the existing housing market is meeting actual needs of residents. Policy implications could include measures to stimulate housing production and a variety of housing types. Previous indicators and this analysis suggest that an increased production in apartments, both market-rate and rent-assisted, would benefit the City of Bainbridge. However, there are limits to meeting affordability needs through new housing production alone and a full range of other tools targeted specifically to affordable, below market rate housing preservation and production are necessary as well.

Affordability by Income Level Analysis

Affordability of housing is considered in relation to the amount of income available to households. PSRC suggests Area Median Income (AMI) as a benchmark of the median income assessed by HUD at the

Metropolitan Statistical Area or the Fair Market Rent Area, which is used to determine eligibility for subsidized housing. To determine the AMI associated with our jurisdiction, household incomes were divided into the categories below representing different levels of affordability based on the Median Family Income of Bainbridge Island in 2012.

This method of analysis complements and builds upon the employment and household growth targets set by each county and meets GMA and VISION 2040 requirements to plan for a range of housing options and affordability at all income levels. When applied to the existing housing stock, this analysis provides a measure of existing need. With a few simple assumptions, future need can be described based on the percent of households in each income category.

Table 30 – Area Median Income Categories (Comparing Regional and Jurisdictional Shares)

Income Category	Percent Area Median Income (AMI)	Regional Share	Jurisdictional Share	Household Income Ranges
Upper-income households	Earning more than 120% of AMI	35% of households	46% of households	\$111,070 and Above
Middle-income households	Earning 80% to 120% of AMI	22% of households	13% of households	\$74,047 - \$111,070
Moderate-income households	Earning 50% to 80% of AMI	18% of households	13% of households	\$74,047 - \$46,279
Low-income households	Earning 30% to 50% of AMI	12% of households	17% of households	\$46,279 - \$27,767
Very low-income households	Earning less than 30% of AMI	13% of households	11% of households	\$27,767 - \$0.00

Source: PSRC Housing Element Guide 2014 and American Community Survey (2008-2012)

The above table shows that Bainbridge Island's jurisdictional share deviates from the proscribed regional share. The number of upper-income households is 10% higher than suggested, while the middle-income and moderate-income are 9% and 5% lower respectively. This first step in the affordability by income analysis suggests that Bainbridge Island could increase its stock of middle- and moderate-income households.

Table 31 gives the number of housing units per price range on Bainbridge Island based on 2013 data from Kitsap County's Assessor's Office. The data removed all assessed land that did not have any

additional value added and rolled up housing number values into set price ranges to see how many housing units were in a specific price range. This can be an indicator of how many units are in each income price range and how many units at specific price ranges the City could encourage to promote affordable housing at all income levels.

The data gives some insight to the current housing stock on Bainbridge Island. Based on the number of assessed value units, over half of the housing units on the Island are condominiums, mobile homes, or homes between the \$100,000 to \$299,999 price ranges. The number of condominiums on the Island has increased over the last decade with a number of developments in the Winslow area including Harbor Square and some of the Grow properties. Condominiums are an effective approach to housing an aging population, which is consistent with the demographic information on Bainbridge. However, this housing does not support young families who want to raise a family in a house on the Island. As shared earlier, the average single family home value is nearly \$700,000 this year. The number of housing units in the market value ranges compared to the number of income households is another indicator that more affordable housing is needed in the middle, moderate and lower income ranges.

Table 31 – Number of Housing Units per Price Range

Market Value Range	Count in Range	Percentage
\$0.00 - \$49,999	37	0.66%
\$50,000 - \$99,999	244	4.36%
\$100,000 - \$199,999	1350	24.15%
\$200,000 - \$299,999	1588	28.41%
\$300,000 - \$399,999	909	16.26%
\$400,000 - \$499,999	479	8.57%
\$500,000 - \$599,999	301	5.38%
\$600,000 - \$699,999	168	3.01%
\$700,000 - \$799,999	107	1.91%
\$800,000 - \$899,999	64	1.14%
\$900,000 - \$999,999	77	1.38%
\$1,000,000 - \$1,999,999	186	3.33%
\$2,000,000 - \$2,999,999	41	0.73%
\$3,000,000 - \$3,999,999	10	0.18%
\$4,000,000 - \$4,999,999	8	0.14%
\$5,000,000 - \$5,999,999	7	0.13%
\$6,000,000 - \$6,999,999	3	0.05%
\$7,000,000 - \$7,999,999	3	0.05%
\$8,000,000 - \$8,999,999	1	0.02%
\$9,000,000 - \$9,999,999	7	0.13%
Total	5590	100.00%

Source: Kitsap County Assessor's Office – 2013 Assessed Value Data

Table 32 compares rent limits based on 2013 Income Limits for Seattle-Bellevue HUD Metro Fair Market Rent Area to current market rental prices on Bainbridge Island. The purpose of this analysis is to show the range of rental amounts that would be affordable for different sizes of housing units and households. Based on the AMI categories above, the average rental prices are affordable at the top of the income ranges while 43% of households in the community are cost burdened and qualify for assistance or more opportunities for affordable housing. It is important to reiterate that 28% of residents on the Island are very-low or low income and only around 6% of housing units are dedicated to affordable housing on Bainbridge Island (including rental and Ferncliff Village houses).

Table 32 – Affordable Rents by Bedroom Size

Unit Type	2014 Average Rental Price	Very low-income households (< 30% MFI)	Low-income households (30% - 50% AMI)	Moderate-income households (50% - 80% AMI)
Studios	\$ 944.00	\$ 455.00	\$ 758.00	\$ 1,127.00
1 BR	\$ 981.00	\$ 487.00	\$ 813.00	\$ 1,208.00
2 BR	\$ 1,384.00	\$ 585.00	\$ 976.00	\$ 1,450.00
3 BR	\$ 1,744.00	\$ 676.00	\$ 1,127.00	\$ 1,675.00

Source: 2013 Income Limits for Seattle-Bellevue HMFA and Phone Survey Conducted 10/27/2014 – 10/28/2014

Ideally, the existing stock of housing will be affordable to meet the needs of households at all income levels. A shortfall of housing affordable at any income level, particularly levels below 80% of AMI, indicates an existing need that should be addressed through new policies in the Housing Element. Based on the above data, there are shortfalls for middle- and moderate-income households in general and the number of rental units for very low- and low-income households. As a related issue, vacancy rates across segments or the entirety of the housing market are also a major factor in housing availability and price. Low vacancy rates can exert upward pressure on rents and low vacancy rates themselves mean that relatively few units are available to meet households that need housing at any one time. As displayed earlier in this report and previous reports, Bainbridge Island has had and continues to have historically low vacancy rates.

Workforce Housing

Workforce housing refers to housing that is affordable to individuals employed in the community, especially housing at affordability levels that are not provided for adequately by the private market. The WAC requires jurisdictions to address the housing needs of the local workforce in Comprehensive Planning. If there is no housing that is affordable to employees at local public and private employers, workers may have longer commutes, undermining goals for transportation and the environment.

Table 33 displays selected professions common to citizens of Bainbridge Island and whether they work on the Island or in Seattle. Each position can be compared to the top two measures at the top of the table ('Household Income Needed to Purchase Average Priced Home in 2013: \$602,500' and 'Median Income') to see if the income the profession provides meets median affordability.

It is important to point out that the calculation for 'Affordable Home Prices' is actually lower because this calculation does not include the costs of a mortgage, insurance, or repairs and upkeep. The assumptions needed for this calculation vary too much in reality to the fluctuations of the housing market in the last decade. Assessed value has increased with the housing bubble, significantly decreased with the housing market crash, and increased with the recovery over this period of time. Those fluctuations in assessed value have a significant impact on taxes, interest rates, and ultimately house insurance. In addition, a home owner may increase the value of their home through renovation or decrease the value of their home by not keeping up with maintenance and repairs. All of these factors influence affordability.

Table 33 – Workforce Housing Affordability

	Affordable Home Price (30 yr fixed mortgage)	Interest Rate	Max. Monthly Mortgage Payment (Principal & Interest)	Estimate of Monthly Real Estate Taxes/ Insurance	Other Fees (e.g. Ground Lease, HOA)	Available for Annual Mortgage Payment below cost burdened benchmark (30% Monthly Income)	Annual Income
Average Bainbridge Island Single-Family Home Sales Price in 2013: \$602,500							
Median Income	\$320,357	5.50%	\$1,818.95	\$375.00	\$120.00	\$2,314	\$92,558
Marketing Managers	\$430,723	5.50%	\$2,445.60	\$500.00	\$120.00	\$3,066	\$122,624
Lawyers	\$386,667	5.50%	\$2,195.45	\$450.00	\$120.00	\$2,765	\$110,618
Financial Analysts	\$350,733	5.50%	\$1,991.43	\$400.00	\$120.00	\$2,511	\$100,457
Fire Fighting & Prevention Supervisors	\$324,777	5.50%	\$1,844.05	\$375.00	\$120.00	\$2,339	\$93,562
Registered Nurses	\$262,796	5.50%	\$1,492.13	\$350.00	\$120.00	\$1,962	\$78,485
Urban & Regional Planners	\$249,358	5.50%	\$1,415.83	\$350.00	\$120.00	\$1,886	\$75,433
Chemists	\$240,094	5.50%	\$1,363.23	\$350.00	\$120.00	\$1,833	\$73,329
Fire Fighters	\$245,985	5.50%	\$1,396.68	\$300.00	\$120.00	\$1,817	\$72,667
Market Research Analysts	\$241,652	5.50%	\$1,372.08	\$300.00	\$120.00	\$1,792	\$71,683
Police & Sheriff's Patrol Officers	\$229,592	5.50%	\$1,303.60	\$300.00	\$120.00	\$1,724	\$68,944
Accountants & Auditors	\$227,703	5.50%	\$1,292.88	\$300.00	\$120.00	\$1,713	\$68,515

	Affordable Home Price (30 yr fixed mortgage)	Interest Rate	Max. Monthly Mortgage Payment (Principal & Interest)	Estimate of Monthly Real Estate Taxes/ Insurance	Other Fees (e.g. Ground Lease, HOA)	Available for Annual Mortgage Payment below cost burdened benchmark (30% Monthly Income)	Annual Income
Librarians	\$224,555	5.50%	\$1,275.00	\$300.00	\$120.00	\$1,695	\$67,800
Computer Network Support Specialists	\$213,750	5.50%	\$1,213.65	\$300.00	\$120.00	\$1,634	\$65,346
Teachers & Instructors	\$189,489	5.50%	\$1,075.90	\$250.00	\$120.00	\$1,446	\$57,836
Postal Service Mail Carriers	\$173,594	5.50%	\$985.65	\$250.00	\$120.00	\$1,356	\$54,226
Real Estate Sales Agents	\$167,197	5.50%	\$949.33	\$250.00	\$120.00	\$1,319	\$52,773
Healthcare Practitioner & Tech Workers	\$156,176	5.50%	\$886.75	\$250.00	\$120.00	\$1,257	\$50,270
Biological Technicians	\$147,282	5.50%	\$836.25	\$200.00	\$120.00	\$1,156	\$46,250
Painters, Construction & Maintenance	\$143,693	5.50%	\$815.88	\$200.00	\$120.00	\$1,136	\$45,435
Bus Drivers, School	\$122,004	5.50%	\$692.73	\$150.00	\$120.00	\$963	\$38,509
Retail Salesperson	\$88,818	5.50%	\$504.30	\$150.00	\$120.00	\$774	\$30,972
Nursing Assistants	\$84,961	5.50%	\$482.40	\$150.00	\$120.00	\$752	\$30,096
Bakers	\$82,914	5.50%	\$470.78	\$150.00	\$120.00	\$741	\$29,631

	Affordable Home Price (30 yr fixed mortgage)	Interest Rate	Max. Monthly Mortgage Payment (Principal & Interest)	Estimate of Monthly Real Estate Taxes/ Insurance	Other Fees (e.g. Ground Lease, HOA)	Available for Annual Mortgage Payment below cost burdened benchmark (30% Monthly Income)	Annual Income
Cashiers	\$75,380	5.50%	\$428.00	\$150.00	\$120.00	\$698	\$27,920
Waiters & Waitresses	\$74,425	5.50%	\$422.58	\$150.00	\$120.00	\$693	\$27,703
Maids & House Cleaners	\$59,771	5.50%	\$339.38	\$150.00	\$120.00	\$609	\$24,375

Source: 2013 Occupational Employment and Wage Estimates Washington State Employment Security Department Labor Market and Economic Analysis, June 2013

An analysis of housing needs for the local workforce will strengthen planning efforts to ensure housing affordability for the individuals who work within the jurisdiction. Based on the above numbers, a gap in housing affordable for the workforce has been identified. Workers in service professions may be challenged to find affordable housing near their employment. This can cause workers to have to travel longer distances to work. This increase in transportation costs increases their cost burden as well as adding demands to the transportation system and the environment. Programs and regulations may be needed to create opportunities for more affordable ownership or rental housing. Development incentives tied to affordability have proven successful for providing housing that meets the needs of the workforce.

Jobs/Housing Balance

Jobs/housing balance is a measure that compares the amount of employment vs. the amount of housing in a specific geographic area. Typically, a jobs/housing balance is calculated by dividing jobs within in geography by the number of housing units in that geography. There are approximately 1.15 jobs for every housing unit in the 4-county central Puget Sound region as a whole. This is a ratio that is close to representing jobs/housing balance across the entire regional commute-shed. The range included in the average includes jurisdictions with jobs centers with jobs/housing balance as high as 3 jobs per housing unit to more residential communities with less than .5 jobs per housing units. A low jobs/housing ratio indicates a housing-rich “bedroom community,” while a high jobs/housing ratio indicates an employment center.

Providing an appropriate balance between jobs and housing ensures that workers have access to housing near their work. Measuring jobs/housing balance around major employment centers and within individual communities provides jurisdictions an opportunity to work with neighboring cities and towns to reconcile the geographic distribution of housing and employment opportunities. It is important to note that a jobs/ housing balance is already reflected in each jurisdiction’s housing targets developed at the countywide level. Jurisdictions should not modify their housing target based on a jobs/housing analysis, but may use this analysis at a neighborhood level to plan effectively for projected household and employment growth.

Bainbridge Islands jobs/housing balance is .59 jobs for every housing unit in the City, making it a “bedroom community.” PSRC suggests that housing-rich neighborhoods can add employment to provide more access for current residents to economic opportunities. Planning to move toward a more balanced distribution of housing and jobs within a jurisdiction can help to achieve a number of transportation and environmental goals as the need to commute long distances by private auto declines.

Housing + Transportation Costs Index

A Housing + Transportation Costs Index represents the percentage of household income spent on housing and transportation. This tool expands on the cost burden analysis to account for transportation costs. Housing costs may be lower in more suburban areas for modest and low-income households, but

the Housing + Transportation analysis incorporates the resulting increase in transportation for a more comprehensive definition of affordability.

This approach addresses the location of housing within a community and the provision of transportation infrastructure and services as components of the total affordability picture. Increasingly, affordability is defined by the confluence of housing and transportation costs. After the cost of housing, the largest expense for most households is transportation. The location cost of transportation is largely determined by the range of transportation options available in a given location in addition to the average length of the trips for work, education, and other daily needs. Locations with better access to transit and other alternative transportation modes generally result in lower transportation costs. Bainbridge Island residents show a significant increase in their housing + transportation cost burden as a number of residents commute to Seattle, other sections of King County and Kitsap County. Transportation costs can range from the costs of bus passes, ferry passes, and gasoline/maintenance for cars.

The Housing +Transportation analysis may be used to develop affordable housing policies that focus the development of housing, and specifically affordable housing, in areas with lower transportation costs. A Housing +Transportation analysis provides the basis for developing policies and investing financial resources to support equitable transit oriented development (TOD). A recent Sustainable Communities Grant, awarded by HUD to the PSRC, funded the Growing Transit Communities Partnership and Strategy, which outlines strategies to leverage transit investment through equitable TOD. Strategies outlined through the Growing Transit Communities Partnership aim to mitigate and reverse the negative community, environmental, and economic impacts of a high housing and transportation costs by developing policies that facilitate the concentration of affordable housing, employment, and services near transit.

Special Needs Housing

Special needs housing refers broadly to housing accommodations for individuals with physical and mental disabilities, seniors, veterans, individuals with mental illness, individuals with chronic and acute medical conditions, individuals with chemical dependency, survivors of domestic violence, and adult, youth, and families who are homeless. Planning for special needs populations is integral to the success of an economically and socially vibrant Puget Sound Region. Both GMA and the WAC specifically require jurisdictions to “address how the county or city will provide for group homes, foster care facilities, and facilities for other populations with special needs” (WAC 365-196-410)

As displayed above in the Special Needs Housing on page 32, there was an increase in units for assisted living in the last decade. However, with the significant increase in seniors and an aging population, more planning for senior housing could be important to a successful plan for future housing on Bainbridge Island.

Appendix

Washington Administrative Code (WAC)

Furthermore, the WAC recommends the following to meet the requirements of the Housing Element.⁵

The Housing Element shows how a county or city will accommodate anticipated growth, provide a variety of housing types at a variety of densities, provide opportunities for affordable housing for all economic segments of the community, and ensure the vitality of established residential neighborhoods. The following components should appear in the housing element:

- 7) Housing goals and policies.
 - a) The goals and policies serve as a guide to the creation and adoption of development regulations and may also guide the exercise of discretion in the permitting process.
 - b) The housing goals and policies of counties and cities should be consistent with county-wide planning policies and, where applicable, multicounty planning policies.
 - c) Housing goals and policies should address at least the following:
 - i) Affordable housing;
 - ii) Preservation of neighborhood character; and
 - iii) Provision of a variety of housing types along with a variety of densities.
 - d) Housing goals and policies should be written to allow the evaluation of progress toward achieving the housing element's goals and policies.
- 8) Housing inventory
 - a) The purpose of the required inventory is to gauge the availability of existing housing for all economic segments of the community.
 - b) The inventory should identify the amount of various types of housing that exist in a community. The act does not require that a housing inventory be in a specific form. Counties and cities should consider WAC [365-196-050](#) (3) and (4) when determining how to meet the housing inventory requirement and may rely on existing data.
 - c) The housing inventory may show the affordability of different types of housing. It may provide data about the median sales prices of homes and average rental prices.
 - d) The housing inventory may include information about other types of housing available within the jurisdiction such as:
 - i) The number of beds available in group homes, nursing homes and/or assisted living facilities;
 - ii) The number of dwelling units available specifically for senior citizens;
 - iii) The number of government-assisted housing units for lower-income households.
- 9) Housing needs analysis
 - a) The purpose of the needs analysis is to estimate the type and densities of future housing needed to serve all economic segments of the community. The housing needs analysis should

⁵ WAC 365-196-410 – Housing Element – <http://app.leg.wa.gov/wac/default.aspx?cite=365-196-410>; 23 OCT 2014
Page | 63

compare the number of housing units identified in the housing inventory to the projected growth or other locally identified housing needs.

- b) The definition of housing needs should be addressed in a regional context and may use existing data.
- c) The analysis should be based on the most recent twenty-year population allocation.
- d) The analysis should analyze consistency with county-wide planning policies, and where applicable, multicounty planning policies, related to housing for all economic segments of the population.

10) Housing targets or capacity

- a) The housing needs analysis should identify the number and types of new housing units needed to serve the projected growth and the income ranges within it. This should be used to designate sufficient land capacity suitable for development in the land use element.
- b) Counties and cities may also use other considerations to identify housing needs, which may include:
 - i) Workforce housing which is often defined as housing affordable to households earning between eighty to one hundred twenty percent of the median household income.
 - ii) Jobs-to-housing balance, which is the number of jobs in a city or county relative to the number of housing units.
 - iii) Reasonable measures to address inconsistencies found in buildable lands reports prepared under RCW [36.70A.215](#).
 - iv) Housing needed to address an observed pattern of a larger quantity of second homes in destination communities.
- c) The targets established in the housing element will serve as benchmarks to evaluate progress and guide decisions regarding development regulations.

11) Affordable housing – RCW [36.70A.070](#) requires counties and cities, in their housing element, to make adequate provisions for existing and projected needs for all economic segments of the community.

- a) Determining what housing units are affordable.
 - i) In the case of dwelling units for sale, affordable housing has mortgages, amortization, taxes, insurance and condominium or association fees, if any, that consume no more than thirty percent of the owner's gross annual household income.
 - ii) In the case of dwelling units for rent, affordable housing has rent and utility costs, as defined by the county or city that cost no more than thirty percent of the tenant's gross annual household income.
 - iii) Income ranges used when considering affordability. When planning for affordable housing, counties or cities should use income ranges consistent with the applicable county-wide or multicounty planning policies. If no such terms exist, counties or cities should consider using the United States Department of Housing and Urban Development (HUD) definitions found in 24 C.F.R. 91.5, which are used to draft consolidated planning documents required by HUD. The following definitions are from 24 C.F.R. 91.5:
 - (1) Median income refers to median household income.

- (2) Extremely low-income refers to a household whose income is at or below thirty percent of the median income, adjusted for household size, for the county where the housing unit is located.
 - (3) Low-income refers to a household whose income is between thirty percent and fifty percent of the median income, adjusted for household size, for the county where the housing unit is located.
 - (4) Moderate-income refers to a household whose income is between fifty percent and eighty percent of the median income where the housing unit is located.
 - (5) Middle-income refers to a household whose income is between eighty percent and ninety-five percent of the median income for the area where the housing unit is located.
 - b) Affordable housing requires planning from a regional perspective. County-wide planning policies must address affordable housing and its distribution among counties and cities. A county's or city's obligation to plan for affordable housing within a regional context is determined by the applicable county-wide planning policies. Counties and cities should review county-wide affordable housing policies when developing the housing element to maintain consistency.
 - c) Counties and cities should consider the ability of the market to address housing needs for all economic segments of the population. Counties and cities may help to address affordable housing by identifying and removing any regulatory barriers limiting the availability of affordable housing.
 - d) Counties and cities may help to address affordable housing needs by increasing development capacity. In such an event, a county or city affordable housing section should:
 - i) Identify certain land use designations within a geographic area where increased residential development may help achieve affordable housing policies and targets;
 - ii) As needed, identify policies and subsequent development regulations that may increase residential development capacity;
 - iii) Determine the number of additional housing units these policies and development regulations may generate; and
 - iv) Establish a target that represents the minimum amount of affordable housing units that it seeks to generate.
- 12) Implementation plan
- a) The housing element should identify strategies designed to help meet the needs identified for all economic segments of the population within the planning area. It should include, but not be limited to, the following:
 - i) Consideration of the range of housing choices to be encouraged including, but not limited to, multifamily housing, mixed uses, manufactured houses, accessory dwelling units, and detached houses;
 - ii) Consideration of various lot sizes and densities, and of clustering and other design configurations;
 - iii) Identification of a sufficient amount of appropriately zoned land to accommodate the identified housing needs over the planning period; and

- iv) Evaluation of the capacity of local public and private entities and the availability of financing to produce housing to meet the identified need.
- b) The housing element should also address how the county or city will provide for group homes, foster care facilities, and facilities for other populations with special needs. The housing element should provide for an equitable distribution of these facilities among neighborhoods within the county or city.
- c) The housing element should identify strategies designed to ensure the vitality and character of existing neighborhoods. It should show how growth and change will preserve or improve existing residential qualities. The housing element may not focus on one requirement (e.g., preserving existing housing) to the exclusion of the other requirements (e.g., affordable housing) in RCW [36.70A.070](#)(2). It should explain how various needs are reconciled.
- d) The housing element should include provisions to monitor the performance of its housing strategy. A monitoring program may include the following:
 - i) The collection and analysis of information about the housing market;
 - ii) Data about the supply of developable residential building lots at various land-use densities and the supply of rental and for-sale housing at various price levels;
 - iii) A comparison of actual housing development to the targets, policies and goals contained in the housing element;
 - iv) Identification of thresholds at which steps should be taken to adjust and revise goals and policies; and
 - v) A description of the types of adjustments and revisions that the county or city may consider.

Kitsap County

Kitsap Regional Coordinating Council – Countywide Planning Policies for Kitsap⁶

Jobs-Housing Balance:

Jobs-housing balance refers to relationship of housing supply and the job base. There are transportation implications in terms of improving accessibility between where jobs are located and where people live, as well as access to goods, services and other amenities.

Best Practices in Housing:

The County and the Cities recognize the value of housing practices that preserve existing neighborhoods and communities, use land more efficiently, make services more economical, and meet the diverse needs of our county's changing demographics. The Community Design and Development Policies in

⁶ Kitsap County Ordinance 509-2013 - Adopted Kitsap Countywide Planning Policies; 25 NOV 2013;
<http://www.kitsapregionalcouncil.org/library/D%20-%20Countywide%20Policies/CPP%20As%20Adopted%2011%2025%2013.pdf>; 23 OCT 2014

Element F: Contiguous, Compatible and Orderly Development address key innovative practices and design principles for development and housing.

Affordable Housing:

Housing affordability refers to the balance (or imbalance) between household income and housing costs. Affordable housing is a major challenge in Kitsap County.

The following definitions relate to the Countywide Planning Policies: Housing shall mean housing intended for a full range of household incomes. These income levels are defined as follows (WAC 365.196.410 [2]-e-i-C):

- Extremely low-income shall mean those households that have incomes that are at or below 30% of the countywide median.
- Very low-income shall mean those households that have incomes that are within the range of 31 - 50% of the countywide median.
- Low-income shall mean those households that have incomes that are within the range of 51 - 80% of the countywide median.
- Moderate-income shall mean those households that have incomes that are within the range 81- 95% of the countywide median.
- Middle-income shall mean those households that have incomes that are within the range of 96- 120% of the countywide median.
- Upper-income shall mean those households that have incomes above 120% of the countywide median.

Policies for Affordable Housing (AH):

- a) Coordinated process among County, Cities, and housing agencies for determining and fulfilling housing needs, and the equitable distribution of affordable housing at all income levels in Kitsap County:
 - i) The County and the Cities should inventory the existing housing stock consistent with the Growth Management Act synchronized with County and Cities' respective Comprehensive Plan updates, and correlate with current population and economic conditions, past trends, and ten year population and employment forecasts, to determine short and long range housing needs, including rental and home ownership. Navy personnel housing policy should also be considered.
 - ii) Local housing inventories, projections, and equitable distribution strategies should be compiled, updated, and monitored under the coordination of the Kitsap Regional Coordinating Council to identify countywide conditions and projected needs.
 - iii) Sufficient land supply for housing including various housing types shall be identified and monitored through regular updates to the countywide Buildable Lands Analysis [see Element B-1 Land Utilization and Monitoring Programs].

- iv) The County and the Cities should each identify specific policies and implementation strategies in their Comprehensive Plans and should enact implementing regulations to provide a mix of housing types and costs to achieve identified goals for housing at all income levels, including easy access to employment centers.
- v) The County and the Cities shall incorporate a regular review of public health, safety, and development regulations pertaining to housing implementation strategies to assure that:
 - (1) protection of the public health and safety remains the primary purpose for housing standards
 - (2) regulations are streamlined and flexible to minimize additional costs to housing.
- b) Recognizing that the market place makes adequate provision for those in the upper economic brackets, each jurisdiction should develop some combination of appropriately zoned land, regulatory incentives, financial subsidies, and/or innovative planning techniques to make adequate provisions for the needs of middle and lower income persons.
- c) Recognizing the percentage share of the existing and forecasted countywide population and housing stock, as well as the distribution of existing housing for those households below 120% countywide median income, the County and the Cities should develop coordinated strategies to disperse projected housing for those below 120% countywide median income throughout Kitsap County, where they are specifically found to be appropriate, in consideration of existing development patterns and densities. These strategies should promote the development of such housing in a dispersed pattern so as not to concentrate or geographically isolate low-income housing in a specific area or community.
- d) Provision of affordable housing for households below 120% countywide median income should include:
 - i) Housing options located throughout Kitsap County in Urban Growth Areas and Rural Communities, as defined in Element D (2-a), in a manner to provide easy access to transportation, employment, and other services.
 - (1) Designated Centers should include such housing options.
 - (2) Rural self- help housing programs should be encouraged first in UGA's and Rural Communities and then allowed in other appropriate areas as defined by the U.S. Department of Agriculture.
 - ii) Local Comprehensive Plan policies and development regulations that encourage and do not exclude such housing.
 - iii) Housing strategies that include:
 - (1) preservation, rehabilitation and redevelopment of existing neighborhoods as appropriate, including programs to rehabilitate and/or energy retro-fit substandard housing;
 - (2) provision for a range of housing types such as multi-family, single family, accessory dwelling units, cooperative housing, and manufactured housing on individual lots and in manufactured housing parks;
 - (3) housing design and citing compatible with surrounding neighborhoods;

- (4) mechanisms to help people purchase their own housing, such as low interest loan programs, "self-help" housing, and consumer education.
- (5) innovative regulatory strategies that provide incentives for the development of such housing, such as: reducing housing cost by subsidizing utility hook-up fees and rates, impact fees, and permit processing fees; density incentives; smaller lot sizes; zero lot line designs; inclusionary zoning techniques, such as requiring housing for specified income levels in new residential developments; transfers of development rights and/or a priority permit review and approval process and/or other provisions as appropriate.
- iv) Housing policies and programs that address the provision of diverse housing opportunities to accommodate the homeless, the elderly, physically or mentally challenged, and other segments of the population that have special needs.
- v) Participation with housing authorities to facilitate the production of such housing. The County and the Cities shall also recognize and support other public and private not-for-profit housing agencies. Supporting housing agencies is encouraged through public land donations, guarantees, suitable design standards, tax incentives, fee waivers, providing access to funding sources and support for funding applications, or other provisions as appropriate.

The County and the Cities shall collaborate with PSRC to evaluate availability of appropriate housing types to serve future residents and changing demographics.

APPENDIX D: ISLAND-WIDE TRANSPORTATION PLAN

The [Island-wide Transportation Plan \(IWTP\)](http://www.bainbridgewa.gov/708/Island-wide-Transportation-Plan-IWTP-Upd) can be viewed on the City's website. See hyperlink below.

<http://www.bainbridgewa.gov/708/Island-wide-Transportation-Plan-IWTP-Upd>

APPENDIX E: WINSLOW MASTER PLAN

The [Winslow Master Plan](http://www.bainbridgewa.gov/431/Winslow-Master-Plan) can be viewed on the City's website. See hyperlink below.

<http://www.bainbridgewa.gov/431/Winslow-Master-Plan>

ORDINANCE NO. 97-16

AND ORDINANCE of the City of Bainbridge Island, Washington, amending the City's Comprehensive Plan to incorporate recommendations of the Lynwood Center Special Planning Area Report and Final Recommendations, amend the Land Use Map of the Comprehensive Plan and create a new section of the Comprehensive Plan.

WHEREAS, the City adopted a Comprehensive Plan on September 1, 1994, which has subsequently been amended; and

WHEREAS, the City undertook the Lynwood Center Special Planning Area process as designated in Policy NSC 1.2 of the Land Use Element of the Comprehensive Plan and which process is set out in BIMC 18.115, Special Planning Area Process; and

WHEREAS, after extensive deliberations and two public meetings, the Lynwood Center Special Planning Area Report and Final Recommendations was prepared dated, January 3, 1997; and

WHEREAS, implementation of the Lynwood Center Report and Final Recommendations requires amendments to the Comprehensive Plan which are now being presented in accordance with BIMC 18.115.080 and BIMC 18.117; now therefore

THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON DO ORDAIN, as follows:

Section 1. The City's Comprehensive Plan, adopted by Section 2 of Ordinance No. 94-21, as amended, is further amended in accordance with the amendments as set forth below:

AMENDMENT TO THE LAND USE ELEMENT

Neighborhood Service Centers

NSC 1.2

Lynwood Center

Any new development or expansion of existing development in Lynwood Center will be required to connect to public sewer, when available or meet other Health District requirements, when appropriate. ~~Once public sewer is in place, Lynwood Center may be able to accommodate additional growth beyond what is currently recommended in the Plan.~~

Lynwood Center is designated as a Special Planning Area. ~~The boundaries for Lynwood Center as shown on the Land Use Map may be changed during the special planning process.~~

Reduce the commercial area of Lynwood Center as shown on the Land Use Map. Allow R-5 with public water and sewer in the area that has been changed from commercial to residential use. The use of TDRs or affordable-housing bonus density would not be required, but affordable housing would be encouraged.

Rezone the Island Trade District to Neighborhood Service Center to ensure coordinated and compatible uses in the neighborhood service center. Allow up to 12 residential units per acre along with commercial uses (if served by public sewer and water) on the commonly owned parcels on Lynwood Center between Baker Hill Road and Point White Drive, as shown on the Land Use Map (Tax Parcel #s 041402-1-012-2006, 042402-1-047-2005, 042402-1-048-2004, 042402-1-049-2003, 042402-1-050-2009), provided that a community center is constructed that is of similar style and quality to the entire development. Higher density may be achieved with affordable housing.

Allow the existing lumberyard pier (Tax Parcel # 042402-1-019-2009) to be rebuilt with commercial uses consistent with the Bainbridge Island Shoreline Management master Program, 1996. Parking for this use must be located either on the parcel directly north of this parcel (Tax Parcel # 042402-046-2006) or on that parcel to the west (Tax Parcel # 042402-1-021-2005). The City should pursue public funds, whether from the sale of road-end property or other sources, to combine with private funds to construct a public access pier or acquire other public beach access.

The parcel of land located on Point White Drive, directly adjacent to the western boundary of the NSC, as shown on the Land Use Map (Tax Parcel #042402-1-021-2005), is designated OSR-2 with the provision that density may be increased to 3 units per acre on the condition that a public access easement be granted for that portion of the parcel that lies to the south of Point White Drive along the waters of Rich Passage and adjacent to the old lumberyard pier.

Any future development adjacent to the Shel - chelb estuary and associated stream corridor should consider the sensitive nature of this unique environmentally sensitive area.

The *Lynwood Center Report and Final Recommendations* is included in the section of the Comprehensive Plan entitled Subarea Plans.

NSC 1.9

The land use regulations shall have design standards for:

- Building height, bulk, massing and articulation to promote a pedestrian scale

- Parking requirements, including location of parking to the rear or side yards, unless otherwise provided for in a Special Planning Area plan
- Landscaping, including parking lots and buffer areas between higher and lower intensity uses and consideration of trees that allow solar access
- Lighting standards that prevent unnecessary glare on neighboring residential properties
- Location and screening of service areas such as dumpsters
- Open space
- Pedestrian linkages

Historic Preservation

HP 2.7

To ensure the preservation of the historic character of the the Lynwood Center building, the Pleasant Beach Grill and the Serenity House, any additions to, or redevelopment of, the existing structures should be located to the rear and should be consistent with the character of the older structure, if possible. The City should engage in cooperative efforts with owners to encourage preservation of the older structures.

AMENDMENT TO THE TRANSPORTATION ELEMENT

TR 2.12

Access to the residential areas west of the Lynwood Center Neighborhood Service Center should be located along property lines and shared by adjacent landowners in order to minimize curb cuts on the three major roadways serving the area. Residents should be encouraged to develop a low use, internal roadway system within the residential area, consistent with the City's adopted street standards, to provide both auto and pedestrian access to the commercial area while eliminating the need for each property have its own access.

Section 2. The land use map of the City of Bainbridge Island Comprehensive Plan shall be amended to establish the Lynwood Center Special Planning Area and to include the changes in land use designations as presented in Section 1 of this ordinance.

Section 3. New Figures NSC-1: Lynwood Center Special Planning Area; and NSC-2: Lynwood Center Special Planning Area Land Use shall be added to the Land Use Element.

Section 4. The Bike Plan (Figure 7) shall be amended to include bike lanes on the south side of Point White Drive within the Lynwood Center Special Planning Area boundary.

Section 5. A new section, Subarea Plans, of the Comprehensive Plan shall be established and the Lynwood Center Special Planning Area Report and Final Recommendations shall be included in this new section.

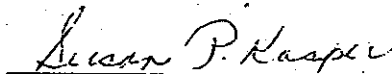
Section 6. The Capital Facilities Element shall be amended to include those capital costs required to implement the recommendations as identified by the City Engineer.

Section 7. This ordinance shall take effect and be in force five days from and after its passage, approval and publication as required by law.

PASSED by the City Council this _____ day of _____, 1997.
APPROVED by the Mayor this _____ day of _____, 1997.

 Mayor Pro Tem
Janet K. West, Mayor

ATTEST/AUTHENTICATE:


Sue Kasper, City Clerk

APPROVED AS TO FORM:

Rod P. Kaseguma, City Attorney

FILED WITH THE CITY CLERK:

PASSED BY THE CITY COUNCIL:

PUBLISHED:

EFFECTIVE DATE:

POSTED:

ORDINANCE NUMBER:

LYNWOOD CENTER
SPECIAL PLANNING AREA
PROPOSED PLANNING AREA BOUNDARY

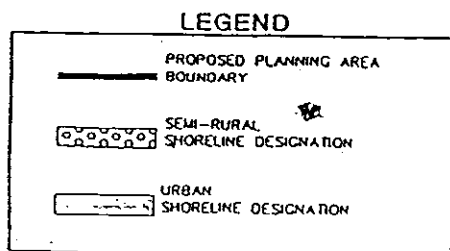
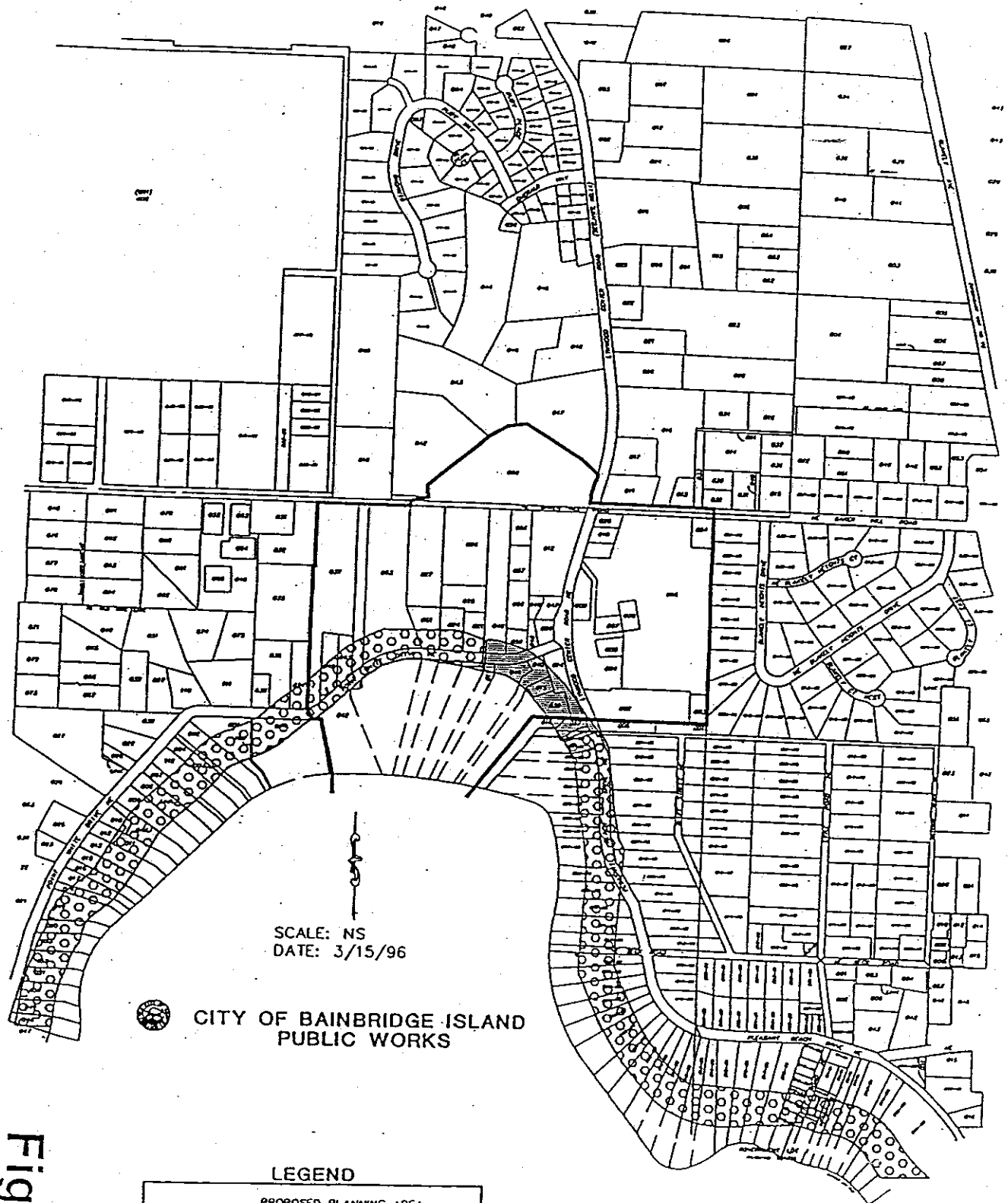


Figure 1

Lynwood Center Special Planning Area

COMPREHENSIVE PLAN LAND USE MAP

AS AMENDED BY ORDINANCE 97-16

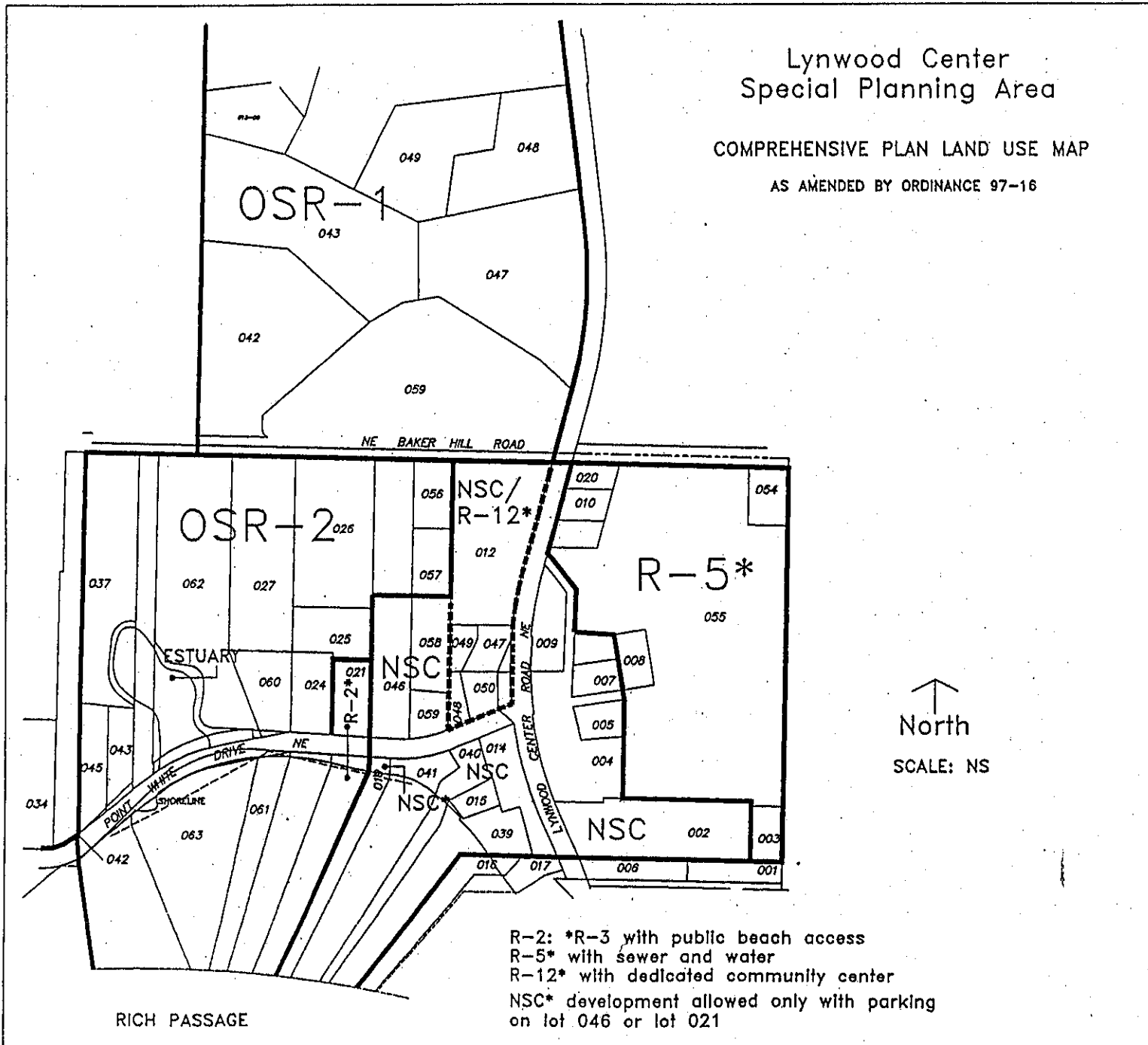
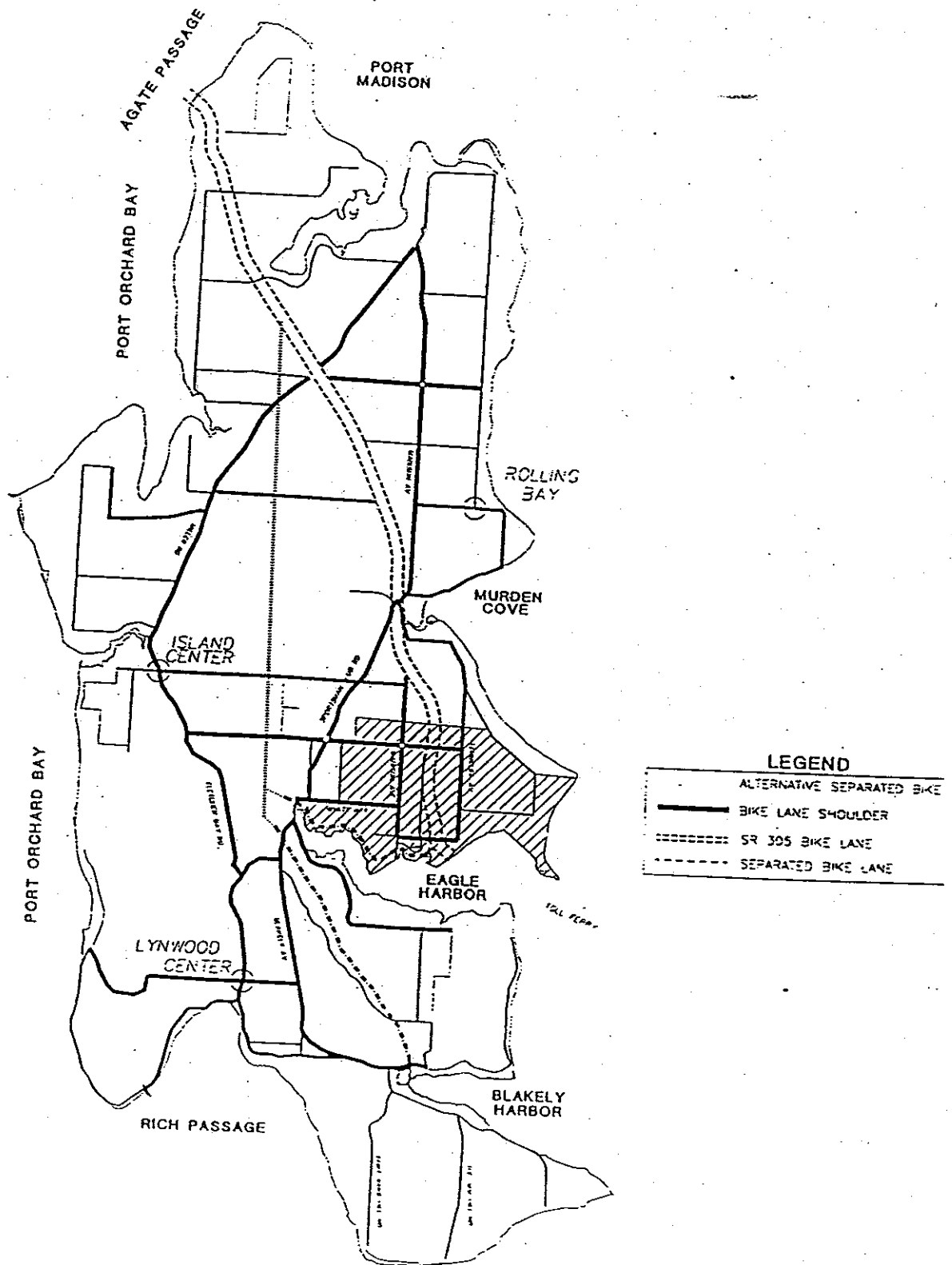


Figure 7 Bicycle Plan
Comprehensive Plan Amendment
Ordinance 97-XX, February 1997
Lynwood Center Special Planning Area.



Lynwood Center Special Planning Area Comprehensive Plan Amendment

1997 Capital Facilities Projects - Transportation Lynwood Center

Projects	1997	1998	1999	2000	2001	2002	2003	Total	2004+	Proposed Funding
Point White Drive Bike/Pedestrian Path	0	0	0	0	0	0	0	83	0	
Concrete Sidewalk from intersection to "pier" area	0	0	0	0	0	0	0	6	0	
Lynwood Center Road Bike/Pedestrian Paths	0	0	0	0	0	0	0	81	0	
Baker Hill Bike/Pedestrian	0	0	0	0	0	0	0	58	0	
Intersection Improvements	0	0	0	0	0	0	0	11	0	
Total	0	0	0	0	0	0	0	239	0	

Lynwood Center Special Planning Area Report and Final Recommendations

May 23, 1997

We would like to gratefully acknowledge the following contributors to the Lynwood Center Special Planning Area effort:

Steering Committee:

**Morrie Blossom
Tom Dreiling, Chair
Walt Hannon
Lynn McIntyre
Andy Ward**

**Ann Bowden
Allan Ferrin
Henry Larson
Larry Nakata, Co-Chair**

City of Bainbridge Island Staff:

**Marti Stave
Kathy Cook**

**Theresa Rice
Josh Machen**

Gerald Elfendahl of the Bainbridge Historical Society for the historical context.

Lee Stubbe and Seth Seablom of GLS Architects

Lynwood Center Special Planning Area Report and Final Recommendations

I. Introduction

Located at the southwest end of Bainbridge Island, Lynwood Center shares the winding roads, water views and forested areas characteristic of much of the Island. Lynwood Center is also the site of a small-scale service center valued by the community for its unique architecture and sense of neighborhood vitality. Lynwood Center is one of three service areas on the Island designated by the Comprehensive Plan as a "Neighborhood Service Center" (NSC). Each of the Neighborhood Service Centers developed not so much in response to neighborhood demand, but because of their location at a major crossroads. The Lynwood Center commercial area has offered a limited range of goods and services, including a convenience store that serves mainly the local neighborhood and specialty businesses such as restaurants, art galleries, a hair salon, and auto repair. The Island's only movie theater is also located at Lynwood Center.

Historical background

Lynwood Center is the site of one of the largest geologic uplifts estimated to have occurred only 1,100 years ago. In more recent times, the area was one of three native village sites on the Island, including that of the tribal elder, Kitsap.

A number of the existing buildings have a colorful history. The Tudor-style Lynwood Center building opened in 1936 (mid-depression) with a sound theater. The structure was the vision of the community-minded Edna and Emmanuel Olson and was carried out by the skilled shipwrights of Blakely Harbor, including George Beck. Pleasant Beach School was built in 1914 and closed in the late 1940s. It was acquired by Mrs. Olson as a rest home and later became the Serenity House residential home. The old lumberyard on Point White Drive was opened in the early 1900s by Louis Larsen, whose descendants still live in the area. The Bainbridge Garage (at Point White Drive and Lynwood Center Road) was built in the 1920s and was one of the earliest auto repair services on the Island.

The Lynwood Center area was also the site of three major greenhouse operations at the turn of the century. The Kitayama Greenhouse operated on Lynwood Center Road between Point White and Baker Hill Road until World War II. After the war, Roy Kitayama moved to California and became one of the largest carnation growers in the world and the first Japanese-American mayor of any town in the U.S. (Union City).

Comprehensive Plan

The Comprehensive Plan calls for small-scale commercial uses to continue at Lynwood Center but also recognizes the opportunity for slightly increased residential densities in the area. There should be an attempt to achieve a mix of neighborhood-scale businesses, public uses, and

housing which are compatible with the scale and intensity of the surrounding residential neighborhood and which minimize the impact of noise, odor, lighting, fire safety, and transportation on the neighborhood (NSC 1.6). Mixed use development is encouraged (NSC 1.8).

Lynwood Center Special Planning Area Process

The Comprehensive Plan, adopted in September of 1994, recognizes that there were some areas or neighborhoods, including Lynwood Center, that would benefit from more detailed, community-based planning. These areas were designated *Special Planning Areas*:

A Special Planning Area is an area which reflects uses and/or conditions which are unique to that area and would benefit from a local and/or neighborhood planning process. The Special Planning Area process would address such issues as current use, future mix and location of uses and densities, transportation, public facilities, services and amenities, and protection of natural systems. The Special Planning Area process would include property owners and neighborhood participation, and may include mediation as a means to resolve significant issues, if directed by the City Council. The end result of a special planning process would be a "neighborhood," "subarea" or site-specific plan which will require an amendment to the Comprehensive Plan, unless no changes to the Plan's policies are proposed.

With the Comprehensive Plan goals and policies as general guidelines, the Special Planning Area (SPA) Process seeks to involve those who would be most directly affected by long-range plans for the neighborhood and also represent a wide spectrum of interests and expertise.

In late 1995, a petition was presented to the Mayor and City Council, asking that the Lynwood Center Special Planning Area process begin as soon as possible. The Mayor appointed a committee of interested persons, in accordance with BIMC 18.115, consisting of 1) residents, land owners and business owners within the special planning area; 2) residents and landowners adjacent to the special planning area; and 3) residents of the City at large. The committee is supported by City staff and an interdepartmental staff team consisting of representatives from each City department along with those from the Park District, the School District, and the Fire District. The committee met for the first time on February 5, 1996. Several meetings were spent gathering background information on existing conditions and setting preliminary boundaries for the planning area (Figure 1). The planning area boundary was set based on consideration of natural land features and land use designations in the Comprehensive Plan.

The committee held a public meeting on March 26, 1996 at Blakely Elementary School. Flyers were sent to over 1200 people. Approximately 150 attended and took part in facilitated discussions in which they related issues and concerns regarding land uses, design, transportation and circulation, and open space and recreation. The major issues and desires raised were:

- desire for public beach access

- improved pedestrian and bike access (safety issues)
- preserve the "quaint" (historical), small scale nature of Lynwood Center
- mixed use is desirable for new development
- improved parking
- preserve natural areas
- light manufacturing should be "very light"
- affordable housing is desirable
- density increases should be moderate, building height limited

In May, 1996, the City hired design consultants Lee Stubbe and Seth Seablom of GLS Associates, to assist the committee in the decision making process and to provide conceptual drawings of the committee's ideas.

After reviewing all of the background material, the consultant team presented the committee with graphics illustrating the issues identified and the range of options open to the committee. After several weeks of analysis and discussion of several alternatives the committee finalized its recommendations. In addition to the specific issues identified by the community, the committee examined each decision in light of three overall goals:

1. How to retain the unique character of Lynwood Center.
2. How to add development to the area without overwhelming its present character.
3. Find a means to develop all the amenities that the community had defined as desirable.

After making final decisions, a report was prepared and the committee held another public meeting on December 10, 1996, to present its recommendations. Approximately 60 people attended. Comments submitted were generally favorable and those of a more specific nature have been addressed in this report.

II. Existing Conditions

Natural Landscape and Hydrology

The Lynwood Center Special Planning Area totals approximately 54 acres in and around the intersection of Lynwood Center Road and Point White Drive and includes the area designated in the Comprehensive Plan as NSC, in addition to the area designated as R-5 east of Lynwood Center Road and the OSR-2 area just west of the NSC (see Figure 1). The planning area also includes the large triangular shaped parcel at the northwest intersection of Lynwood Center Road and Baker Hill Road. This parcel was included because of its hydrological connection to the area. The planning area is generally flat except for east of Lynwood Center Road where it rises to approximately 100 feet above sea level.

Lynwood Center is the focal point of considerable drainage from streams and groundwater seeps draining the high areas to the north, east and west and which form two lobes of a large Class II wetland system. Several areas of this system have been filled and drained over the years. Water now flows through a series of culverts and daylighted ditches under Baker Hill Road and Point White Drive and emerges in the inter tidal portion of Rich Passage. Vegetation in undeveloped areas consists mainly of deciduous forest (ash, alder, cottonwood, willow) and emergent wetland vegetation (cattail, bulrushes, skunk cabbage, and salmonberry). The undeveloped R-5 parcel east of Lynwood Center Road is second growth coniferous and deciduous forest.

Underlying the entire area is the Lynwood Aquifer which, at places, is exposed to the surface. The surface geology is mainly sand and gravel with high infiltration rates. The aquifer is considered highly vulnerable to contamination in this area due to the combination of geologic, soil, and land use conditions.

Land Uses and Ownership

Of the approximately 54 acres in the Lynwood Center Special Planning Area, 37 acres are undeveloped. Commercial uses occupy only 5 acres. The construction storage yard on the southwest corner of Baker Hill Road and Lynwood Center Road is being planned for redevelopment and is, therefore, included in the count of undeveloped land. The remaining 12 acres are in residential development. Approximately 31 acres of the Planning Area are held by two landowners, 17+ acres and 12 acres respectively. The next largest ownership is approximately 3 acres.

Infrastructure

The entire planning area is served by the South Bainbridge Water System. Sewage conveyance is by on-site septic system. The commercial area of Lynwood Center has for many years experienced septic failure and raw sewage has been flowing directly into Rich Passage. For this reason this very limited area was required by the Department of Ecology to be served by the Sewer District #7 Sewage Treatment plant which has just completed. The plant has been designed to accommodate expansion in the future so that the possibility of a greater area of Lynwood Center may be served at some future time. The Special Planning Area boundary is not to be confused in any way with sewer service area. Actual timing of, and disposition of sewer service is beyond the scope of the Steering Committee's responsibilities.

The roads serving the area, Lynwood Center Road, Baker Hill Road, and Point White Drive are in relatively good condition with the exception of the portion of Point White Drive along Rich Passage which experiences periodic flooding at the edge of the road at high tide conditions at certain times of the year. As a result the road bed is failing in places along this particular section. While there are shoulders on some roads, area residents view them as dangerous for walkers, cyclists and children. Speeding is also a problem on Point White Drive with several areas suffering property damage because of out-of-control, speeding vehicles.

Approved Developments

Pleasant Beach Condominiums

This development of 10 condominium units in 6 separate buildings was first approved as a PUD in 1983 by Kitsap County. Several extensions of the original approval have been granted since then, the most recent in 1995, to arrange for sewage disposal. The project, located on the waterfront behind the Lynwood Center building, is now under construction.

Shel - chelb Estuary Project

The Washington State Department of Transportation, Marine Division, is developing and enhancing a degraded estuary on property north of Point White Drive which will provide for tidal exchange with the waters of Rich Passage. The project, named "Shel - chelb", a Suquamish word meaning "bringing it home", also redirects an existing stream channel that originates north of Baker Hill Road. This portion of the project is being undertaken in conjunction with the local chapter of Trout Unlimited. The various terms of the agreement include the vacation of the unopened City right-of-way abutting the adjacent property in exchange for a 50' conservation easement with a pedestrian trail along the stream corridor and around the estuary.

III. Final Recommendations

Land Use

Few changes in land use designations are recommended for the planning area. The framework policies of the Comprehensive Plan provide that increases in density may be considered if there is a public benefit. Changes recommended by the committee, therefore, reflect community's desire for some public benefit in the area. The recommendations are based on the assumption that sewer service will be available at some point during the twenty year planning period for those properties where land use recommendations would require sewer. These recommendations, which are also depicted in Figure 2 - Land Use, are as follows:

1. The five parcels along the west side of Lynwood Center Road and bounded by Baker Hill Road and Point White Drive ("A" on Figure 2 - Land Use) should retain the NSC designation but will permit a residential density up to 12 units per acre (R-12) provided that a public community center be constructed of equal and compatible quality and style as the rest of the development. Higher density could be allowed if affordable housing requirements were met. Size and configuration of the community center would be similar to that at Island Center or the Commons where there would be meeting space provided for community groups, classes or events and would include a small kitchen area. This space could be a stand alone building or be part of a mixed use building planned by the developer. Actual size and disposition of this space will be determined at a later date.

2. The parcel containing the old lumber yard ("B") should be allowed to develop as a commercial property as long as parking is provided on the parcel directly to the north ("C" - a permitted use in the NSC) or on the parcel immediately to the west of that ("D" - a conditional use). Further, if road end funds should become available, these funds could be used in conjunction with private funds to develop a public pier or other public beach access.
3. The first parcel along the north side of Point White Drive that is immediately west of the NSC ("D") should be allowed to develop at 3 residential units per acre (R-3) if and when an easement for public beach access is granted for the portion of the parcel south of Point White Drive and adjacent to the lumber yard.
4. The R-5 designation for the 13-acre parcel east of Lynwood Center Road ("E") was not changed. Multi-family should be added as a permitted use, subject to site plan review.

Analysis: Framework Policy 1.3 of the Comprehensive Plan allocates up to 5% of the 2012 population growth to the Neighborhood Service Centers. This represents approximately 375 persons. Under current land use designations additional population at build-out for the Lynwood Center NSC would be approximately 115 persons (50 units of mixed single family and multi-family). Under the recommended land use changes this figure rises to 174 persons (77 units). This does not include the additional 150+ persons (approximately 65 units) that may inhabit the R-5 area adjacent to, but not included within, the NSC. If considering strictly the NSC boundaries this population increase (174 persons) is still well within what is reasonable for the NSC's, especially considering the limited potential for additional population at both Island Center and Rolling Bay.

5. Any future development adjacent to the Shel - chelb estuary and associated stream corridor should consider the sensitive nature of this unique environmentally sensitive area.

Transportation/Circulation - Auto

Baker Hill Road, Lynwood Center Road, and Point White Drive continue to serve as the main thoroughfares within the Planning Area. However, changes are recommended to improve the safety and efficiency of circulation in the area: (refer to Figure 3)

1. The northwest corner of Lynwood Center Road should be squared up so that the roadway is slightly narrowed to create more of a right angle turn from Lynwood Center Road southbound to Point White Drive.
2. The intersection of Lynwood Center Road and Point White Drive should be a three-way stop with crosswalks added to accommodate pedestrians from future developments to the east of Lynwood Center Road and at the northwest corner of Lynwood Center Road and Point White Drive.
3. Access to the residential areas to the west of the NSC should be located along property lines and shared by adjacent landowners in order to minimize the number of curb cuts on the three major roadways (indicated by the large arrows on Figure 3). In addition, a local, low-use roadway system within the residential area, consistent with the City's adopted standards, would provide both auto and pedestrian access to the commercial area while eliminating the need for each property to have its own access. This roadway system would be for internal, neighborhood use.
4. Construction of the estuary project and culvert should include a slightly raised "bridge" or textured pavement as a traffic calming tool on Point White Drive.

Traffic Circulation - Parking

1. Some parallel parking for the commercial development on the northwest corner of Lynwood Center Road and Point White Drive may be located at roadside (out of traffic lanes). This same parking pattern may also be on the north side of Point White Drive in the NSC zone. (Figure 3).
2. The parking lot south of the Lynwood Center building should be developed as a formal parking lot in accordance with existing City regulations. Such a parking lot would accommodate significantly more cars than at present.
3. The informal park-and-ride use of the lot at the northwest corner of Lynwood Center Road and Baker Hill Road should be allowed to continue and Kitsap Transit should be encouraged to formalize this use.

Traffic Circulation - Pedestrians/Bicycles

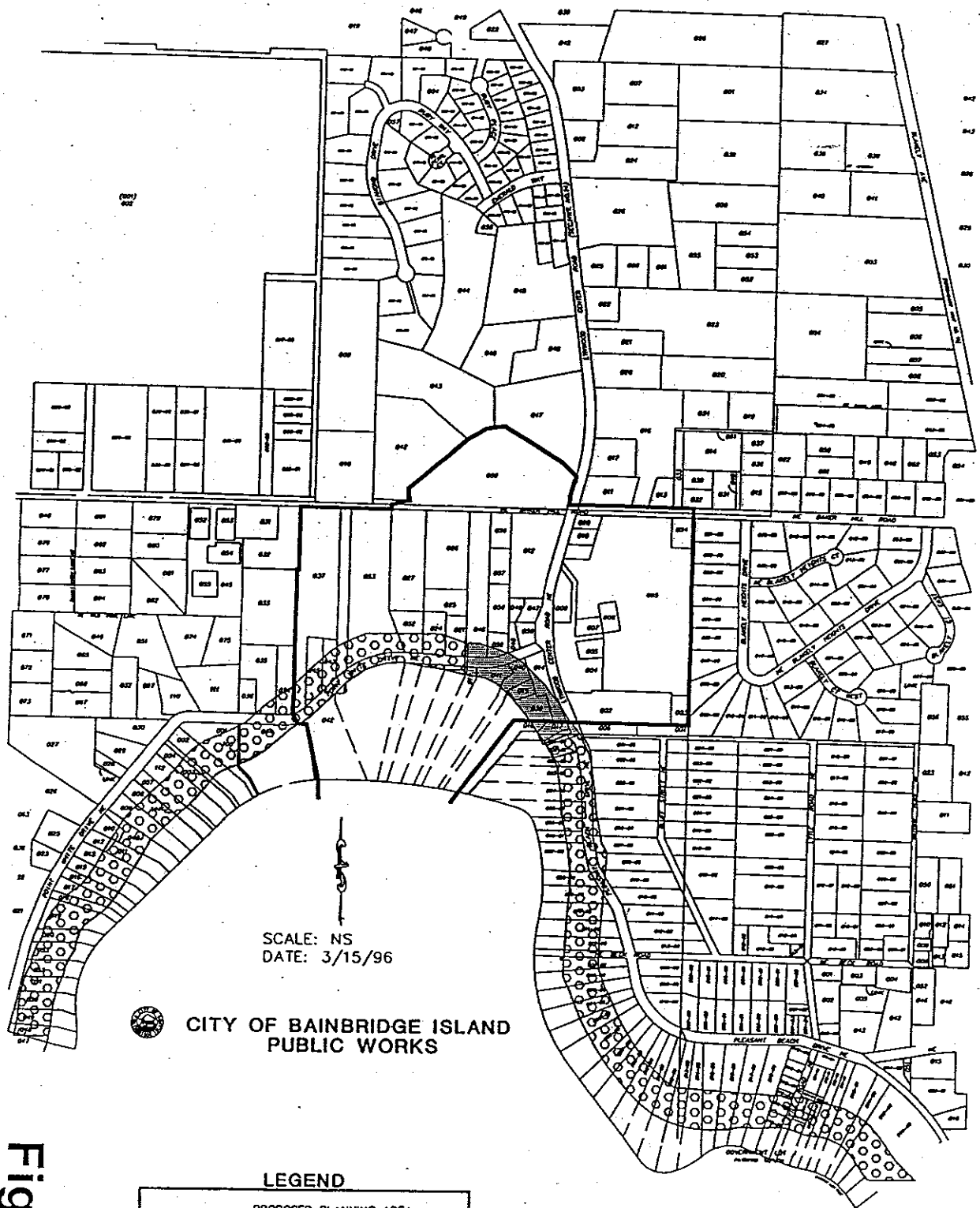
1. The plan includes pedestrian and bike trails on both sides of Lynwood Center Road to north of Baker Hill Road and south down Pleasant Beach Road, and on the south side of Baker Hill Road. Pedestrian and bike trails will also go west along Point White Drive on the water side. A series of pedestrian courts and paths on the north side of Point White Drive will serve to connect parking and development. (Figure 4).
2. A pedestrian trail connecting Baker Hill Road and Point White Drive shall be located either along the City's unvacated portion of Baker Road and around the Shel-chelb estuary or along the stream corridor associated with the estuary.
3. Crosswalks should be added at the proposed three-way stop at the intersection of Lynwood Center Road and Point White Drive, as previously stated.
4. Bus stops should be provided on Lynwood Center Road both north and south of the intersection with Point White Drive and at the informal park and ride on Baker Hill Road.

Landscape and Buffers

The Lynwood Center commercial area has been described during the Special Planning Area process as "a wide spot in the road". This is because the major approaches to the intersection of Lynwood Center Road and Point White Drive are characterized by dense vegetation that generally screens development from the road. In keeping with that concept, and the Comprehensive Plan vision that the natural landscape buffers long scenic roads should be preserved, the following is recommended: (see Figure 5):

1. A minimum 25 foot vegetation buffer with 50% screening (partial screen as described in the adopted landscape ordinance) shall be required on all approaches to Lynwood Center as shown on Figure 5.
2. The City endorses the 50 foot buffer around the Washington State Department of Transportation estuary project.
3. The view of Serenity House from Pleasant Beach Road is considered to be of great historical value and as such, the view from the road to the front of the existing building should be maintained. If the property owner wishes to expand the use, this should be done to the rear of the property.

LYNWOOD CENTER
SPECIAL PLANNING AREA
PROPOSED PLANNING AREA BOUNDARY



LEGEND

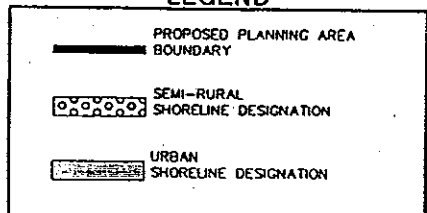
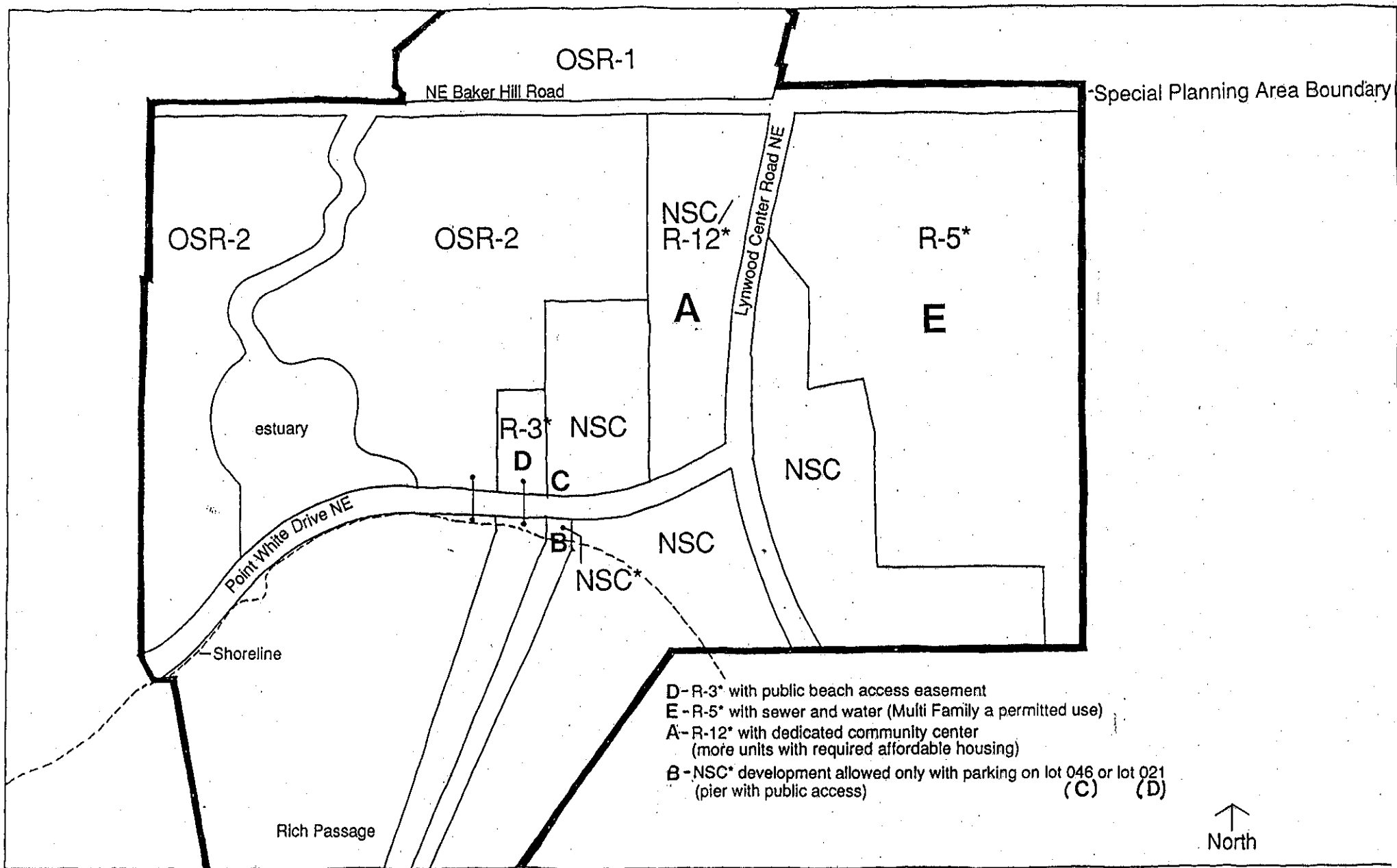
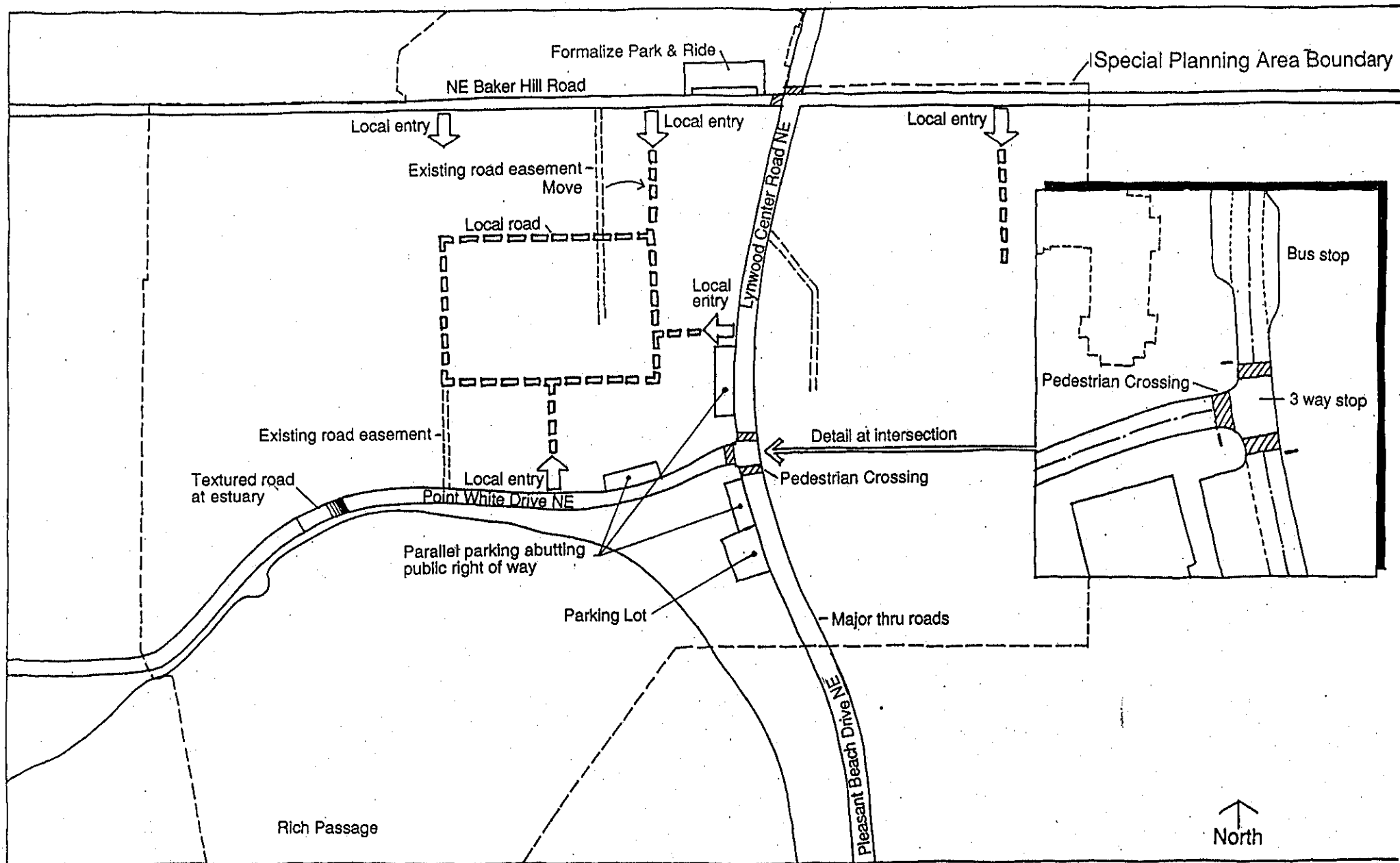


Figure 1





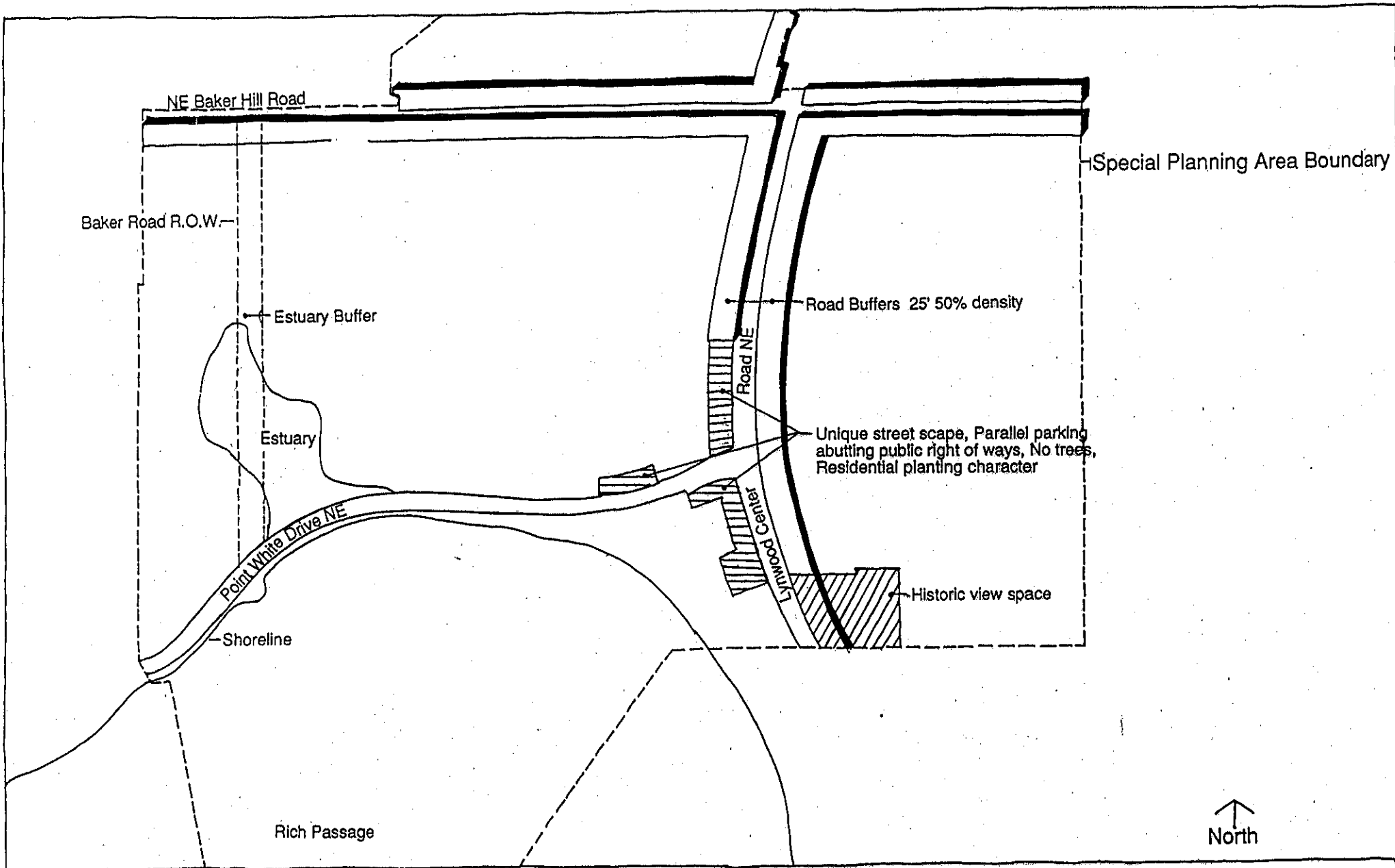
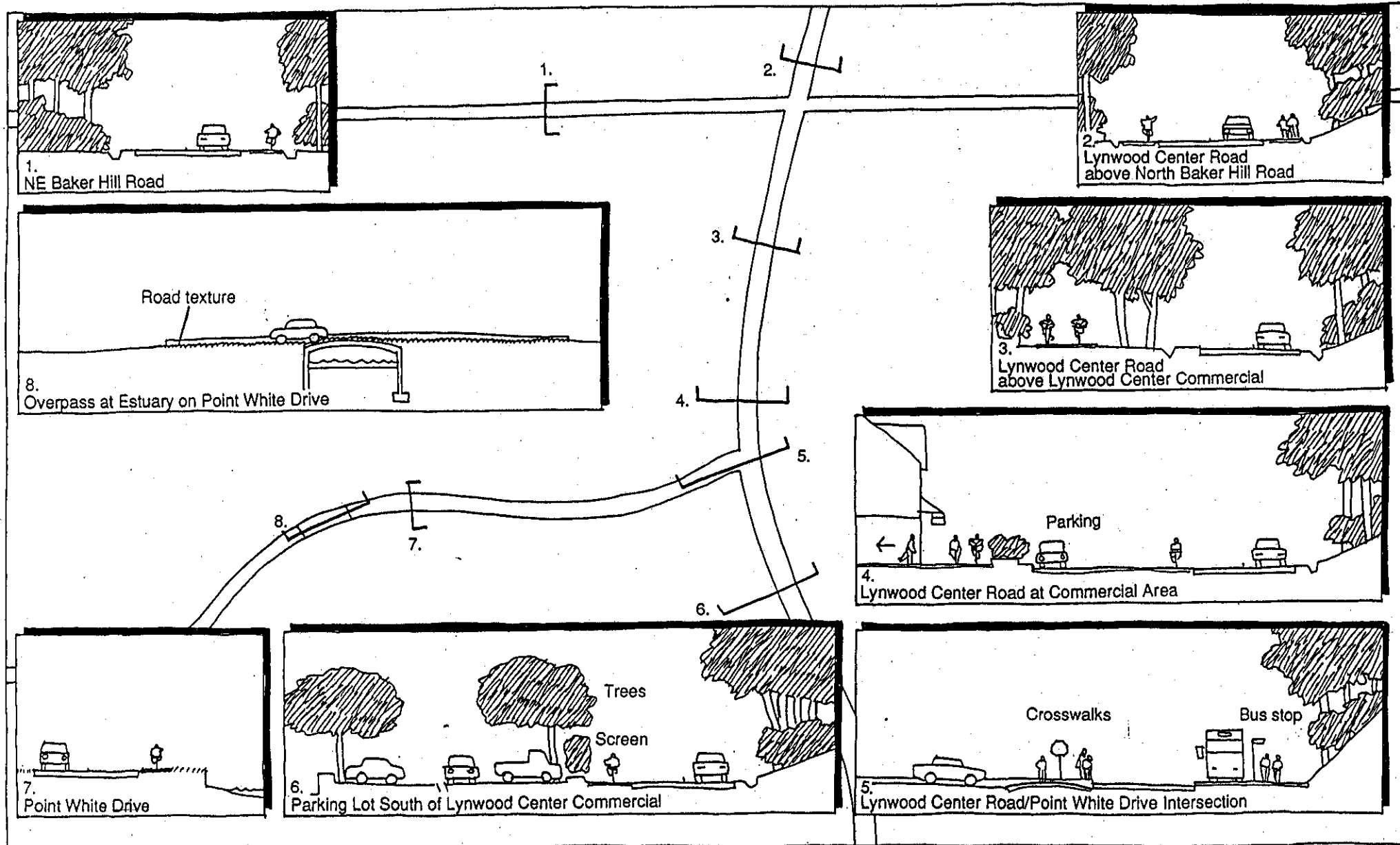


Figure 5-1 Landscape



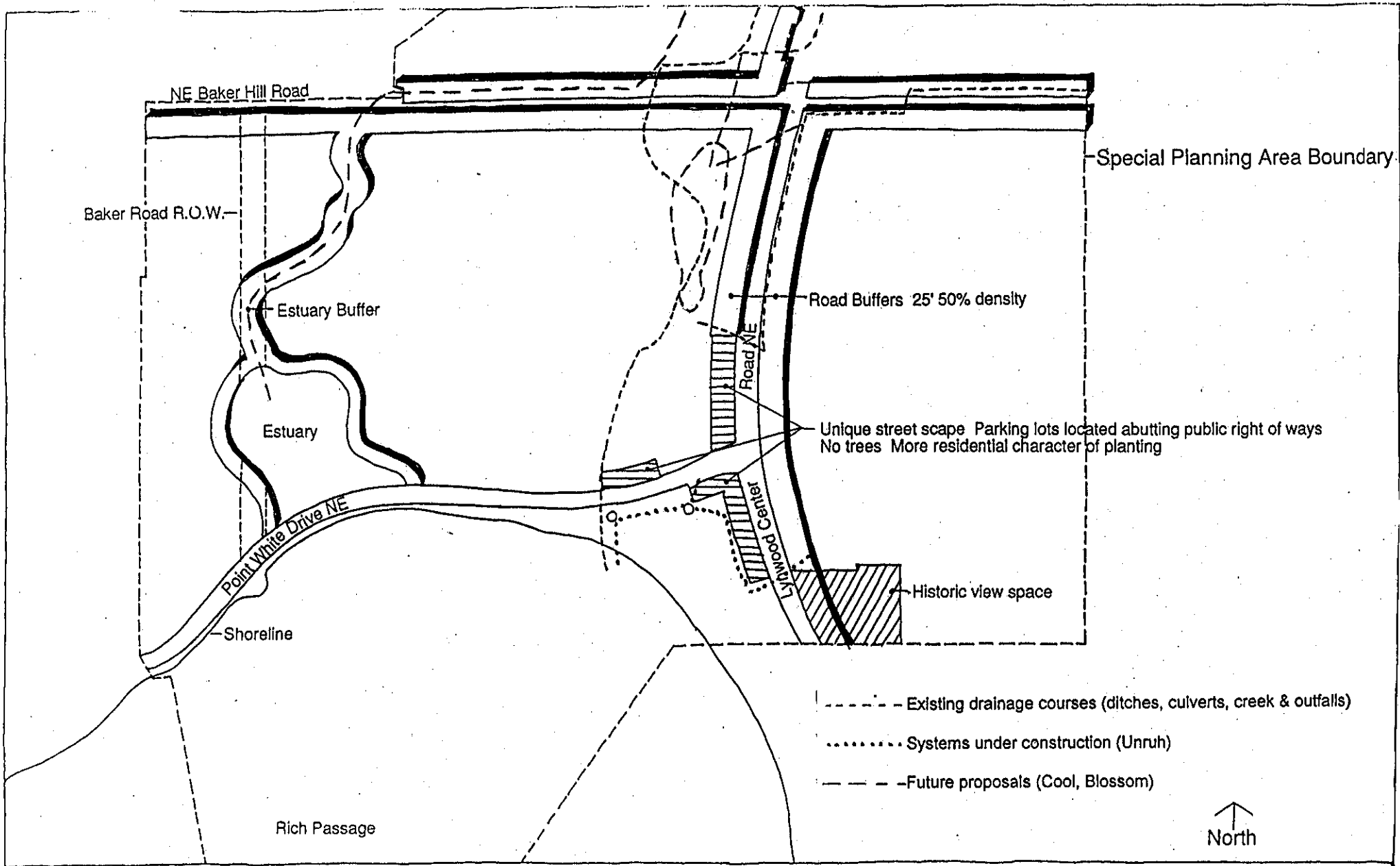
Circulation

Capital Facilities

Possible additions to the Capital Facilities Plan were analyzed by the City Engineer. The report is attached. Cost of those facilities will be included in the Comprehensive Plan Amendment. Timing and funding to be determined at a later date.

Storm Drainage

Drainage issues for the entire area were reviewed in detail by the City's Storm Water Technician. In general, her findings were that the majority of drainage and runoff which has been a problem in the area for some time would be addressed by the two major developers around the intersection of Lynwood Center Road and Point White Drive. The complete report is attached hereto.



**WRITTEN PUBLIC COMMENT ON
2016 DRAFT COMPREHENSIVE PLAN SUBMITTED
DURING PLANNING COMMISSION PUBLIC HEARING COMMENT
PERIOD: 8/26/16 – 9/26/16 (4 PM)**



Date Received	Name	Page #	Element(s) Referenced
9/22	ALCALA, KATHLEEN	1	WR, ENV, CUL, HS
8/30	ANDERSON, PAUL E-MAIL RESPONSE BY SUTTON, JENNIFER	3	ENV
9/22	ANDERSON, SCOTT E-MAIL	7	LU, TR
9/24	ANDERSON, VERNON E-MAIL	8	LU, TR
9/24	APPLEBERRY, STEPHANIE E-MAIL	11	LU
9/26	BAINBRIDGE ISLAND BREWING	12	LU, EC, TR
9/26	BAINBRIDGE ISLAND METRO PARK & RECREATION DISTRICT	19	IWTP
9/26	BAINBRIDGE ISLAND METRO PARK & RECREATION DISTRICT 2	23	LU
9/17	BHATT, SANJAY	25	TR, HO
9/22	BONCIOLINI, DIANE E-MAIL	26	CUL
9/21	BROBST, THOMAS E-MAIL	27	U
9/22	BROBST, THOMAS E-MAIL	29	U
9/13	BUNTEN, DONNA E-MAIL	39	ENV
9/26	BURGER, HEATHER E-MAIL	49	LU, EC, ENV, HO
9/25	COLETTI, KIMBERLY E-MAIL	53	LU
9/22	COLLIS, AMY	54	CUL
9/19	CRIST, DOUGLAS E-MAIL	55	LU
9/06	DASHIELL, ROBERT E-MAIL	59	WR, U
9/25	DASHIELL, ROBERT E-MAIL	61	U
9/26	DASHIELL, ROBERT E-MAIL	62	ENV
9/24	DASHIELL, ROBERT E-MAIL 1	64	CUL, HS, WR
9/24	DASHIELL, ROBERT E-MAIL 2	66	WR

Date Received	Name	Page #	Element(s) Referenced
9/26	DASHIELL, ROBERT E-MAIL 2	68	ENV
9/26	DASHIELL, ROBERT E-MAIL 3	69	WR
9/22	DAVIS, CHRISTINE	71	CUL
9/24	DOMBROWSKI, MARY E-MAIL	74	LU
9/22	FISCHER, SANDY	79	EC, HO
9/07	FRANKS, JEANNETTE E-MAIL	80	EN
9/26	FREEMAN, LEIGH ANNE E-MAIL	81	LU
9/26	GANDER, MALCOLM E-MAIL	82	WR
9/16	GEEHAN, GREGORY E-MAIL	84	Intro
9/17	GILPIN, SHARON E-MAIL	85	Whole Plan
9/07	GRANSTROM, PETER E-MAIL	90	WR, ENV, HO
9/26	GROGAN, STUART E-MAIL	91	HO
9/26	HANSEN, LARA E-MAIL	94	Intro, ENV, CF
9/17	HANSON, BECCA E-MAIL	98	Intro, LU, EC, ENV, HO
9/26	HENRY, DAVE E-MAIL RESPONSE FROM SUTTON, JENNIFER	101	ENV
9/22	JUDD, REBECCA	102	CUL
8/26	KEENAN, MELANIE E-MAIL	102	WR
9/26	KEENAN, MELANIE E-MAIL2	105	WR
8/26	KEENAN, MELANIE E-MAIL RESPONSE BY TOVAR, JOSEPH	116	WR
9/16	KERSTEN, MARY CLARE E-MAIL	121	LU, TR
9/26	KNOEBEL, REGEN E-MAIL	125	LU
9/26	KNOX, JANET E-MAIL	126	EC, TR
9/22	LANE, JERRI E-MAIL	132	EC
9/22	LANGEMACK, CHAPPLE	133	CUL
9/05	LURIA, BILL E-MAIL	134	LU, EC, HO
9/19	MASLACH, STEVEN AND JULIA E-MAIL	137	IWTP
9/26	MASTERS, LINDSAY E-MAIL	138	CUL

Date Received	Name	Page #	Element(s) Referenced
9/23	NORDBY, LYNN E-MAIL	139	CUL
9/26	OSULLIVAN, ALISON SUQUAMISH TRIBE E-MAIL	140	Intro, LU, ENV, HO
9/08	PADGHAM, BRENDA E-MAIL	146	IWTP, TR
9/22	PALMER, WILLIAM	149	LU
9/20	PAULSON, ALTHEA E-MAIL	156	HO
9/07	PELTIER, RON E-MAIL RESPONSE BY TOVAR, JOSEPH	160	Whole Plan
9/26	PETERS, OLEMARA E-MAIL RESPONSE FROM ERBES, DAVE	171	Whole Plan
9/26	PICK, CHRISTINA E-MAIL	175	LU, TR
9/26	PICK, CHRISTOPHER E-MAIL	177	LU, TR
9/26	PINEDO, CELESTE E-MAIL	179	LU, TR
8/26	RASELY, JANE E-MAIL RESPONSE BY ANDERSON, PAUL	181	ENV
9/12	REARICK, WHITNEY E-MAIL	183	HO
9/26	REARICK, WHITNEY E-MAIL	184	HO
9/20	RIBEIRO, OLAF E-MAIL	189	ENV
9/21	RUDNICK, DEBORAH E-MAIL	192	Intro, ENV, WR
9/20	SAYLOR, GLORIA E-MAIL FORWARD	199	HO
9/15	SCHMID, CHARLES E-MAIL	201	EC
9/25	SCHMID, CHARLES E-MAIL 1	213	LU
9/07	SILBERSTEIN, JANE E-MAIL	225	HO
9/17	SILBERSTEIN, JANE E-MAIL	228	Whole Plan
9/26	SMART, ANNE E-MAIL	245	CUL
9/22	SPOOR, REGINA	247	IWTP
9/19	STOUT, DAVID E-MAIL	248	LU
9/15	TEWS, JOANNE E-MAIL FORWARD	249	HO
9/26	TOWNSEND, ROGER E-MAIL	250	EC, HO, TR
9/23	TRAFTON, BARBARA E-MAIL	251	TR, ENV
9/14	UTILITY ADVISORY COMMITTEE E-MAIL	252	U

Date Received	Name	Page #	Element(s) Referenced
9/26	VANCIL, DEBBIE E-MAIL	256	CUL, EC, Glossary
9/26	WALTON, AMALIA E-MAIL	260	EC, LU
9/17	WESCHLER, ROBERT	265	TR
9/23	WHEALDON, TOM E-MAIL	267	LU
9/22	WIENS, JOHN	269	LU
9/26	WRIGHT, ELISE	270	EC,
9/22	TITOS, COLLEEN E-MAIL	272	LU

Name: Kathleen Alcalá

Address: 340 Kalcutm Pl.
BI WA 98110

Date: September 22, 2016

Comment

- Planning for the island's water supply should be based on the most conservative estimates. We should assume that the more tree cover is removed, the less water will be available for all uses.
- A good forest lands - need to be set aside & protected. Some municipalities designate a specific %. Bainbridge could do that.
- Cultural plan - people learn & share information through stories. By supporting the arts, the stories that tie people to the land are developed, protected, and disseminated.

Water

Ag and forest lands

Cultural Plan

- Human Services. - | The availability of Human

Services are a direct measure of the compassion of a culture, i.e., the level of civilization. By promoting diversity, acting as a ~~st~~ temporary support, and promoting housing available to all, the quality of life on the island is enhanced for all of us.

Jane Rasely

From: Jennifer Sutton
Sent: Monday, September 12, 2016 12:11 PM
To: Anderson, Paul S. (ECY)
Cc: Bunten, Donna (ECY); PCD; Christy Carr
Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Hi Paul, The City has not yet completed our update to our Critical Areas ordinance yet, although it is on our work program to complete it by the deadline in the middle of 2017. There are goals and policies related to critical areas in the Draft 2016 Comprehensive Plan, mostly in the Land Use, Environmental, and Water Resources Elements. Once finalized by the end of this year, these goals and policies will help guide our CAO update work.

Does that answer your questions?



Jennifer Sutton, AICP

Senior Planner

www.bainbridgewa.gov

facebook.com/citybainbridgeisland/

206.780.3772

Please consider the environment before printing this email and any attachment. Thank you.

From: Anderson, Paul S. (ECY) [mailto:paan461@ECY.WA.GOV]
Sent: Monday, September 12, 2016 9:24 AM
To: Jane Rasely <jrasely@bainbridgewa.gov>
Cc: Bunten, Donna (ECY) <DBUN461@ECY.WA.GOV>; Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Thanks Jane.

Paul

Paul S. Anderson, PWS
Wetlands/401 Unit Supervisor
Washington State Department of Ecology
3190 - 160th Ave. SE
Bellevue, WA 98008
Phone: (425) 649-7148
Cell: (425) 765-4691
Fax: (425) 649-7098
Email: Paul.S.Anderson@ecy.wa.gov

From: Jane Rasely [mailto:jrasely@bainbridgewa.gov]
Sent: Monday, September 12, 2016 9:17 AM
To: Anderson, Paul S. (ECY) <paan461@ECY.WA.GOV>

Cc: Bunten, Donna (ECY) <DBUN461@ECY.WA.GOV>; Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Mr. Anderson,

Thank you for your inquiry. I apologize for not getting back to you sooner. I am forwarding your e-mail to Jennifer Sutton, the Comprehensive Plan update project manager. I believe she will best be able to answer your question.

Sincerely,



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

From: Anderson, Paul S. (ECY) [<mailto:paan461@ECY.WA.GOV>]
Sent: Tuesday, August 30, 2016 8:02 AM
To: Jane Rasely <jrasely@bainbridgewa.gov>
Cc: Bunten, Donna (ECY) <DBUN461@ECY.WA.GOV>
Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Jane:

Thanks for sending the notice on the City's Comprehensive Plan update to Ecology. From the Environmental Checklist, I see that the proposed changes include updates to the policy section of the Comp Plan related to fish and wildlife habitat and water resources (wetlands?) but I wasn't sure if this update will also include revisions to the City's critical areas ordinance. Could you please clarify whether the proposed updates will include the critical areas ordinance? Ecology typically doesn't comment on Comprehensive Plan updates but we would comment on changes to the wetlands and fish and wildlife sections of the critical areas ordinance.

Thanks, Paul

Paul S. Anderson, PWS
Wetlands/401 Unit Supervisor
Washington State Department of Ecology
3190 - 160th Ave. SE
Bellevue, WA 98008
Phone: (425) 649-7148
Cell: (425) 765-4691
Fax: (425) 649-7098
Email: Paul.S.Anderson@ecy.wa.gov

From: Jane Rasely [<mailto:jrasely@bainbridgewa.gov>]
Sent: Friday, August 26, 2016 1:02 PM
To: aosullivan@suquamish.nsn.us; bilibrary@krl.org; Brian Kelly (bkelly@soundpublishing.com) <bkelly@soundpublishing.com>; ceschmid@att.net; cordaro@integrity.com; edwardC@KitsapTransit.com; ehsafford@earthlink.net; Kaehler, Gretchen (DAHP) <Gretchen.Kaehler@DAHP.wa.gov>; Luke Carpenter <lcarpenter@bifd.org>; Blanton, Michael L (DFW) <Michael.Blanton@dfw.wa.gov>; OR-SEPA-REVIEW@wsdot.wa.gov; PCD <pcd@bainbridgewa.gov>; Perry@biparks.org; sarah@insidebainbridge.com; sarahleebainbridge@gmail.com; DNR RE SEPACENTER <SEPACENTER@dnr.wa.gov>; SEPADesk (DFW) <SEPAdesk@dfw.wa.gov>; ECY RE SEPA REGISTER

<separegister@ecy.wa.gov>; Walker, Solenne (DNR) <Solenne.Walker@dnr.wa.gov>;
steve.brown@kitsappublichealth.org; strudel@suquamish.nsn.us; Tom Brobst <tom.brobst@pse.com>;
tvanwinkle@bainbridge.wednet.edu

Cc: Jennifer Sutton <jsutton@bainbridgewa.gov>

Subject: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Good Afternoon,

Please see the attached SEPA Notice and Checklist. You will find Ordinance and Comprehensive Plan update information here: <http://www.bainbridgewa.gov/615/Navigate-Bainbridge-Comprehensive-Plan-U>.

If you have any questions or concerns, please contact Senior City Planner Jennifer Sutton at (206) 780-3772 or jsutton@bainbridgewa.gov.

Thank you,



Jane Rasely

Administrative Specialist

www.bainbridgewa.gov

[facebook.com/citybainbridgeisland/](https://www.facebook.com/citybainbridgeisland/)

206.780.3758 (office) 206.780.5104

Janey Rasely

From: Scott Anderson <scott@charlesandersonco.com>
Sent: Thursday, September 22, 2016 2:01 PM
To: Sarah Blossom; Kold Medina; Ron Peltier; Wayne Roth; Michael Scott; Val Tollefson; Roger Townsend; D PCD
Cc: IslandCenterBainbridge@gmail.com
Subject: Island Center Neighborhood Planning Area
Attachments: Island Center.pdf

Jane Rasely

From: Scott Anderson <scott@charlesandersonco.com>
Sent: Thursday, September 22, 2016 2:01 PM
To: Sarah Blossom; Kol Medina; Ron Peltier; Wayne Roth; Michael Scott; Val Tollefson; Roger Townsend; PCD
Cc: IslandCenterBainbridge@gmail.com
Subject: Island Center Neighborhood Planning Area
Attachments: Island Center.pdf

Jane Rasely

From: Island Center <islandcenterbainbridge@gmail.com>
Sent: Saturday, September 24, 2016 11:29 AM
To: Sarah Blossom; Kol Medina; Michael Scott; Wayne Roth; PCD; Ron Peltier; Roger Townsend; Val Tollefson
Subject: Island Center Sub Area Plan
Attachments: Island Center Letter Vern Anderson.pdf

Vernon & Sue Anderson
P.O. Box 11372
Bainbridge Island, WA

September 24, 2016

Re: Island Center Neighborhood

Dear City Council & Planning Commission Members,

My name is Vernon Anderson. I am a business owner and land owner of Bainbridge Island. I have owned a business in the Island Center neighborhood since the mid 1970's. I am writing today in support of the review and renewal of the area at Island Center.

I am concerned about the island center area as it functions today because of:

- Safety – Miller road is a busy highway alternative on the island and the four way stop at Miller and New Brooklyn is congested with through traffic and local area traffic to businesses. With little shoulder and business parking very close to the street the area is hazardous to pedestrians, cyclists and motorists. The safety concern is time sensitive as the area continues to become increasingly congested.
- Amenities – I would like to see island center become a more vibrant neighborhood center. A wider variety of businesses and services would be welcome in this centrally and conveniently located neighborhood. Amenities like playgrounds or non motorized trails and paths would add greatly to the local community.
- Housing – There is a lack of entry level family homes on the island. The area at Island Center is an opportunity to help address this issue and create a community within easy reach to Winslow by bike or bus at price points approachable to teachers and young families. If this area is developed with yet more large homes this opportunity will be lost.
- Neighborhood Aesthetics – The Island Center area is not known for its curb appeal, yet it is a highly visible centrally located neighborhood seen by many daily. The businesses in this area are vital to the island and should not be displaced, but a more appealing plan for the area more in keeping with the aesthetics of Bainbridge Island would be a welcome change.
- Space Limitation - Certain Island Center businesses have grown along with the growth of the community. This growth is causing the optimal operation and service to the community to be marginalized due to a lack of expansion opportunities

I am urging the city to make the review of Island Center a priority. There are significant issues in this area that should be addressed by our community. If the areas surrounding the business area of Island Center are developed as they are currently zoned over the next few of years we will miss the opportunity to revitalize this area and make it a true asset to the neighborhood and Island.

Sincerely,
Vernon Anderson

Jane Rasely

From: Stephanie Appleberry <stephanieappleberry@gmail.com>
Sent: Saturday, September 24, 2016 11:54 AM
To: PCD
Subject: Neighborhood centers

Dear Planning Commission for COBI,

I would like to express my displeasure with the plan to rezone Fort Ward as a Neighborhood Center on the Comprehensive Plan.

We are already high density and offer a variety of apartments, houses and duplex units.

When my husband and I moved here 8 years ago, we picked our house in Fort Ward because it was affordable and the high density aspect made it easy for our children to find friends readily. It was just right and offered safety for our kids as they grew up. We are now empty nesters but we would like our neighborhood to stay the same for those families that have moved here recently.

One of our main concerns is that there is only one way into Fort Ward and one way out. It's a curvy, narrow road and adding traffic to that roadway would be dangerous.

Developing Island Center and Rolling Bay as subareas would be more reasonable as they are closer to 305 and to Winslow itself.

And by the way, we here in Fort Ward LOVE Lynwood Center/Pleasant Beach. (a great neighborhood center) We go there often and use the businesses and in fact, make a real effort to patronize them in the winter so that they can thrive year round.

Thank you for considering!

Stephanie Appleberry
Jason Appleberry
1843 Parkview Drive
residents of Fort Ward for 8 years+

Comments on the 2016 COBI Draft Comprehensive Plan

SEP 26 2016

Bainbridge Island Brewing

September 25, 2016

Dept. of Planning &
Community Development

Thank you for considering the comments listed below as the City moves ahead to finalize a new Comprehensive Plan for Bainbridge Island. We recognize all the hard work involved in this important process. As long-time island residents and now island business owners, we too share a belief that the island is a very special place. Overall the Draft Comprehensive Plan does a very good job of moving us forward into the future. We also understand that future implementation phases, like Subarea Planning, will dictate a lot of the detail needed to see this vision implemented.

Back in March 2015, we offered up a few suggestions that should be considered during the update of the Comprehensive Plan. These suggestions are attached for re-examination and use as needed. We think all of the suggestions are still valid. Some are now referenced in the Draft Comprehensive Plan, while others are not.

The focus of our comments today is to speak to these suggestions as recommended edits in the Final Comprehensive Plan. Specific comments are listed below related to the Land Use, Economic and Transportation Elements.

As acknowledged by some Planning Commissioners and City staff on Sept. 21 at the Open House at City Hall, many issues related to the B/I areas are put off or deferred until future Subarea Plans are done. However, appropriate overall vision, policies and prioritization should be acknowledged at this time even though implementation detail will follow.

Land Use Element

1. LU 1.2 – “Outside of Winslow and the Neighborhood Centers.” Edit to say outside of Designated Centers instead.
2. LU 5.1 – Change “Neighborhood Centers” to “Designated Centers.”
3. LU 6.6 – Disagree with the policy that the B/I areas are solely to augment the NSC’s. Many of the B/I area businesses serve a vital function and are often not available or not possible at the NSC’s. The B/I areas and businesses are not secondary.

Economic Element

1. Cell phone coverage is very, very poor on the island and has been for decades. We don’t see any priority policies to correct this issue. This affects daily life communications, emergency communications/911, and doing business on the island. We live in a “1 Bar” area and do business in a “1 Bar” area. This issue needs to be prioritized as a new policy of top priority. The City needs to work with service providers to quickly fix this issue.
2. EC 8 – This policy should also include B/I areas which are missing. Not just NSC’s.

3. Add EC 11.6 – In the area of Tourism, add City support for the various craft beverage and food enterprises on the island. Add these destinations to a future city-wide Wayfinding Plan and enhancement to current limited BI Ride service.
4. EC 15 – “...provide opportunities for light industrial and other non-retail activities.” Delete reference to “non-retail activities.” This is really a poor overall description for many of the businesses in this area (see the attached list of businesses from March 2015 plus add the BARN to the list now). With over 50 businesses in the Sportsman Triangle, many are conducting retail business in some fashion. For example, the BARN sells classes, we sell beer, the wineries sell wine, the coffee roaster sells coffee, the dentist sells teeth cleaning, and the ballet sells dance classes...

Transportation Element

1. TR 4.2 – add reference to 7-day a week enhancement of Kitsap Transit’s BI Ride service.
2. TR 4.4 – add enhanced 7-day a week transit service by Kitsap Transit (BI Ride) between the ferry terminal/Winslow and the Designated Centers. Add this as a Priority implementation goal.

Suggestions for a Craft Beverage Destination At the Sportsman Club Area Business/Industrial District

Bainbridge Island Brewing

March 18, 2015

Summary

The City of Bainbridge Island is currently undertaking an update of its Comprehensive Plan that will establish a vision for the community for the next twenty years. The co-owners of Bainbridge Island Brewing, located at 9415 Coppertop Loop, wish to provide input into this ongoing process. This paper includes four suggestions related to the brewery and to the Sportsman Club area Business/Industrial (B/I) District where the brewery is located. This paper does not make suggestions for other areas zoned B/I district on the island.

The first suggestion is for the City to recognize the Sportsman Club area B/I District as a craft beverage destination on the island. Other communities, such as Woodinville, Bellevue and Snohomish County, recognize and promote their local craft beverage destinations via the web and other means. This would help promote the growing cluster of new craft beverage companies on the island as a visitor destination for both residents and off-island visitors.

The second suggestion, related to the first one, is to modify current food service restrictions at the B/I District to better support the island's burgeoning craft beverage destination. The current food service restrictions are prohibitive and do not begin to support current needs, let alone those for the next twenty years.

As one thinks about these first two topics, it calls into question the current definition of this B/I district. Looking at a list of current and future businesses and organizations in and around the Sportsman Club area B/I District, this area looks more and more like a de facto Neighborhood Service Center. The third suggestion of this paper is to reassess the current definition of this area that is outdated.

The last suggestion, like a lot of the island, is that mobile phone reception within the Sportsman Club area B/I District is dismal (one bar is common) and needs to be greatly improved. A cell phone tower is already located within this area, yet almost no visitors or employees can get an adequate signal here. This needs to change if this area is to become a true destination.

Discussion

Since the City has initiated a periodic update of its Comprehensive Plan, the Bainbridge Island Municipal Code (BIMC) and other associated plans and ordinances would also change to reflect any new or modified goals and policies. To support a healthy craft beverage destination at the

Sportsman Club area B/I District, and elsewhere on the island, several actions noted below are highly recommended for consideration by the City.

1. Support the long-term growth of the island's burgeoning craft beverage destination with appropriate changes to the Comprehensive Plan and associated codes, zoning, plans, and ordinances

The growing cluster of hand-crafted beverage companies should be recognized as a unique resource on the island and a visitor destination of island-wide and regional significance. This new destination should be supported by the City through acknowledgement in the City's updated Comprehensive Plan, as well as its website and upcoming branding/way-finding program that should be starting soon, in coordination with the Bainbridge Island Chamber of Commerce and the Bainbridge Island Downtown Association. Other scattered wineries on the island should also be included.

Over the last few years, Bainbridge Island has seen a number of craft beverage companies set up small businesses with a tasting room or taproom in the Sportsman Club area B/I District. So far there are five craft beverage businesses in this one B/I district including: Bainbridge Island Brewing, Bainbridge Organic Distillers, Eagle Harbor Winery, Fletcher Bay Winery, and Storyville Coffee. It is expected that an additional winery (or wineries) will also come to this area when a new phase of the Coppertop Park Business Complex is opened later this year. The result of this clustering is a new synergistic, burgeoning visitor destination area on the island.

Customers are beginning to find their way to this area via word of mouth, websites, social media, brochures and signs. WSDOT Visitor and Recreation Activities signs have gone up along SR 305 for some of these businesses with more to follow. This area was a former Frog Hopper stop and is now frequented by B I Ride, private vehicles, bicyclists, and walkers.

Businesses are staying open longer as activity increases and the businesses grow. The hours of operation vary between businesses with some now open seven days a week. Many visitors, particularly off-island, seek out multiple craft beverage companies during a single trip (e.g., brewery, distillery and/or wineries). Another synergy example is Island Rock Gym customers going to the brewery or a winery after rock climbing at the Gym.

2. Remove or significantly alter the existing food service restrictions at the Sportsman Club area B/I District

Current Use Specific Standards (BIMC 18.09.030) within the Sportsman Club area B/I District include the following:

D. Commercial Sales and Service

3. Food Service Establishment. In the B/I district, food service establishments must meet the following standards:

a. The use shall be located interior to the B/I district or shall be fully screened from public streets, and no signage shall face primary and secondary arterials or collector streets;

b. The indoor area occupied by the food service business shall be limited to 2,000 square feet; and

c. Food service available to employees and customers shall be limited to between 5:00 a.m. and 6:00 p.m.

Mobile food service is allowed in the B/I district with landowner permission and a host of other City requirements.

As a result of current BIMC restrictions on food service, one small business (Metro Market Café) is allowed to serve prepared food. Metro Market is open from 11am to 2pm, Monday through Friday. Per their business model, they are primarily a caterer, offering a limited lunch service. As a result, there is no food service business that is open in the Sportsman Club area B/I District on the weekends and after 2pm weekdays.

Speaking for the brewery only, customer comments are received daily from residents and off-island visitors asking for prepared food service at the brewery, and/or within the Sportsman Club area B/I District. Since Metro Market Café closes at 2pm weekdays when the brewery opens up for business, there is no overlap of prepared food service available to brewery customers during weekdays, at night, or during weekends.

Based on over two years of observations and customer comments received at the brewery, the impact of current food service restrictions include: 1) customers must call for a pizza delivery to the brewery, 2) customers must bring food themselves to the brewery, 3) customers will shorten their stay and will drive to a food service provider elsewhere, either before or after their visit to the brewery, or 4) customers will not come or will leave once they see that a prepared meal is not available. This is a poor situation for a burgeoning visitor destination. To grow and prosper, the craft beverage companies need onsite prepared food service in the B/I district that is available during weekends and evening hours.

Current food service work-arounds at the brewery include: 1) serving snacks prepared off-site, 2) allowing customers to bring in food prepared elsewhere, 3) allowing pizza deliveries (often multiple trips per day), and 4) bringing in a mobile food provider for a few hours each week. This is seen as a temporary solution.

Storyville Coffee and Fletcher Bay Winery also offer their customers limited snacks that are prepared off-site. Sweet Dahlia bakery offers baked goods during limited weekday hours.

3. Reassess the B/I District definition and its use restrictions at the Sportsman Club area B/I District

In reality, this B/I district appears to be functioning more and more like a Neighborhood Service Center, compared to a traditional business/industrial complex. Existing businesses and organizations in this area include the current craft beverage companies, along with a wide variety of professional services, health care providers, private schools, studios, and recreational facilities. Inside Coppertop Park is a picnic green space and a private climbing gym. There are two major public school complexes and a church with a park and ride facility located nearby. A future Boys and Girls Club is opening up in May 2015 in Coppertop Park. And the NorthTown Woods residential development is located nearby.

Based on a visual inventory made on March 14, 2015, there are 40 or so businesses and organizations within the current Sportsman Club area B/I District. This B/I district includes the Coppertop Loop and Business Park Lane areas. Not included in the list below are businesses in a new phase of Coppertop Park that is about to break ground to the north of the current complex.

Coppertop Loop (Coppertop Park Business Complex)

- Aberon Studio (photography)
- American Property
- Bainbridge Ballet
- Bainbridge Island Brewing
- Bainbridge Independent
- Bainbridge Organic Distillers
- Bainbridge Pediatrics
- Bottlehead (high end electronics)
- Boys and Girls Club (May 2015 opening)
- Cavu Networks (IT Consulting)
- Fire Dragon Acupuncture
- Fletcher Bay Winery
- Island Children's Montessori School (recently moved out)
- Island Health and Chiropractic
- Island Rock Gym
- Jody Lyle (jewelry)
- Kite & Lightning (electronic media)
- Metro Market Café
- Neil Conaty, Acupuncturist

- New Motion Physical Therapy
- Northwest Insurance Group
- Pink Chalk (sewing accessories and design)
- SMB Nation (technology and business consulting)
- Storyville Coffee Company
- Sweet Dahlia (bakery)
- The Studio (acting studio)
- Wicklund Dental (TI remodeling is underway now)
- Vast Solutions Group (insurance and business solutions)

Business Park Lane Area (various buildings and properties)

- Bainbridge Disposal
- Bainbridge Heated Self-Storage
- Bainbridge Island Boxing
- Bainbridge Island Septic Pumping
- Eagle Harbor Winery
- Kids Emergency Packs
- Leaps & Bounds Montessori
- Nutrition For Life
- Olympic Glass
- Outcome Cross Fit
- Ubbe's Fitness Studio

4. Significantly improve mobile phone reception at the Sportsman Club area B/I District

Improved mobile phone reception is definitely an island-wide need and has been a significant issue for many years, as well as a public safety concern. A cell phone tower is already located within this B/I district, yet many visitors and employees can only get "one bar" reception. Poor reception is further exacerbated by the metal building construction at Coppertop Park and elsewhere.

Businesses and their customers rely more and more on the use of smart phones and new technology. Without good mobile phone reception, it is more difficult for visitors to find their intended destinations, for emergency calls to go through, for taxis and B I Ride to connect with riders, and for customers and employees to go about their daily routines. Restrictive sign regulations in the B/I district make it even harder for businesses to connect with potential customers when their mobile phone reception is dismal.

This needs to change if this area is to become a true destination. The City should make it a priority to significantly improve mobile phone reception throughout the island and this area should be a high priority area.

City of Bainbridge Island

September 22, 2016

SEP 26 2016

Planning and Community Development

Planning Commission
City of Bainbridge Island
280 Madison Avenue North
Bainbridge Island, WA 98110



Dear Members of the Planning Commission:

The Bainbridge Island Metropolitan Park & Recreation District has reviewed the draft Island-Wide Transportation Plan with respect to how the plan enhances or affects the parks and recreation programs for which the District is responsible to the Community.

The parks and recreation programs the District manages are extremely popular with both our community and visitors from off Bainbridge Island. We believe that the Transportation Plan should provide specific proposals and ideas that not only improve our transportation network, but do it in a way that enhances our community by providing healthy transportation and recreation opportunities.

To that end, the Park District has supported and will continue to support the Sound to Olympics Trail. We have committed to providing access to the STO through the Sakai property. We are also committed to placing the trail through Meigs Park and Rotary Centennial Park, if the routing of the STO benefits from traversing those parks.

Further, the Park District supports a well-planned and implemented non-motorized network of trails and pedestrian walk-ways that meet the public's transportation needs and that complement the Park District's current trail network and its future objectives as outlined in our Trail Vision Plan. We support the City's efforts to develop non-motorized facilities within major transportation corridors (SR 305 and the Core 40). One of the Park District Goals is to provide trail connections between our parks, a goal that would be greatly facilitated by completion of non-motorized facilities along SR 305 and in the Core 40. As those facilities are developed, the Park District will be developing connections from our parks to the transportation corridors to create an interconnected web of non-motorized facilities.

However, we have serious concerns about some of the proposed "Connectivity Improvements" – *i.e.*, roads – in the draft Transportation Plan. These roads would adversely affect major parks and trails, reduce publicly supported protections for the Island's natural areas and wildlife habitat, and damage the recreational value of these parks. They would also hinder the potential development of a non-motorized system of pedestrian and bicycle facilities that would promote healthy transportation and recreation choices.

In Chapter 3, starting on page 3-30, the Transportation Plan identifies some twenty (20) "Connectivity Improvements." A number of these "improvements" are likely to cause significant negative impacts on parks or Park District maintained non-motorized connections. We question whether these would provide net "improvements" to the Island community as a whole.

In particular, we are concerned about the following proposed roads:

- (11) Marshall Road to Crystal Springs, (12) Springridge Road to Marshall Road, and (15) Deerpath Lane to Marshall Road. These proposed road connections bisect Gazzam Lake Park and Preserve in several potential alignments. The creation of Gazzam was funded by two publicly approved bond levies, private donations, and state and federal grants. The park continues to enjoy strong public support for its recreational value and for its protection of natural habitat, both of which would be damaged by these proposed roads.

- (6) Mandus Olson Road. This proposed road connection is currently a non-motorized trail on a City-owned right-of-way. The ROW also separates Grand Forest East and Hilltop Parks. Pushing Mandus Olson Road through would break up a significant block of open space parkland and would have a negative impact on one of the few remaining large blocks of wildlife habitat on the Island.
- (3) Fieldstone/Bayhill Road. The Park District currently holds a trail easement over private properties that connect these two streets. The District developed this well-used trail a several years ago and has maintained it ever since. It is not clear where this proposed road connection would be located or how it would affect this trail.
- (13) Wyatt Way/Fletcher Bay. This proposed connection goes through Lost Valley, which is city watershed. It is also protected open space purchased with funds from the City's Open Space Bond Levy. Construction of a road in that area would preclude the possibility of a significant trail connection that could serve both recreation and transportation purposes. The City's Non-motorized Transportation Committee has identified Lost Valley as the location for a possible non-motorized trail. The Park District has requested that the City transfer the four open space properties in Lost Valley for the purpose of developing both recreational trails and a possible non-motorized connection from Wyatt Way to Fletcher Bay Road. Finally, a trail through Lost Valley would also make possible a trail connection from Winslow to Gazzam Lake Park and Preserve and a network of trails on the west side of the Island.
- (14) Shepherd Way. This proposed connection would be located on City right of way that currently is part of the Waterfront Trail, a joint project of the City and Park District (and Charles Schmid).
- (19) Agate Beach Lane. We are not sure of the precise routing of this road connection, but a likely conclusion from the term "frontage road" is the expectation that its southern terminus would run through Rotary Centennial Park, the Island's northern gateway park. This is a relatively small park whose public value would be seriously hurt by such a road.

We believe that all these proposals for roads should be eliminated from the Transportation Plan due to their potential negative impacts on Gazzam Lake Park and Preserve, the Grand Forest/Hilltop Park complex, Rotary Centennial Park, and a couple of well used non-motorized connections. We believe that the impacts on Parks and community recreation (walking and bicycling, in particular) would far outweigh the limited benefits provided to the community, such as shaving a few minutes off the dash to the ferry.

We understand that many of these road connection proposals have been carried over from previous versions of the Transportation Plan. While some of them may have appeared reasonable in the past, they no longer make sense in light of changes in development patterns on the Island, the public's increased desire for more trails and other non-motorized connections, and the expansion of Parks and recreation programs that have been made in response to the public's demands.

The Park District urges the Planning Commission to give serious consideration to the comments from the Bainbridge Island Land Trust, dated September 8, 2016, with which we strongly agree. We understand the need to plan for future development in the Island's transportation infrastructure. However, we agree with the Land Trust that such planning "needs to be done in a manner that is mindful of the investments already made in other quality of life issues important to our island, such as habitat preservation and passive parks, trails and open space." We also believe that such plans need ample opportunity for the public to review and comment to ensure that proposed improvements have public support.

Accordingly, we ask these proposed road connections noted by the Park District and the Bainbridge Island Land Trust be removed from consideration as part of the update of the City's Comprehensive Plan.

Sincerely,



Tom Swolgaard, Chair
Board of Commissioners
Bainbridge Island Metropolitan Park & Recreation District

cc: City Council

City of Bainbridge Island

September 22, 2016

SEP 26 2016

Planning and Community Development

Planning Commission
City of Bainbridge Island
280 Madison Avenue North
Bainbridge Island, WA 98110



Dear Members of the Planning Commission:

The Bainbridge Island Metropolitan Park & Recreation District has reviewed the draft Island-Wide Transportation Plan with respect to how the plan enhances or affects the parks and recreation programs for which the District is responsible to the Community.

The parks and recreation programs the District manages are extremely popular with both our community and visitors from off Bainbridge Island. We believe that the Transportation Plan should provide specific proposals and ideas that not only improve our transportation network, but do it in a way that enhances our community by providing healthy transportation and recreation opportunities.

To that end, the Park District has supported and will continue to support the Sound to Olympics Trail. We have committed to providing access to the STO through the Sakai property. We are also committed to placing the trail through Meigs Park and Rotary Centennial Park, if the routing of the STO benefits from traversing those parks.

Further, the Park District supports a well-planned and implemented non-motorized network of trails and pedestrian walk-ways that meet the public's transportation needs and that complement the Park District's current trail network and its future objectives as outlined in our Trail Vision Plan. We support the City's efforts to develop non-motorized facilities within major transportation corridors (SR 305 and the Core 40). One of the Park District Goals is to provide trail connections between our parks, a goal that would be greatly facilitated by completion of non-motorized facilities along SR 305 and in the Core 40. As those facilities are developed, the Park District will be developing connections from our parks to the transportation corridors to create an interconnected web of non-motorized facilities.

However, we have serious concerns about some of the proposed "Connectivity Improvements" – i.e., roads – in the draft Transportation Plan. These roads would adversely affect major parks and trails, reduce publicly supported protections for the Island's natural areas and wildlife habitat, and damage the recreational value of these parks. They would also hinder the potential development of a non-motorized system of pedestrian and bicycle facilities that would promote healthy transportation and recreation choices.

In Chapter 3, starting on page 3-30, the Transportation Plan identifies some twenty (20) "Connectivity Improvements." A number of these "improvements" are likely to cause significant negative impacts on parks or Park District maintained non-motorized connections. We question whether these would provide net "improvements" to the Island community as a whole.

In particular, we are concerned about the following proposed roads:

- (11) Marshall Road to Crystal Springs, (12) Springridge Road to Marshall Road, and (15) Deerpath Lane to Marshall Road. These proposed road connections bisect Gazzam Lake Park and Preserve in several potential alignments. The creation of Gazzam was funded by two publicly approved bond levies, private donations, and state and federal grants. The park continues to enjoy strong public support for its recreational value and for its protection of natural habitat, both of which would be damaged by these proposed roads.

- (6) Mandus Olson Road. This proposed road connection is currently a non-motorized trail on a City-owned right-of-way. The ROW also separates Grand Forest East and Hilltop Parks. Pushing Mandus Olson Road through would break up a significant block of open space parkland and would have a negative impact on one of the few remaining large blocks of wildlife habitat on the Island.
- (3) Fieldstone/Bayhill Road. The Park District currently holds a trail easement over private properties that connect these two streets. The District developed this well-used trail a several years ago and has maintained it ever since. It is not clear where this proposed road connection would be located or how it would affect this trail.
- (13) Wyatt Way/Fletcher Bay. This proposed connection goes through Lost Valley, which is city watershed. It is also protected open space purchased with funds from the City's Open Space Bond Levy. Construction of a road in that area would preclude the possibility of a significant trail connection that could serve both recreation and transportation purposes. The City's Non-motorized Transportation Committee has identified Lost Valley as the location for a possible non-motorized trail. The Park District has requested that the City transfer the four open space properties in Lost Valley for the purpose of developing both recreational trails and a possible non-motorized connection from Wyatt Way to Fletcher Bay Road. Finally, a trail through Lost Valley would also make possible a trail connection from Winslow to Gazzam Lake Park and Preserve and a network of trails on the west side of the Island.
- (14) Shepherd Way. This proposed connection would be located on City right of way that currently is part of the Waterfront Trail, a joint project of the City and Park District (and Charles Schmid).
- (19) Agate Beach Lane. We are not sure of the precise routing of this road connection, but a likely conclusion from the term "frontage road" is the expectation that its southern terminus would run through Rotary Centennial Park, the Island's northern gateway park. This is a relatively small park whose public value would be seriously hurt by such a road.

We believe that all these proposals for roads should be eliminated from the Transportation Plan due to their potential negative impacts on Gazzam Lake Park and Preserve, the Grand Forest/Hilltop Park complex, Rotary Centennial Park, and a couple of well used non-motorized connections. We believe that the impacts on Parks and community recreation (walking and bicycling, in particular) would far outweigh the limited benefits provided to the community, such as shaving a few minutes off the dash to the ferry.

We understand that many of these road connection proposals have been carried over from previous versions of the Transportation Plan. While some of them may have appeared reasonable in the past, they no longer make sense in light of changes in development patterns on the Island, the public's increased desire for more trails and other non-motorized connections, and the expansion of Parks and recreation programs that have been made in response to the public's demands.

The Park District urges the Planning Commission to give serious consideration to the comments from the Bainbridge Island Land Trust, dated September 8, 2016, with which we strongly agree. We understand the need to plan for future development in the Island's transportation infrastructure. However, we agree with the Land Trust that such planning "needs to be done in a manner that is mindful of the investments already made in other quality of life issues important to our island, such as habitat preservation and passive parks, trails and open space." We also believe that such plans need ample opportunity for the public to review and comment to ensure that proposed improvements have public support.

Accordingly, we ask these proposed road connections noted by the Park District and the Bainbridge Island Land Trust be removed from consideration as part of the update of the City's Comprehensive Plan.

Sincerely,



Tom Swolgaard, Chair
Board of Commissioners
Bainbridge Island Metropolitan Park & Recreation District

cc: City Council

September 23, 2016

City of Bainbridge Island

SEP 26 2016

Planning and Community Development

Planning Commission
City of Bainbridge Island
280 Madison Ave N
Bainbridge Island, WA 98110



Dear Planning Commissioners:

The Board of Commissioners of the Bainbridge Island Metropolitan Park & Recreation District want to alert the Planning Commission that there are several issues pertaining to the zoning of Pritchard Park that are in need of discussion and research.

Charles Schmid discussed with Park Board Commissioners his desire to effect a zoning change to Pritchard Park at a regular park board meeting held on Thursday, September 22, 2016. As co-chair of the Pritchard Park Design Committee, he is respected by the Park Board.

The Park District understands that he would like to see the zoning for Pritchard Park changed to residential. Any zoning change would have to be undertaken by the City and the Park District, the two owners of the property. Other entities have operating agreements attached to portions of the property, too; EPA pertaining to the Point and National Park Service pertaining to the Memorial.

The recommendation of Charles Schmid has sparked conversation on a range of topics that the Park Board believes should be researched prior to considering his request. Recent federal processes selecting a clean-up method are now occurring. Once a method is selected and funded, clean-up and remediation will occur on site at the Point. On the western portion of the site, the Japanese American WW-2 Exclusion Memorial is moving to second phase development of an interpretative pier and indoor exhibit space.

In light of these activities the Park Board would like more research and collaboration prior to taking any action on the proposed recommendation and would like to alert the Planning Commission that this topic may need addressing before the Comprehensive Plan is adopted.

Sincerely,

A handwritten signature in blue ink, which appears to read "Tom Swolgaard", is written over the typed name and title.

Tom Swolgaard
Board of Commissioners
Bainbridge Island Metropolitan
Park & Recreation District

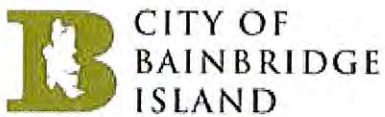
JaneyRasely

From: Jane Rasely
Sent: Monday, September 26, 2016 9:36 AM
To: Gary Christensen; Jennifer Sutton; Jon Quitslund; Joseph W. Tovar ; Lisa Macchio; Mack Pearl; Maradel Gale; Michael Killion; Michael Lewars; Sarah Blossom; William Chester
Cc: Chris Hammer
Subject: Public Comment
Attachments: 20160926 BAINBRIDGE ISLAND METRO PARK & RECREATION DISTRICT 2.pdf; 20160926 BAINBRIDGE ISLAND METRO PARK & RECREATION DISTRICT.pdf

Good Morning,

Please see attached public comment.

Thank you,



JANE RASELY

Administrative Specialist

www.bainbridgewa.gov

facebook.com/citybainbridgeisland/

206.780.3758 (office) 206.780.5104



Name: SANJAY BHATT

Address: 721 MADISON AVE N
BAINBRIDGE 98110

Date: September 17, 2016

Comment

The last traffic study ~~of~~ of speed traveled by motorists on Madison Ave was in 2012. Could we find out when a new traffic ~~study~~ study will be done? Lots of kids playing in our development at Sadie Ln.

There are many creative tools in use in Seattle to develop quality affordable housing and have a more inclusive community. BI could look at transit-oriented development and various financing mechanisms (MF tax exemption, ^{incentive zoning} ~~incentive zoning~~, tax credit financing) + partnerships with private sector to spur more units. Check out Velocity project in Kirkland by Imagine Housing.

JaneyRasely

From: Mesolini Glass Studio <mesolini.info@mesolini.com>
Sent: Thursday, September 22, 2016 2:32 PM
To: PCD
Subject: Arts & Humanities Bainbridge

With regards to the written description of the Cultural Element for Bainbridge Island, please,

1. Strengthen the verbiage of the action items, specifically #1, the funding request. Currently it says "consider" and we'd like to use stronger language, such as "adopt and maintain" funding . . . as it states for the 2nd action item in this element. Please to make it actionable.
2. Additionally, please include in the glossary a definition for "lead designated agency" and have AHB reinstated. At this time, no agency is specifically identified in the element documents, so as cultural element references a "designated agent", name BAH as the designated entity.

Arts & Humanities Bainbridge has long been the central hub for distributing funding to arts organizations & artists on Bainbridge Island. As the lead agency it keeps an eagle eye focused on worthy art organizations with it's oversight. As an artist participating in the Arts in Education program, BAH has been vital to the local management of artists & teachers participating in this program. Our Island's participation has been used as a shining example of art & artists at it's best in schools, coordinating artists & educators seamlessly; something Island residents and Island government officials should be very proud of.

Give them your confidence to do their job by maintaining their funding and giving them the assignment of designated lead agency.

Best,
Diane Bonciolini

The logo for Mesolini Glass Studio features the word "Mesolini" in a large, elegant, cursive script. Below it, the words "Glass Studio" are written in a smaller, clean, sans-serif font, followed by a registered trademark symbol (®).

206.842.7133

JaneyRasely

From: Brobst, Thomas <tom.brobst@pse.com>
Sent: Wednesday, September 21, 2016 12:11 PM
To: Jennifer Sutton
Cc: City Admin; Barry Doveless; PCD; Morgan Smith; Gary Christensen; dschultz@bainbridgewa.gov; D Aliabadi; Gretchen
Subject: RE: JEG Electric Section Draft Language
Attachments: COB Comp Plan Letter 9-21-16.pdf
Importance: High

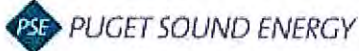
Jennifer:

Good afternoon. Nice to talk with you earlier today. I have attached the letter I mentioned to you regarding the follow up to previous PSE submissions for the comp plan. Please let me know if you need anything further from me regarding this matter.

Tom

Thomas M. Brobst
Municipal Liaison Manager
Puget Sound Energy
6522 Kitsap Way
Bremerton, WA 98312
(360) 475-7020
www.pse.com

□



Don't confuse motion with progress

Notice: This transmission is intended for the sole use of the individual(s) to whom it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or duplication of this transmission or any attachment(s) by someone other than the intended addressee or its designated agent is prohibited. If your receipt of this email is in error, please notify me.

From: Jennifer Sutton [mailto:jsutton@bainbridgewa.gov]
Sent: Thursday, August 11, 2016 8:15 AM
To: Brobst, Thomas
Cc: PCD
Subject: RE: JEG Electric Section Draft Language

Tom, I will forward the comment to the planning commission- are you attending tonight's meeting? I think they are struggling to understand why the policy needs to be so specific- that wouldn't the project happen anyway when it is scheduled to happen? Or does having this specific policy "bump up" the project up the priority list?

□
 Please consider the environment before printing this email and any attachment. Thank you. □

From: Brobst, Thomas [<mailto:tom.brobst@pse.com>]
Sent: Thursday, August 11, 2016 7:25 AM
To: Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: UE Electric section draft language
Importance: High

Jennifer:

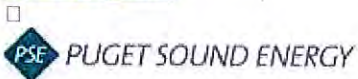
Good morning. I am providing a revised draft version for the UE Electric portion of the revised comp plan. As I have stated at the planning commission (PC) meetings this land use issue is critically important to meeting the reliable electric service needs of the customers and residents of Bainbridge Island. When PSE does come to the city to initiate this project, opponents will likely be pointing to the comp plan and be asserting that this project is not in the comp plan and that fact could complicate matters. PSE is very concerned that if the PC does not include the language it will make the path forward much more difficult. Thank you for your assistance in this important operating issue.

U14.8 Replace E1.4

"The City shall encourage PSE to improve the reliability of electric service for City residents by pursuing planning, permitting and constructing a 115 kV above-ground transmission line connecting the Winslow and Murden Cove substations in a manner which minimizes citizen exposure to EMF from the transmission line. The City may choose to have PSE construct the new transmission tie underground in accordance with the current transmission underground tariff that has been established with the WUTC."

Tom

Thomas M. Brobst
Municipal Liaison Manager
Puget Sound Energy
6522 Kitsap Way
Bremerton, WA 98312
(360) 475-7020
www.pse.com



Don't confuse motion with progress

Notice: This transmission is intended for the sole use of the individual(s) to whom it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or duplication of this transmission or any attachment(s) by someone other than the intended addressee or its designated agent is prohibited. If your receipt of this email is in error, please notify me.

JaneyRasely

From: Jennifer Sutton
Sent: Thursday, September 22, 2016 3:33 PM
To: PCD
Subject: FW: UE Electric Section Draft Language
Attachments: COBI Comp Plan Letter 9-21-16.pdf

Importance: High

 CITY OF
BAINBRIDGE
ISLAND
JENNIFER SUTTON, AICP
Senior Planner
www.bainbridgewa.gov
facebook.com/citybainbridgeisland/
206.780.3772

 Please consider the environment before printing this email and any attachment. Thank you. ☐

From: Brobst, Thomas [mailto:tom.brobst@pse.com]
Sent: Thursday, September 22, 2016 2:04 PM
To: Michael Lewars <michael.lewars@cobicommittee.email>; Mack Pearl <mack.pearl@cobicommittee.email>; Maradel Gale <maradel.gale@cobicommittee.email>; Jon Quitslund <jon.quitslund@cobicommittee.email>; William Chester <william.chester@cobicommittee.email>; Lisa Macchio <lisa.macchio@cobicommittee.email>; Michael Killion <michael.killion@cobicommittee.email>; Sarah Blossom <sblossom@bainbridgewa.gov>
Cc: Jennifer Sutton <jsutton@bainbridgewa.gov>; Gary Christensen <gchristensen@bainbridgewa.gov>; Aliabadi, Gretchen <gretchen.aliabadi@pse.com>; Bryan McConaughy/BMcConsulting (bryan@bmconsulting.net) <bryan@bmconsulting.net>
Subject: FW: UE Electric section draft language
Importance: High

Dear Planning Commission members:

Good afternoon. PSE would like to include you in our written comments to COBI planning staff regarding the desire to keep the integral transmission loop language in the revised comp plan document. The attached letter helps to spell out the reasoning for the transmission loop language to be brought forward into the revised comp plan. Please don't hesitate to contact me to address any questions or concerns regarding this important safety, reliability and land use issue associated with providing electric service to the customers on Bainbridge Island.

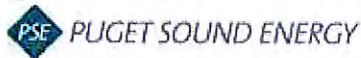
Respectfully,

Tom

Thomas M. Brobst
Municipal Liaison Manager

Puget Sound Energy
6522 Kitsap Way
Bremerton, WA 98312
(360) 475-7020
www.pse.com

□



Don't confuse motion with progress

Notice: This transmission is intended for the sole use of the individual(s) to whom it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or duplication of this transmission or any attachment(s) by someone other than the intended addressee or its designated agent is prohibited. If your receipt of this email is in error, please notify me.

From: Brobst, Thomas
Sent: Wednesday, September 21, 2016 2:11 PM
To: 'Jennifer Sutton'
Cc: 'cityadmin@bainbridgewa.gov'; Barry Loveless (bloveless@bainbridgewa.gov); pcd@bainbridgewa.gov; 'msmith@bainbridgewa.gov'; 'gchristensen@bainbridgewa.gov'; 'dschultz@bainbridgewa.gov'; Aliabadi, Gretchen
Subject: RE: UE Electric section draft language
Importance: High

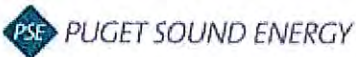
Jennifer:

Good afternoon. Nice to talk with you earlier today. I have attached the letter I mentioned to you regarding the follow up to previous PSE submissions for the comp plan. Please let me know if you need anything further from me regarding this matter.

Tom

Thomas M. Brobst
Municipal Liaison Manager
Puget Sound Energy
6522 Kitsap Way
Bremerton, WA 98312
(360) 475-7020
www.pse.com

□



Don't confuse motion with progress

Notice: This transmission is intended for the sole use of the individual(s) to whom it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or duplication of this transmission or any attachment(s) by someone other than the intended addressee or its designated agent is prohibited. If your receipt of this email is in error, please notify me.

From: Jennifer Sutton [<mailto:jsutton@bainbridgewa.gov>]
Sent: Thursday, August 11, 2016 8:15 AM
To: Brobst, Thomas

Cc: PCD

Subject: RE: UE Electric section draft language

Tom, I will forward the comment to the planning commission- are you attending tonight's meeting? I think they are struggling to understand why the policy needs to be so specific- that wouldn't the project happen anyway when it is scheduled to happen? Or does having this specific policy "bump up" the project up the priority list?

 CITY OF
BAINBRIDGE
ISLAND
JENNIFER SUTTON, AICP

Senior Planner

www.bainbridgewa.gov

facebook.com/citybainbridgeisland/

206.780.3772



 Please consider the environment before printing this email and any attachment. Thank you. 

From: Brobst, Thomas [<mailto:tom.brobst@pse.com>]

Sent: Thursday, August 11, 2016 7:25 AM

To: Jennifer Sutton <jsutton@bainbridgewa.gov>

Subject: UE Electric section draft language

Importance: High

Jennifer:

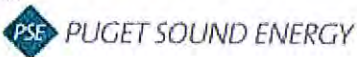
Good morning. I am providing a revised draft version for the UE Electric portion of the revised comp plan. As I have stated at the planning commission (PC) meetings this land use issue is critically important to meeting the reliable electric service needs of the customers and residents of Bainbridge Island. When PSE does come to the city to initiate this project, opponents will likely be pointing to the comp plan and be asserting that this project is not in the comp plan and that fact could complicate matters. PSE is very concerned that if the PC does not include the language it will make the path forward much more difficult. Thank you for your assistance in this important operating issue.

U14.8 Replace E1.4

"The City shall encourage PSE to improve the reliability of electric service for City residents by pursuing planning, permitting and constructing a 115 kV above-ground transmission line connecting the Winslow and Murden Cove substations in a manner which minimizes citizen exposure to EMF from the transmission line. The City may choose to have PSE construct the new transmission tie underground in accordance with the current transmission underground tariff that has been established with the WUTC."

Tom

Thomas M. Brobst
Municipal Liaison Manager
Puget Sound Energy
6522 Kitsap Way
Bremerton, WA 98312
(360) 475-7020
www.pse.com



Don't confuse motion with progress

Notice: This transmission is intended for the sole use of the individual(s) to whom it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or duplication of this transmission or any attachment(s) by someone other than the intended addressee or its designated agent is prohibited. If your receipt of this email is in error, please notify me.

Jennifer Sutton
Special Project Planner
Department of Planning & Community Development
City of Bainbridge Island

Dear Ms. Sutton,

Thank you for the opportunity to comment further on the proposed revisions to the Utilities Element of the City of Bainbridge Island Comprehensive Plan ("Comp Plan"). Of course, PSE has submitted suggestions both in writing and orally over the last several months. PSE remains committed to collaborating with the City regarding the Comp Plan. This letter is intended, however, to outline two points of special importance for PSE—but also for our customers, the residents and businesses located on Bainbridge Island. Please note that by emphasizing just two points here, we are not intending to withdraw our prior comments or suggestions.

PSE asks the City to retain current sections E1.4 and E 1.5 in the Utilities Element of the Comp Plan. We discuss our reasoning below.

In the first instance, PSE recommends that the City retain the existing language of the section E1.4 (now section U 14.3) that discusses PSE's planned transmission line tie. Specifically, that provision states:

The City shall encourage PSE to improve the reliability of electric service for City residents by implementing the City's Electrical Reliability Plan, including pursuing planning and permitting for an 115 KV above-ground transmission line connecting the Winslow and Murden Cove substations in a manner which minimizes citizen exposure to EMF from the transmission line.

As you may know, delivering "Safe, Dependable, and Efficient" energy services has neatly summarized PSE's mission for several years. Thus, encouraging PSE to improve reliability comports precisely with PSE's goals. More importantly, referencing specific infrastructure improvements to connect two substations with

a transmission line philosophically aligns the City with that reliability objective for Bainbridge customers. Of course, aligning the City philosophically with a PSE reliability objective does not divest the City and applicable agencies from their role of reviewing and issuing necessary permits and imposing suitable requirements on any such project; however, PSE believes it helps both the City and PSE to continue to state this objective in the Comp Plan. Removing this foundational language from the Comp Plan might send the opposite message: that electric reliability is not important to the City or Island residents.

PSE plans and designs our system to serve the electric needs of all customers. PSE does not create growth; rather, PSE reacts to the community's growth and power supply needs, and plans for new conditions or variable demands. As envisioned by state law, a locality's Comp Plan is part of that planning effort and affords PSE and the City the opportunity to plan together to meet the community's needs. As such, the Comp Plan can be a valuable tool to direct how land use elements will be identified and consistently planned for, now and into the future. Electric service is a key element of comprehensive land planning.

The proposed (and currently expressly mentioned) 115kV transmission tie between Winslow and Murden Cove substations has a direct and large impact on electric reliability. Two-thirds of Island residents are being served from radial fed substations, meaning the applicable substation is fed by only one power line. If the sole line serving the substation goes out, all customers served by the substation are out of power – there is no back up. “Looping” substations, or feeding them with multiple sources, is a basic tool of electric system design to improve reliability, and one that PSE is ready to pursue for Island residents.

Accordingly PSE urges the City to retain the existing language under section E 1.4 from the current Comp Plan to be carried forward to the 2016 update.

PSE's second request in this letter is to ask that the following goal be retained from the 2004 plan:

E 1.5

Encourage undergrounding new transmission lines, if and when the WUTC changes its rates, regulations and tariffs in such a manner as to allow equitable distribution of undergrounding costs across its rate base.

Currently PSE rate schedules include a cost-sharing tariff to allow communities to invest with PSE in undergrounding transmission lines. PSE is ready to work with the City to discuss undergrounding transmission lines, and believes this is a proactive step to take to inform Island customers of options. PSE is prepared to design its local system to address the expressed desires of our customers. Accordingly we believe this language also should remain in the Comp Plan.

Thank you for your consideration of these suggestions. We look forward to continuing to work with the City and Island residents to meet our customers' needs and thereby improve our service to them.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Brobst".

Tom Brobst
Municipal Liaison Manager
Puget Sound Energy

cc:

Morgan Smith
Barry Loveless
Gary Christensen
Doug Schultz



PUGET SOUND ENERGY

Puget Sound Energy
P.O. Box 97034
Bellevue, WA 98009-9734
PSE.com

Jennifer Sutton
Special Project Planner
Department of Planning & Community Development
City of Bainbridge Island

Dear Ms. Sutton,

Thank you for the opportunity to comment further on the proposed revisions to the Utilities Element of the City of Bainbridge Island Comprehensive Plan ("Comp Plan"). Of course, PSE has submitted suggestions both in writing and orally over the last several months. PSE remains committed to collaborating with the City regarding the Comp Plan. This letter is intended, however, to outline two points of special importance for PSE—but also for our customers, the residents and businesses located on Bainbridge Island. Please note that by emphasizing just two points here, we are not intending to withdraw our prior comments or suggestions.

PSE asks the City to retain current sections E1.4 and E 1.5 in the Utilities Element of the Comp Plan. We discuss our reasoning below.

In the first instance, PSE recommends that the City retain the existing language of the section E1.4 (now section U 14.3) that discusses PSE's planned transmission line tie. Specifically, that provision states:

The City shall encourage PSE to improve the reliability of electric service for City residents by implementing the City's Electrical Reliability Plan, including pursuing planning and permitting for an 115 KV above-ground transmission line connecting the Winslow and Murden Cove substations in a manner which minimizes citizen exposure to EMF from the transmission line.

As you may know, delivering "Safe, Dependable, and Efficient" energy services has neatly summarized PSE's mission for several years. Thus, encouraging PSE to improve reliability comports precisely with PSE's goals. More importantly, referencing specific infrastructure improvements to connect two substations with

a transmission line philosophically aligns the City with that reliability objective for Bainbridge customers. Of course, aligning the City philosophically with a PSE reliability objective does not divest the City and applicable agencies from their role of reviewing and issuing necessary permits and imposing suitable requirements on any such project; however, PSE believes it helps both the City and PSE to continue to state this objective in the Comp Plan. Removing this foundational language from the Comp Plan might send the opposite message: that electric reliability is not important to the City or Island residents.

PSE plans and designs our system to serve the electric needs of all customers. PSE does not create growth; rather, PSE reacts to the community's growth and power supply needs, and plans for new conditions or variable demands. As envisioned by state law, a locality's Comp Plan is part of that planning effort and affords PSE and the City the opportunity to plan together to meet the community's needs. As such, the Comp Plan can be a valuable tool to direct how land use elements will be identified and consistently planned for, now and into the future. Electric service is a key element of comprehensive land planning.

The proposed (and currently expressly mentioned) 115kV transmission tie between Winslow and Murden Cove substations has a direct and large impact on electric reliability. Two-thirds of Island residents are being served from radial fed substations, meaning the applicable substation is fed by only one power line. If the sole line serving the substation goes out, all customers served by the substation are out of power – there is no back up. “Looping” substations, or feeding them with multiple sources, is a basic tool of electric system design to improve reliability, and one that PSE is ready to pursue for Island residents.

Accordingly PSE urges the City to retain the existing language under section E 1.4 from the current Comp Plan to be carried forward to the 2016 update.

PSE's second request in this letter is to ask that the following goal be retained from the 2004 plan:

E 1.5

Encourage undergrounding new transmission lines, if and when the WUTC changes its rates, regulations and tariffs in such a manner as to allow equitable distribution of undergrounding costs across its rate base.

Currently PSE rate schedules include a cost-sharing tariff to allow communities to invest with PSE in undergrounding transmission lines. PSE is ready to work with the City to discuss undergrounding transmission lines, and believes this is a proactive step to take to inform Island customers of options. PSE is prepared to design its local system to address the expressed desires of our customers. Accordingly we believe this language also should remain in the Comp Plan.

Thank you for your consideration of these suggestions. We look forward to continuing to work with the City and Island residents to meet our customers' needs and thereby improve our service to them.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Brobst".

Tom Brobst
Municipal Liaison Manager
Puget Sound Energy

CC:

Morgan Smith
Barry Loveless
Gary Christensen
Doug Schultz

Jane Rasely

From: Bunten, Donna (ECY) <DBUN461@ECY.WA.GOV>
Sent: Tuesday, September 13, 2016 9:04 AM
To: Jennifer Sutton; Anderson, Paul S. (ECY)
Cc: PCD; Christy Carr
Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist
Attachments: Guidance on Frequently Flooded Areas January 2015-FINAL.pdf

Hi, Jennifer,

In case you're not familiar with it, Ecology recently published an updated guidance document on the wetlands chapter of your CAO that you can read about and access here: <http://www.ecy.wa.gov/programs/sea/wetlands/gma/guidance.html> . And I'm attaching some information from our Floodplain Management folks for the FFA chapter.

As Paul mentioned below, we would be happy to review your early drafts and provide informal comments on the wetlands chapter of your CAO.

When you do start working on it, give me a call if you have any questions about our guidance.

Donna J. Bunten
CAO Coordinator
Shorelands and Environmental Assistance Program
Department of Ecology
PO Box 47600
Olympia, WA 98504
360-407-7172

From: Jennifer Sutton [mailto:jsutton@bainbridgewa.gov]
Sent: Monday, September 12, 2016 12:11 PM
To: Anderson, Paul S. (ECY) <paan461@ECY.WA.GOV>
Cc: Bunten, Donna (ECY) <DBUN461@ECY.WA.GOV>; PCD <pcd@bainbridgewa.gov>; Christy Carr <ccarr@bainbridgewa.gov>
Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Hi Paul, The City has not yet completed our update to our Critical Areas ordinance yet, although it is on our work program to complete it by the deadline in the middle of 2017. There are goals and policies related to critical areas in the Draft 2016 Comprehensive Plan, mostly in the Land Use, Environmental, and Water Resources Elements. Once finalized by the end of this year, these goals and policies will help guide our CAO update work.

Does that answer your questions?



Jennifer Sutton, AICP

Senior Planner

www.bainbridgewa.gov

facebook.com/citybainbridgeisland/

206.780.3772

 Please consider the environment before printing this email and any attachment. Thank you.

From: Anderson, Paul S. (ECY) [<mailto:paan461@ECY.WA.GOV>]

Sent: Monday, September 12, 2016 9:24 AM

To: Jane Rasely <jrasely@bainbridgewa.gov>

Cc: Bunten, Donna (ECY) <DBUN461@ECY.WA.GOV>; Jennifer Sutton <jsutton@bainbridgewa.gov>

Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Thanks Jane.

Paul

Paul S. Anderson, PWS

Wetlands/401 Unit Supervisor

Washington State Department of Ecology

3190 - 160th Ave. SE

Bellevue, WA 98008

Phone: (425) 649-7148

Cell: (425) 765-4691

Fax: (425) 649-7098

Email: Paul.S.Anderson@ecy.wa.gov

From: Jane Rasely [<mailto:jrasely@bainbridgewa.gov>]

Sent: Monday, September 12, 2016 9:17 AM

To: Anderson, Paul S. (ECY) <paan461@ECY.WA.GOV>

Cc: Bunten, Donna (ECY) <DBUN461@ECY.WA.GOV>; Jennifer Sutton <jsutton@bainbridgewa.gov>

Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Mr. Anderson,

Thank you for your inquiry. I apologize for not getting back to you sooner. I am forwarding your e-mail to Jennifer Sutton, the Comprehensive Plan update project manager. I believe she will best be able to answer your question.

Sincerely,



Jane Rasely

Administrative Specialist

www.bainbridgewa.gov

facebook.com/citybainbridgeisland/

206.780.3758 (office) 206.780.5104

From: Anderson, Paul S. (ECY) [<mailto:paan461@ECY.WA.GOV>]
Sent: Tuesday, August 30, 2016 8:02 AM
To: Jane Rasely <jrasely@bainbridgewa.gov>
Cc: Bunten, Donna (ECY) <DBUN461@ECY.WA.GOV>
Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Jane:

Thanks for sending the notice on the City's Comprehensive Plan update to Ecology. From the Environmental Checklist, I see that the proposed changes include updates to the policy section of the Comp Plan related to fish and wildlife habitat and water resources (wetlands?) but I wasn't sure if this update will also include revisions to the City's critical areas ordinance. Could you please clarify whether the proposed updates will include the critical areas ordinance? Ecology typically doesn't comment on Comprehensive Plan updates but we would comment on changes to the wetlands and fish and wildlife sections of the critical areas ordinance.

Thanks, Paul

Paul S. Anderson, PWS
Wetlands/401 Unit Supervisor
Washington State Department of Ecology
3190 - 160th Ave. SE
Bellevue, WA 98008
Phone: (425) 649-7148
Cell: (425) 765-4691
Fax: (425) 649-7098
Email: Paul.S.Anderson@ecy.wa.gov

From: Jane Rasely [<mailto:jrasely@bainbridgewa.gov>]
Sent: Friday, August 26, 2016 1:02 PM
To: aosullivan@suquamish.nsn.us; bilibrary@krl.org; Brian Kelly (bkelly@soundpublishing.com)
<bkelly@soundpublishing.com>; ceschmid@att.net; cordaro@integrity.com; edwardC@KitsapTransit.com;
ehsafford@earthlink.net; Kaehler, Gretchen (DAHP) <Gretchen.Kaehler@DAHP.wa.gov>; Luke Carpenter
<lcarpenter@bifd.org>; Blanton, Michael L (DFW) <Michael.Blanton@dfw.wa.gov>; OR-SEPA-REVIEW@wsdot.wa.gov;
PCD <pcd@bainbridgewa.gov>; Perry@biparks.org; sarah@insidebainbridge.com; sarahleebainbridge@gmail.com; DNR
RE SEPACENTER <SEPACENTER@dnr.wa.gov>; SEPADesk (DFW) <SEPAdesk@dfw.wa.gov>; ECY RE SEPA REGISTER
<separegister@ecy.wa.gov>; Walker, Solenne (DNR) <Solenne.Walker@dnr.wa.gov>;
steve.brown@kitsappublichealth.org; strudel@suquamish.nsn.us; Tom Brobst <tom.brobst@pse.com>;
tvanwinkle@bainbridge.wednet.edu
Cc: Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Good Afternoon,

Please see the attached SEPA Notice and Checklist. You will find Ordinance and Comprehensive Plan update information here: <http://www.bainbridgewa.gov/615/Navigate-Bainbridge-Comprehensive-Plan-U>.

If you have any questions or concerns, please contact Senior City Planner Jennifer Sutton at (206) 780-3772 or jsutton@bainbridgewa.gov.

Thank you,



Jane Rasely

Administrative Specialist

www.bainbridgewa.gov

[facebook.com/citybainbridgeisland/](https://www.facebook.com/citybainbridgeisland/)

206.780.3758 (office) 206.780.5104

**Washington State Department of Ecology
Shorelands and Environmental Assistance Program**

Guidance to Local Governments on Frequently Flooded Area Updates in CAO's

Acronym Table:

Word/Phrase	Acronym
Base Flood Elevation	BFE
Biological Opinion	BiOp
Channel Migration Zone	CMZ
Community Assistance Visit	CAV
Critical Areas Ordinance	CAO
Federal Emergency Management Agency	FEMA
Flood Insurance Rate Maps	FIRM or FIRMs
Frequently Flooded Area(s)	FFA(s)
Growth Management Act	GMA
National Flood Insurance Program	NFIP
National Marine Fisheries Service	NMFS

The Growth Management Act (GMA) calls for periodic review and update of Critical Areas Ordinances (CAO). Due dates for review and necessary updates of CAO in the Puget Sound region and Clark County are:

June 30, 2015 = Pierce, King, and Snohomish Counties and all cities within those counties

June 30, 2016 = Whatcom, Skagit, San Juan, Island, Clallam, Jefferson, Mason, Thurston and Clark counties and all cities within those counties.

One of the Critical Areas specified in the GMA is "Frequently Flooded Areas (FFAs)." The following guidance is offered by the Department of Ecology regarding update of FFA provisions.

Each local government must consider the adequacy of the **designation** and the **protection** of FFAs within their CAO. In these reviews, new information such as maps or relevant science findings needs to be integrated. Local governments will consider whether there have been updates to state statutes, other local codes or best available science that should be incorporated into the CAO. An important facet of these periodic updates is maintaining consistency with other statutes and programs. CAO reviews are also an opportunity for local governments to make enhancements of policy and regulation, particularly policies related to [flood hazard management planning](#).¹

This guidance addresses the key elements of a CAO update for FFAs. We also address situations where a single local ordinance is used to meet both GMA and Federal Emergency Management Agency (FEMA) requirements for floodplain management. Links to additional information are provided at the bottom of this document.

Updating the designation and mapping of FFAs

Final updated Flood Insurance Rate Maps (FIRM) from FEMA: The [Department of Commerce](#)² recommends that classifications of FFAs should include, at a minimum, the 100-year floodplain designations of the FEMA National Flood Insurance Program (NFIP). Many Washington communities have received updated [Flood Insurance Rate Maps](#)³ (often called “100 year floodplain maps.”) Final updated FEMA maps must be adopted into the local floodplain management ordinance in order for properties in a jurisdiction to retain flood insurance coverage. If your CAO references FEMA maps, you should update references to final updated maps.

Preliminary updated FIRM maps from FEMA: In some jurisdictions, FEMA has issued preliminary updated FIRM maps, but the process to make these maps final has been delayed. Ecology and FEMA encourage use of these preliminary updated maps in regulating floodplains to reduce flood risk and protect floodplain resources (so long as the information is at least as restrictive as the current effective maps). Local governments can adopt the preliminary updated floodplain maps as the areas protected under their CAO. Ecology supports the use of the preliminary updated maps (until they are superseded by final maps) as best available science in meeting CAO update requirements. In no case may Preliminary FIRMs be used to reduce the area covered or applicable standards required by a currently effective FIRM. If utilizing Preliminary FIRMs, local governments should have an appeal or review process allowing for engineering review of preliminary FIRM information that is more restrictive than the current effective FIRM.

Identification of other flooding areas: [Department of Commerce rules](#) recommend local governments consider designating flood areas outside the FEMA mapped 100-year floodplain, which may be threatened by flooding under future conditions. Other examples include the area identified as inundated during the “flood of record,” identification of areas subject to groundwater flooding, or stream systems where the path of flood waters can be unpredictable.

Mapping of Channel Migration Zones: [Channel Migration Zones](#)⁴ (CMZs) are the areas where the river channel is likely to shift or “migrate” over time. Structures and other improvements in these areas are particularly vulnerable to long-term damage. Shifts in channel location are a vital natural process, creating “off-channel habitat” for salmon and other species. These quiet-water areas can be especially important during high river flows as refuge for juvenile salmon and other species. In many jurisdictions, maps identifying CMZs were produced as part of recent Shoreline Master Program updates. If Channel Migration Zone areas have been mapped or identified in policy statements, they should be considered for inclusion in the description of FFAs included in the CAO.



[New guidance⁵ is available](#) from the Department of Ecology on using mapping tools to identify CMZs.

Update to Frequently Flooded Area standards

New information may warrant changes to CAO policy objectives that focus on protecting property and improving habitat in floodplains. In the Puget Sound region, local governments can take steps to change how they manage their floodplains to simplify permitting for floodplain development and other activities.

Habitat protection: Increasingly, there is recognition of the importance of floodplains as [vital habitat to support salmon⁶](#) and other species. Relevant information may be found in updates to salmon recovery plans, channel migration zone mapping or other sources. These sources should be considered in development of revised CAO provisions which better protect riparian habitat. These protections may be addressed under the FFA provisions or within the Fish and Wildlife Habitat Conservation Area provisions of a CAO.

Endangered Species protection: Local governments have responsibility, under the Endangered Species Act, for preventing harm to listed fish and other species that commonly inhabit floodplains. No adverse effects to habitat function are allowed in specified areas that are vital to these species.

Address Unique Circumstances and Climate Change: A jurisdiction may have unique risks due to the potential for [tsunamis⁷](#), high tides with strong winds, [sea level rise⁸](#) or extreme weather events that it may want to address in its FFA provisions.

Flood risk reduction beyond FEMA minimums: Ecology and FEMA encourage local governments to go beyond the FEMA minimum requirements for floodplain management. Greater protection from floods may be a policy objective that should be incorporated into the CAO. For example, some jurisdictions use the “flood of record” elevations to regulate the minimum elevation of structures, where the record flood is higher than the 100-year flood elevation used by FEMA (called the Base Flood Elevation [BFE]).

Additionally, some jurisdictions require that structures be built two (or three) feet above the BFE, rather than the minimum FEMA standards. These higher standards may be incorporated into FFA provisions. A CAO update may be important to ensure internal consistency where a jurisdiction has a separate Floodplain Management Ordinance that incorporates these higher standards. A CAO update may also be used to establish these higher standards.

Update to Dual-Purpose Critical Area and Floodplain Management Ordinances

Local governments must address flood-prone areas under two separate statutes: The GMA ([RCW 36.70A⁹](#)) and the Floodplain Management statute ([RCW 86.16¹⁰](#)). A Floodplain Management ordinance under RCW 86.16 is necessary for a city or county to qualify for FEMA’s NFIP. Some local governments

adopt a single document to satisfy the floodplain management requirements of both the GMA and the NFIP. Such a dual-purpose ordinance needs to satisfy both the requirements of the GMA and the Floodplain Management statute and can be housed in the CAO. If all of a local government's floodplain management issues are adequately addressed in its Floodplain Management Regulations, then it may be possible for the FFA chapter to incorporate the Floodplain Management Regulations by reference.

Efficiency of concurrent flood ordinance and CAO update: Where a local government has adopted a dual-purpose floodplain protection ordinance, **we encourage that you consider a concurrent update** that will satisfy the requirements of both RCW 36.70A and RCW 86.16.

Benefits of updating the local flood ordinance: Local floodplain management ordinances are periodically reviewed by Ecology and/or FEMA to ensure that they meet Federal and State requirements through a review called a Community Assistance Visit (CAV). Concurrent floodplain management ordinance update during the CAO update will simplify the next required CAV review since Ecology will have already reviewed your local ordinance.

FEMA Puget Sound Biological Opinion response: Jurisdictions in the Puget Sound basin must meet the procedural and substantive requirements of the National Marine Fisheries Service (NMFS) Biological Opinion on the NFIP. FEMA has the ultimate authority for determining the adequacy of BiOp compliance. In December 2014, FEMA provided new floodplain [ordinance guidance for Door 3 communities](#). Implementing the FEMA guidance will assist local governments in addressing compliance with the Endangered Species Act [Biological Opinion](#)¹¹ (BiOp). The CAO update provides an opportunity for local governments to include or reference procedures for BiOp implementation in their Floodplain Management Regulations or combined Floodplain Management Regulations/CAO. This will help ensure that all staff and other parties are aware of these procedures required to comply with the BiOp.

Programmatic Response to FEMA Puget Sound BiOp: Within floodplains subject to the BiOp, some jurisdictions desire reducing review procedures that are often required for individual development proposals. An incentive for a reduced procedure approach is achieving programmatic compliance with the BiOp, known as "Door 2" communities. Updates to CAO provisions may be one tool to meet the requirements for this programmatic approval (Door 2 community) from FEMA. Additional guidance for preparing a Door 2 submittal to FEMA can be found at the [FEMA website](#).¹² As noted above, FEMA has authority for determining the adequacy of BiOp compliance.

Flood ordinance update requirements: Please contact your [Ecology Floodplain Specialist](#)¹³ if your jurisdiction wants their CAO update to satisfy both GMA and NFIP requirements. Our staff will work with you to accomplish this dual update. RCW 86.16 includes specific requirements for these floodplain management ordinances. Floodplain management ordinances must be submitted to the Department of Ecology for review after local adoption.

Flood Control Districts operated by counties – Achieving internal consistency



An important consideration in CAO updates is maintaining *internal consistency* among various policies and programs of the local jurisdiction. Increasingly, counties are using specially designated districts such as [Flood Control Districts](#)¹⁴ to secure funding to address specific issues. If your county has created a Flood Control District to help define and fund floodplain improvements and other activities, you should consider whether the FFA provisions in your CAO should be updated to reflect the Flood Control District objectives. There may be other sections under the Comprehensive Plan (such as the capital facilities plan) that could benefit from an update to incorporate Flood Control District activities conducted by a county.

Ecology Floodplain Management staff contacts:

Central Washington, [Michelle Gilbert](#), (509) 457-7139
(Benton, Chelan, Douglas, Kittitas, Klickitat, Okanogan, and Yakima counties)

Eastern Washington, [Rusty Post](#), (509) 329-3579
(Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grant, Lincoln, Pend Oreille, Spokane, Stevens, Walla Walla, and Whitman counties)

Northwest Washington, [David Radabaugh](#), (425) 649-4260
(Island, King, Kitsap, San Juan, Skagit, Snohomish, and Whatcom counties)

Southwest Washington, [Jeff Stewart](#), (360) 407-6521
(Clallam, Clark, Cowlitz, Grays Harbor, Jefferson, Mason, Lewis, Pacific, Pierce, Skamania, Thurston, and Wahkiakum counties)

For Statewide Policy Issues:

[Tom Clingman](#), Policy and Legislative Lead, (360) 407-7448

References:

- ¹ Municipal Research and Services Center (MRSC) information on flood hazard areas, including examples of local ordinances and links to other information:
<http://www.mrsc.org/subjects/pubsafe/emergency/ps-flood.aspx>
- ² WA Department of Commerce guidance on Frequently Flooded Areas:
<http://www.commerce.wa.gov/Services/localgovernment/GrowthManagement/Growth-Management-Planning-Topics/Critical-Areas-and-Best-Available-Science/Pages/Frequently-Flooded-Areas.aspx>
- ³ Final (effective) and many preliminary Flood Insurance Rate Maps can be found at the FEMA Map Service Center: <https://msc.fema.gov/portal>
- ⁴ Channel Migration Assessment web pages at Ecology:
<http://www.ecy.wa.gov/programs/sea/sma/cma/index.html>
- ⁵ Guidance on identifying channel migration zones -- Mapping tools technical guidance:
<https://fortress.wa.gov/ecy/publications/SummaryPages/1406032.html>
- ⁶ Land use planning for salmon, steelhead and trout (WA Department of Fish and Wildlife):
<http://wdfw.wa.gov/publications/00033/wdfw00033.pdf>
- ⁷ Tsunami hazard area and evacuation route mapping (select "*Tsunami Evacuation Map*" from Map Theme menu at top left): <https://fortress.wa.gov/dnr/geology/>
- ⁸ Sea level rise in Washington State: <http://www.ecy.wa.gov/climatechange/risingsealevel.htm>
- ⁹ Growth Management Act statute: <http://apps.leg.wa.gov/rcw/default.aspx?cite=36.70A>
- ¹⁰ Floodplain Management statute: <http://apps.leg.wa.gov/rcw/default.aspx?cite=86.16>
- ¹¹ National Marine Fisheries Service NFIP Biological Opinion: http://www.fema.gov/media-library-data/20130726-1900-25045-9907/nfip_biological_opinion_puget_sound.pdf
- ¹² NFIP ESA BiOp Biological Opinion Checklist: <http://www.fema.gov/media-library/assets/85336>
- ¹³ Department of Ecology information on technical assistance to local floodplain management programs:
http://www.ecy.wa.gov/programs/sea/floods/technical_assistance.html
- ¹⁴ Information on Flood Control Districts in Washington State:
<http://www.mrsc.org/subjects/governance/spd/spd-floodlist.aspx>

Janey Rasely

From: Heather Burger <Heather.Burger@friendsofthefarms.org>
Sent: Monday, September 26, 2016 2:53 PM
To: PCD
Subject: Comp Plan Update Input
Attachments: Friends of the Farms OBI Comp Plan Update Comments 9-26-16.docx

Attached is input submitted by Friends of the Farms on the Navigate Bainbridge/Comprehensive Plan Update.

Thank you for the opportunity to submit our comments.

Heather Burger



Executive Director
Friends of the Farms
221 Winslow Way W, Suite 103
Bainbridge Island, WA 98110
206.842.5537
heather.burger@friendsofthefarms.org
www.friendsofthefarms.org

221 Winslow Way West, Suite 103
Bainbridge Island, Washington 98110
206.842.5537
www.friendsofthefarms.org



TO: City of Bainbridge Island
Navigate Bainbridge
Planning Commission

FROM: Heather Burger, Executive Director
Virginia Brewer, President of the Board
Friends of the Farms

Date: September 26, 2016

Subject: Comprehensive Plan Update Input

Thank you for the opportunity to present comments on the 2016 Comprehensive Plan Update and for the tremendous work done by the Steering Committee.

Friends of the Farms is the only non-profit committed to promoting and preserving farmland on Bainbridge Island. For fifteen years we have worked with local farmers, and more recently with The City, to lease public farmland to commercial farmers, aid farmers in infrastructure improvements, maintain healthy farmland, and engage in many other activities with the intent of ensuring that farmland and local food remain available to the community.

Below are our recommendations for the Comprehensive Plan Update with regard to local agriculture. Comments are preceded by a bullet point; while edits are shown in red.

Goal LU-13: **Agricultural land use should be promoted through the development of and Agricultural Land Use designation with permitting requirements that are different from Residential Land Use areas. [This is a high priority element.]**

Goal LU-17:

"Promote food security **through support for** local food production, **awareness of farming practices, and reduction of the Island's carbon footprint**, and public health by encouraging locally-based food production, distribution and choice through **commercial agriculture**, urban agriculture, community gardens, farmers' market and food stands, and food access initiatives. ~~Establish partnerships and share resources to promote food access and production.~~ (This is being done by others and does not require active City involvement other than support.)

Policy LU 17.1:

Encourage community gardening and/or agriculture on public land where appropriate.

Policy LU 17.2:

Encourage the development of neighborhood community gardens **or small-scale commercial agriculture where appropriate.**

Policy 17.4:

Promote the dedication of land for community gardens **or small-scale commercial agriculture where appropriate.**

Policy LU 21.4:

The City and HPC shall coordinate with tribal communities, **the Parks District** and other interested stakeholders **to promote awareness, respect for and celebration of the Island's historic resources.**

ECONOMIC

New Policy EC 14.3:

Support a program that helps working farms through the creation and sale of locally-constituted, high-grade compost to maintain the fertility of Island soils and minimize the Island's carbon footprint that accrues to inefficient composting or off-Island hauling of organic matter. [This is a high priority element.]

ENVIRONMENT

INVASIVE SPECIES:

- Create an ombudsman position to bring neighbors together to solve invasive weed problems where one neighbor is adversely affecting the other. Perhaps through a "block grant" process to create weed eradication projects.

AGRICULTURAL LANDS:

4th Paragraph:

The citizens of Bainbridge Island currently own 60-acres of farmland leased to commercial farmers and non-profits, managed by an Island-based non-profit organization in partnership with and on behalf of the City. This organization also works with private landowners to discern ways to put private land into production and increase the amount of land in permanent production while also conserving desirable open space without taking the land off of the City's tax rolls. Where appropriate, and when the density of common land use dictates, the City shall designate farmland areas as Agricultural Resource Lands, thus enabling a separate permitting process that recognizes the difference between purely residential and desirable production lands.

Policy EN 19.6:

Prioritize **low-irrigation agricultural production** on public farmland. [Note pumpkins, strawberries, raspberries and grapes are not necessarily included within the concept of “food security” but do contribute immeasurably to the cultural memories of the Island residents, the open space feeling and the diminution of the Island’s carbon footprint.]

Policy EN 19.8:

Ensure the protection of the Island’s aquifers **and streams** by promoting agricultural uses that are not water intensive **and agricultural practices that protect water quality**.

Policy EN 19.9:

- Delete. This seriously undervalues farmers’ abilities to decipher the market and climate, and care for their land, and puts the City in an approval role for which it has no expertise.

New Policy EN 20.4:

- Assure that when there is a conflict between the tree ordinance and the right to farm there is a way to resolve the conflict and provide staff with clear guidelines to move forward.

Policy 21.3:

- Delete. The intent is unclear and the policy unneeded.

Policy EN 21.8:

- We fully support this policy and recommend elevation to a Council-reporting Commission to ensure this is taken seriously.

FORESTS & TREES

- The City needs to be aware of the very real danger of retaining certain trees in the seasonally windy conditions on Bainbridge Island, and the City’s liability in requiring certain trees to be retained.
- Draft policy that encourages and rewards the slow conversion of land from forested to non-forested to allow natural adaptations in adjusting to wind-loads and faunal dispersal.

HOUSING

We look forward to the City encouraging demonstration projects of tiny housing and off-grid neighborhoods to encourage entrepreneurship and innovation, particularly for low-income and farm intern housing.

Thank you again for the opportunity to present input to the Commission.

JaneyRasely

From: Kimberly Coletti <king28@me.com>
Sent: Sunday, September 25, 2016 1:07 PM
To: PCD
Subject: Disagree with Neighborhood Centers

Hello-

I'm NOT in favor of making ft. Ward a neighborhood center. It's a neighborhood now, with a nice park and quiet homes that does not need mixed use areas. We moved to this neighborhood b/c it was so family friendly. Why develop it to include retail? Not necessary. Grow the neighborhood centers that are already established - Lynwood, Rolling Bay, but don't bring it here.

Kim Coletti



Name: *Army Collis*

Address: *13223 NE Cambridge Crest Way*

Date: September 17, 2016

Comment

Cultural Element
change verbiage about commitment to the
Arts from "consider financial support..."
to "Establish financial support..."

Janey Rasely

From: douglas@rist-dc.bainbridge@mac.com>
Sent: Monday, September 19, 2016 2:42 PM
To: PCD
Cc: Council; Gary Christensen; Heather Wright
Subject: comment on draft and use element
Attachments: LUE-comment-crist.pdf

9.17.16 -- Comment on draft Land Use Element

Planning Commission,

As a 24-year resident of Fort Ward and fairly active in local goings-on, I was surprised to learn recently that the City has proposed making our little neighborhood – which holds distinction as a National Historic District – a “designated center” in the revised Comprehensive Plan.

Concomitant with this designation, according to the current draft of the Land Use Element, will eventually come commercial, mixed use and higher density residential zoning. If not tomorrow, at some point in the future.

Development rights and density will be transferred in from other areas of the island to quote “focus urban growth” at Fort Ward – upzoning a neighborhood that has already seen its share of dramatic change when the area was sewered 15 years ago.

I can say with reasonable certainty that none of my Fort Ward neighbors have been clamoring to bring higher-intensity zoning to our neighborhood.

Quite the opposite: we have worked very hard over the past 20 years to maintain our historic character in the face of significant buildout.

My group, Friends of Fort Ward, is currently working with the Bainbridge Park District to restore one of the fort’s historic buildings for use as a community hall.

Our neighborhood previously preserved a nearly 3-acre parcel as the Parade Grounds park, which we dedicated in 2002.

Most of the small lots left over from the neighborhood’s 1960, post-fort subdivision have already been built out, leaving a compact, walkable and comparatively affordable neighborhood, of which we are all very proud.

As a reporter for the Bainbridge Island Review newspaper in the mid-1990s, I covered City Hall while the first all-island Comprehensive Plan was being developed, in partnership between the city and the community.

So I well recall the process by which “we” worked to meet the imperatives of growth management while protecting our island character.

At that time, the community agreed to concentrate commercial development in Winslow and the three “neighborhood centers” of Rolling Bay, Island Centers and Lynwood Center.

Let’s take a look at what’s happened since then:

Rolling Bay: same buildings, same low intensity uses as 1994; no redevelopment, no change.

Island Center: same buildings, same low intensity uses as 1994; no redevelopment, no change.

Great businesses, but not really “centers” in any meaningful sense.

Meanwhile –

At Lynwood Center: we have extensive in-fill development that has created a vibrant district that draws folks from around the island for its commercial and cultural offerings. Cafes, live music, boutiques, the cat adoption shelter, and other popular services – it's all happening at Lynwood Center.

It is, along with the concentration of island residential growth in Winslow, the great success story of the Comprehensive Plan to date. Lynwood Center has become *exactly* what citizens and planners alike envisioned in 1994.

It is also very popular with the residents of Fort Ward – this I can say with certainty, because my neighbors and I all go to Lynwood Center all the time.

The array of commercial offerings there saves us a lot of drives into Winslow, with some great cultural activities thrown into the bargain. It's 10 minutes away by bike, a nice 30-minute stroll through Pleasant Beach, or if we're in a hurry, just 5 minutes by (cough cough) car.

Why, then, would we want to duplicate such a district basically next door, in a quiet residential neighborhood, diluting the current success of Lynwood Center – especially when the other designated centers, Island Center and Rolling Bay, have yet to show any particular signs of life?

Put another way:

Why mandate a new “designated” commercial center in Fort Ward, when we live just down the road from the one “neighborhood center” on the island that's actually working as planned?

I know, I know: we have sewer. So in a rarified, abstract planning sense, we're where more growth should go.

I would suggest that the mere presence of sewer is no justification for higher-intensity zoning, or you might as well consider adding “designated centers” at Point White and Rockaway Beach, since they have sewer too. Sewer is a means, but it's not a reason.

Which brings me back around to my own neighborhood.

I don't believe the City has done any outreach or meetings to gauge Fort Ward's interest in upzones, or warn us that such changes are even being contemplated. I only found out by accident, because I ran into Charles Schmid when I was in City Hall on another matter entirely.

What I hear from my neighbors is, we don't want commercial or mixed-use zoning in Fort Ward, tomorrow or the day after. We don't want to be targeted for growth.

So I would urge the Planning Commission to reconsider creating a new “designated center” at Fort Ward.

Please remove it from the draft Land Use Element – take the star off the map -- and instead focus the city's time and considerable resources on the two designated centers that really need your help -- Island Center and Rolling Bay.

Help them build out, finally, into what the community envisioned 20 years ago.

If you need a model of what they might look, visit Lynwood Center. It serves Fort Ward very well.

Douglas Crist

Friends of Fort Ward

1948 Parkview Drive

Bainbridge Island, WA

98110

dc.bainbridge@mac.com

Jane Rasely

From: Robert Dashiell <rgdimages@aol.com>
Sent: Tuesday, September 6, 2016 2:40 PM
To: Council
Cc: Jeff Kanter; Andy Maron; Nancy Nolan; Emily Sato; Steve Johnson; Ted Jones; Jim Thrash; PCD
Subject: Comp Plan Review • Surface Water Master Plan

Members of the City Council,

Kudos on a clearly improved Comprehensive Plan, albeit it's still a draft and will have revisions.

It's not the formal public comment time yet on the draft Comprehensive Plan, but I want to comment on just one policy element to keep this short.

The City Council (and public) should understand what City staff is intending with the "surface water master plan" noted in paragraph 7 of Mr. Tovar's Introduction memorandum of September 1, 2016.

It's almost certainly going to be a consultant prepared plan and paid for by the SSWM Fund.

What are the objectives of such a plan? What is the City staff trying to fix that's lacking or broken? What are the metrics the City will try to measure, and for what end?

City already has a stormwater drain system (MS4) ... and existing development regulations either require new engineered infrastructure or, shortly, the City will have low impact development standards (required by the City's NPDES-II permit) in place by 1 January 2017.

What can a "surface water master plan" fundamentally add to those existing or about to be existing requirements?

Council should now all be aware that at the last UAC meeting, the City financial staff has a proposed **27% fee increase** in 2017 SSWM fees. That is only a proposal at this point ... but trust me, that's going to hit opposition.

Council should be aware that stormwater fees in Washington State are more than double the national average... Seattle being the highest in the nation. Kitsap County's SSWM rate is currently \$86.50 annual ... Bainbridge Island is \$146.76. Approximately 88% of U.S. stormwater fees are lower than those on Bainbridge Island ... without the potential fee increase.

Don't forget the City created an ordinance not to pay for streets impervious surfaces in 2011 ... that "saved the general fund almost \$1 million a year IF the impervious surface charges had been applied at a 100% rate (they weren't ... City was using 30% for some unexplained reason, probably trying to mimic the State Highways maximum reimbursements to municipalities). Objective: protect the general fund.

The SSWM Fund, paying 9.41 FTE and 52 city employees, is an absolute financial disaster for a financial efficiency standpoint already. Of course, that won't be changed by this Council because the cost allocation is simply not understandable without hours of detail work. Council had their chance to correct that two months and and punted with a policy that may have traveled 5 yards before it went out of bounds.

A critic would assume the new surface water plan is just more empire building by the City's stormwater staff ... it's already is home to the single most useless program in the City (water flow monitoring 24/7/365), and a water quality program that for years has failed to make any significant water quality improvements. But, it's cute to see school kids involved in the annual Review ink ... although school districts have a requirement by state law to have an environmental program for elementary school children (required since 1992), and water cycle and quality is an environmental subject school curriculum's include.

OK ... back to the fundamental question: Why does the City need a surface water master plan and what will it accomplish?

Robert Dashiell
6370 NE Tolo Road

Jane Rasely

From: Robert Dashiell <rgdimages@aol.com>
Sent: Sunday, September 25, 2016 8:27 AM
To: PCD
Cc: Jeff Kanter; Andy Maron; Nancy Nolan; Emily Sato; Steve Johnson; Ted Jones; Jim Thrash
Subject: Public Comment: Carbon Neutral or Climate Neutral or ???

Members of the Planning Commission,

This is public comment on the proposed Comprehensive Plan.

Page U-2, Goal U-4: "... encourage utility services ... that are **carbon** neutral."

Carbon neutral means sequester, or off-set, or buying carbon credits. The utility service could belch carbon dioxide into the atmosphere, but the utility simply have to have some scheme or program, like paying for carbon credits.

This is one approach to help slow global warming,

But, I suggest this be changed to **climate** neutral.

The important point is **climate** neutral includes the broader inclusiveness of not only carbon dioxide, but also the gases methane, nitrous oxide, hydroflourocarbons, perflourocarbons, and sulfur hexaflouride ... the full collection of gases contributing to global warming in the Kyoto Protocol.

Another consideration could be the use of **renewable energy** as the used in Policy U14.5, Page U-6. Renewable energy is not using fossil fuels, and that concept is more inclusive than **carbon** neutral.

Finally, whatever ends up in the Comprehensive Plan, there should be document consistency.

Robert Dashiell
6370 NE Tolo Road

Jane Rasely

From: Robert Dashiell <rgdimages@aol.com>
Sent: Monday, September 26, 2016 1:57 PM
To: PCD
Cc: Jeff Kanter; Andy Maron; Nancy Nolan; Emily Sato; Steve Johnson; Ted Jones; Jim Thrash
Subject: Public Comment: Fish and Wildlife

Members of the Planning Commission,

This is public comment on Fish and Wildlife policies, page EN-5.

Recommend changing Policy EN 5.2 to read: "The identification of fish and wildlife habitat shall be based on an **current evaluation of the species and types of fish and wildlife ...**"

This is of MAJOR importance to City SSWM utility finances and recent court rulings regarding fish passage. Literally millions of future dollars are at stake with this wording, so don't take it lightly.

The existing problem is streams classified as fish bearing streams are virtually every stream on Bainbridge Island (including ephemeral streams), and under new state hydraulic permit rules, most fish streams require a stream simulation fish passage culvert. A stream simulation culvert essentially means a 100 year flood volume will not touch the sides of the culvert. They are hugely expensive ... from five to ten time (or more) then a traditional culverts that fish have been successfully swimming through since they were first installed, assuming they are properly installed and are not in some way blocking or have become perched.

Some of streams have decade old fish data, for example, some BI streams still list steelhead, and it's likely steelhead have never been in these small lowland streams since they favor a cold and higher water volume and flow habitat. The recent Wild Fish Conservancy program to classify BI streams does not distinguish between a stickleback or a land locked cutthroat trout (found almost everywhere). Cutthroat trout are classified in the salmon family, but there are two types ... one is anadromous, one never leaves fresh water and remains small ... largely raccoon and bird food. The big picture intent fish passage intent is to improve anadromous fish habitat and provide fish passage to essentially larger salmon ... those that go to sea for a portion of their life.

For example, ephemeral McDonald Creek is presently classified as a fish stream. It has a deep culvert ... estimated cost of replacement in the neighborhood of \$5+ million if it's a fish stream requiring a stream simulation culvert or bridge, \$1+ million if it isn't. There are zero anadromous fish in this stream. Dripping Water Creek ... a 24 inch culvert replaced by a 16' by 9' foot culvert, and no anadromous salmon every in this stream. Blakey Falls Creek ... a 92 foot drop off a hillside and classified as a fish bearing stream, also ephemeral. There are no shortage of examples.

What is happening fish and stream classification wise on this island is simply absurd.

The Comprehensive Plan wording change would help to resolve this multi-agency absurdity if made and City staff doesn't ignore it.

Robert Dashiell
6370 NE Tolo Road

Jane Rasely

From: Robert Dashiell <rgdimages@aol.com>
Sent: Saturday, September 24, 2016 10:02 AM
To: PCD
Subject: Comprehensive Plan Comment: The Required Elements

Members of the Planning Commission,

This is a big picture comment piece that will result in just expressing an opinion and will change precisely nothing.

The Comprehensive Plan is required by the Growth Management Act.

It is a planning document to help ensure there is sufficient capital facilities and land use/housing planning to accommodate a given future population.

There are **five** required elements.

This City has doubled the number of elements, and none of this City's five additional five elements relate to the fundamental purpose of a growth management comprehensive plan.

Jurisdictions are allowed to add elements, but that is one major reason this plan took such an excruciating long time to craft. It's now equally or more of a comprehensive wish list of public ideas than a growth management plan.

That idea was reinforced when a lengthy parade of cultural and human services advocates (all well meaning) repeatedly spoke for comprehensive plan changes to reinforce the possibility of the City staff and Council funding their advocacy projects.

Water, which is simply not a significant island problem except in the minds of a few citizens, a city staff member who is a good water scientist but gets freedom to write and influence two elements to keep her extensive water fiefdom programs intact, (and one Council member) who question or simply reject all water science, has **far too much ink in this plan** ... virtually all in non-mandated elements. (Another e-mail will briefly expand on why water is not an island growth problem).

If I were in charge of this process, I would face the ire of some citizens and keep the Comprehensive Plan to the five required state mandated elements.

The added elements should be City Council management, programs and financial expenditure decisions.

Public entitlements, once provided, are almost impossible to reduce to eliminate. Same concept with additional Comprehensive Plan elements.

Life goes on.

Robert Dashiell
6370 NE Tolo Road

Jane Rasely

From: Robert Dashiell <rgdimages@aol.com>
Sent: Saturday, September 24, 2016 11:21 AM
To: PCD
Subject: Public Comment: Water Resources

Members of the Planning Commission,

This is public comment on water. I could write a novel, but I'll try keep this to key points.

From page IN-10:

Guiding Principle #2

Protect the water resources of the Island.

Guiding Policy 2.1

Manage water resources for Bainbridge Island for present and future generations, recognizing that the Island's finite groundwater resources [aquifers] are the sole source of our water supply.

Comment: Although there is a sole source designation in law that requires federal projects to consider water resources, the above statement is simply not true.

We do not have a finite amount of groundwater.

It has rained on the island ever since the island was formed, and those rains continue replenish the five or six science recognized aquifers that underlie Bainbridge Island. The two deep aquifers extend west to perhaps Hood Canal and maybe beyond if the USGS science mapping it to be believed. KPUD is reportedly going to soon test that concept with a new well located near Hood Canal.

So the word "finite" is both scientifically and logically improper. Groundwater is continuously being replenished ... therefore it's not finite.

Approximately 18 billion gallons of rainwater falls on the land mass of Bainbridge Island annually (ave. rainfall 37 inches). Global warming is expected to increase that volume, but nobody yet knows the intensity or frequency of future events on a big picture scale. More intense rain in the winter months and less in the summer is about the extent of current global warming science.

USGS studies estimate between 17% and 40% of rainfall becomes groundwater that doesn't run off in springs or seeps ... it finds it's way into one of the aquifers. Of course, that varies with soil types and rain intensity.

Using the low estimate, some 3 billion gallons (from BI alone) becomes aquifer water.

Current aquifer draw on Bainbridge Island is between 6.5-7.6 million gallons a year depending on which study one references.

Ballpark, that means about one forth of existing aquifer water is currently being utilized.

Two other sources of water are possible for the island if there ever is a shortage. First, water is one of the easiest and safest commodities to put in a pipe and move. KPUD made it clear during COBI's water outsourcing that north Kitsap County has groundwater well in excess current withdrawals, and that could be brought to the island. Water is transported in pipes all over the world ... the idea it can't be done locally is more like still believing in witches.

The second source is simply water distillation.

Two stories here.

First, I lived for years in Riyadh, Saudi Arabia. No local water, 1.5 million people. All the water came from distillation and was piped some 240 miles. System worked.

Second, I spend time in the San Juan Islands. They do have some water aquifer problems. On Lopez Island, I talked to the manager of a Marina ... all their water is from their distillation plant that has been in operation for 13 years. Works fine ... they pay DNR a yearly fee for their sea water. Then over to San Juan Island ... the south end has a development called "The Cape". Maybe 120 houses ... served by both a small well and a distillation system. No significant water problems. West end of Orcas Island near Deer Harbor ... same thing ... housing community served by a distillation system.

So aquifers being the sole source of our potable water is currently accurate, but it shows zero vision to what is readily available and proven solutions should Bainbridge ever have a concerning potable water problem. The Comprehensive Plan is a future planning document, and far too much of this report on water resources is written with blinders of what is happening in the rest of the world related to water.

Finally, a groundwater plan for the island is a sensible idea. That said, KPUD has been designated the water resource manager for Kitsap County, there is an extensive written plan that gets periodically revised, and the City of Bainbridge Island is a participatory agency.

This Guiding Policy applies:

Guiding Policy 2.5

Create a Bainbridge Island groundwater management plan for the purpose of maintaining the long-term health of our fresh water aquifers.

I strongly advocate a regional approach to water resources ... not breaking off and trying to do our on micro-plan, especially since best science indicate our deep wells appear to be drawing on aquifers that extend well beyond the boundaries of Bainbridge Island.

Rather than create a BI groundwater management plan, I propose reword to: "Update the Kitsap County Coordinated Water Systems Plan to ensure the island and has sufficient clean potable water."

Respectfully,

Robert Dashiell
6370 NE Tolo Road

Jane Rasely

From: Robert Dashiell <rgdimages@aol.com>
Sent: Monday, September 26, 2016 2:41 PM
To: PCD
Subject: Public Comment: Food Security

Members of the Planning Commission,

This is a nit-pic but I believe valid comment on page EN-13, Policy EN 19.6: Prioritize food production on public farmland **"to address long-term food security for island residents."**

Long term food security on this island, located in the United States of America and six miles from a major metropolitan city?

Seriously???

Manhattan Island in New York failed to provide long term food security, in their island farmlands, and you can see the dire straights that has put them in. Just one example.

This is just one of the ridiculous statements that belongs in the fiction section of the public library.

Maybe it should be rephrased as to just saving the grapes see we can make wine and all starve in a state of blissful intoxication.

Robert Dashiell
6370 NE Tolo Road

Jane Rasely

From: Robert Dashiell <rgdimages@aol.com>
Sent: Monday, September 26, 2016 3:53 PM
To: PCD
Cc: Jeff Kanter; Andy Maron; Nancy Nolan; Emily Sato; Steve Johnson; Ted Jones; Jim Thrash
Subject: Public Comment: Water Resources

Members of the Planning Commission,

This is public comment on the Water Resources chapter.

Goal WR-1, dot 3: This says island development and population growth will be managed by water quantity.

Comment: Idealism, but that will not happen. I suspect the Growth Management Board would have a field day if this actually was our growth controlling policy since there are any number of ways to get water, and water is, in general, more than adequate to meet even the highest of population growth estimates.

Goal WR-1, dot 4: Groundwater is the only water type that needs current data assessment and reporting. Not so either surface or stormwater. This has been put into the Comprehensive plan by City staff to preserve a City science project and protect a job description and a consultant contracts.

Policy WR 1.2: Stormwater is not a "resource" that needs "protection, and certainly **not** to preserve quantity. Low impact development has exactly the opposite goal ... reduce stormwater.

Policy WR 1.5: Kitsap Health District is responsible for Kitsap County septic systems, not the City of Bainbridge Island. I suspect the City water resources wants to have more to do and would perhaps like a policy shift. I trust the Health District more than I do the City on these health related issue because they actually try to resolve problems when they find them, and this City just records the data into the water library and often fails to take any steps to identify or resolve the problem.

General comment on aquifer recharge areas: Very much a subjective "science." I strongly doubt any development (other than something like mining) will ever be limited by having as parcel classified as a high aquifer recharge. Scientist simply can't see what happens underground ... they can drill test holes and extract soil samples (like when drill a well), but I think the Planning Commission has to consider whether development real can be restricted in what might be classified as a high aquifer recharge area. And evaluating aquifer recharge on every land use application? Really?

Policy WR 2.4: Development impact on groundwater impact on the flow of springs and streams and levels of wetlands requires a hydrological impact assessment? I can't imagine this happening because the science is so indefinite and undefined ... this has the smell of another governmental environmental regulation drives up land costs and subjects the City to litigation should some hydrologist say a stream volume might be impacted by a development action. We already have critical area setbacks and stream buffers ... are they not working or do they need to be revised?

Policy WR 2.5: Institute new wellhead protection procedures? OK .. what is current deficient with existing well head protections? This might have some validity, but I'm just not aware of any existing well head protection deficiencies.

Policy WR 2.7: "Establish a stakeholder group to develop and island-wide groundwater management plan." I would add "and work with KPUD to update the Kitsap County Water Plan."

Policy WR 2.9: Do not tie the EPA Sole Source Aquifer in to something it is not. That designation and EPA rule only applies to federal projects. I believe the existing SEPA review is sufficient to preclude polluting our water resources.

Policy WR 2.11: "Develop seawater Intrusion prevention regulations." To me, that makes about as much sense as "Develop climate change prevention regulations." It's hard to regulate nature, and maybe I'm just what the City would be regulating with this new program.

Policy WR 3.9: What are "the ecological demands of the island's watersheds?" Do island watersheds have a bill of rights that I should familiarize myself with?

Policy WR 3.16: This is as blatant of a jobs preservation programs as can be written in a document. Zero consideration as to whether all the gathered data is ever used, shared with Ecology, or helpful to a City utility. Since this is a new staff input, I'm reading this as preserve and continue any program or new program the City's Water Resources Manager advocates. This is probably the most self serving policy is the entire Comprehensive Plan.

I'd write more, but the deadline for public input to the City's Comprehensive Plan for the next seven plus years is only minutes away.

Robert Dashiell
6370 NE Tolo Road

September 21, 2016

Re: Cultural Element
2016 Comprehensive Plan Update

Planning Commission:

It is a true testimony of our long commitment to this community for the City to formally "adopt and maintain" funding for the arts and humanities in the 2016 Comprehensive Plan Update.

May it always be true.

Sincerely,

Christine S. Davis

Christine S. Davis
retired member of Bainbridge Island
Arts & Humanities Council

September 21, 2016

Re: Cultural Element
2016 Comprehensive Plan Update

Planning Commission:

It is a true testimony of our long commitment to this community for the City to formally "adopt and maintain" funding for the arts and humanities in the 2016 Comprehensive Plan Update.

May it always be true.

Sincerely,

Christine S. Davis

Christine S. Davis
retired member of Bainbridge Island
Arts & Humanities Council

Jane Rasely

From: Jane Rasely
Sent: Thursday, September 22, 2016 11:03 AM
To: Gary Christensen; Jennifer Sutton; Jon Quitslund; Joseph W. Tovar ; Lisa Macchio; Mack Pearl; Maradel Gale; Michael Killion; Michael Lewars; Sarah Blossom; William Chester
Subject: Public Comment
Attachments: 20160922 DAVIS, CHRISTINE.pdf

Good Morning,

Please see attached public comment received this morning at City Hall.

Thank you,



JANE RASELY
Administrative Specialist
www.bainbridgewa.gov

Jane Rasely

From: Mary V. Dombrowski <maryvdombrowski@gmail.com>
Sent: Saturday, September 24, 2016 10:01 AM
To: PCD; Mary V. Dombrowski; Eileen Safford
Subject: Comments on Proposed Service Center in Fort Ward ~ Comprehensive Plan
Attachments: Service Center.pdf

(Please confirm receipt)

COMMENTS RE COMPREHENSIVE PLAN CHANGES

Re: Fort Ward

Background

In the mid 90s, in response to the proposed expansion of the Fort Ward Sewer System and at the urging of the Fort Ward Neighborhood Association, a charette was convened at City Hall. The Mayor at the time was Janet West. Involved were residents of Fort Ward, property owners in Fort Ward, COBI personnel, State Park personnel, representatives from the Office of Archaeology and Historic Preservation from Olympia, developers, Fort Ward Neighborhood Association members, and other interested parties.

A plan was developed for Fort Ward directing set aside of wet lands, a restructuring of the plat on the Parade Ground to provide open space, and identification of historic structures. One historic structure given special consideration was the Barracks Building #16. It was to be allowed to carry 8 residences, instead of the 2 residences allowed by the underlying zoning. This was condition upon rehabilitation of the building and preservation of historic features. Also, a condition was put upon the eventual developers: payment of monies towards a community center equal to that which would have been housed in the common room of the barracks building itself.

A further aim of the Fort Ward plan was the preservation of historic artifacts from the 1889 Coastal Fort, the Army occupation, the US Naval takeover for radio operations, and the 1939 Naval expansion. Identification of the elements of the 1939 expansion was made by myself, Eileen Safford, and Gerald Elfendahl of the Bainbridge Historical Museum, earning for Fort Ward a listing as a district on the National Historic Register. The listing of the Army portion of the Fort had been achieved earlier by David Hansen of the Office of Archaeology and Historic Preservation in Olympia.

Existing residents before sewer expansion made up about 40 households. The underlying reasoning directing the plan was a minimization of impact on existing residents and reasonable accommodation of residents into newly built homes. All in all, the plan, which has now come to fruition, has proven to be satisfactory.

Now we are faced with something new: a potential Service Center at Fort Ward.

Concerns

Here are some concerns:

Traffic in and out of Fort Ward is restricted to one road, Fort Ward Hill Road. What is its carrying capacity? Will a service center encourage more traffic into the fort? Will a service center allow Fort Ward residents to serve more of their needs within the fort, rather than traveling to Winslow or elsewhere?

What will be the boundaries of the Service Center? Height restrictions? Density? With a change in zoning, *cui bono*? Who benefits? Will property owners within a defined district land a windfall for the up-zoning of property within the Service Center? Equity? Impact on others in the vicinity?

Presently we expect already to soon see a significant change in usage at the corner of Evergreen and Fort Ward Hill Road. A design firm plans to develop the barracks building into a residential school. Simultaneously, Sewer District #7 and BIPRD are rehabbing the Bakery Building into a so-called community center. Is there here an unseen hand driving the proposal for a Service Center? These two projects alone will bring new traffic up Fort Ward Hill Road: residents and visitors to the design school, a community center offering various classes to all islanders.

Decision

Pending a fleshing out of the particulars for the Service Center, I am withholding my opinion yea or nay. A Service Center might be a nice addition, offering economic opportunity and neighborhood cohesion. Having spent a few weeks in the village of Kulbingen, Germany when my son was on active duty there, I had the chance to observe an traditional neighborhood clubhouse in action: tent festival for October Fest, beer garden, pool hall, youth center. So, I am not entirely opposed to the idea of a Service Center in Fort Ward.

Also, the historic pattern for Fort Ward has been mixed use. Think of all the different things that went on during the 80 or so years when the Army and Navy occupied the fort: radio operations, radio training, bowling alley, bakery, jail, dense residential, blacksmithing, et cetera. At the present time we have (as an inheritance from military usage) 3 multi-plexes, numerous duplexes, and an abundance of single-family homes - some on as little as 1/5 of an acre. So I believe a Service Center could work depending on:

Where

When

Size

Who (benefits)

What it contains

Thank you, Planning Commissioners, for your many hours of volunteer labor on this update. I look forward to garnering more information about your proposal for Fort Ward.

Best,

Mary Victoria Dombrowski

COMMENTS RE COMPREHENSIVE PLAN CHANGES

Re: Fort Ward

Background

In the mid 90s, in response to the proposed expansion of the Fort Ward Sewer System and at the urging of the Fort Ward Neighborhood Association, a charette was convened at City Hall. The Mayor at the time was Janet West. Involved were residents of Fort Ward, property owners in Fort Ward, COBI personnel, State Park personnel, representatives from the Office of Archaeology and Historic Preservation from Olympia, developers, Fort Ward Neighborhood Association members, and other interested parties.

A plan was developed for Fort Ward directing set aside of wet lands, a restructuring of the plat on the Parade Ground to provide open space, and identification of historic structures. One historic structure given special consideration was the Barracks Building #16. It was to be allowed to carry 8 residences, instead of the 2 residences allowed by the underlying zoning. This was condition upon rehabilitation of the building and preservation of historic features. Also, a condition was put upon the eventual developers: payment of monies towards a community center equal to that which would have been housed in the common room of the barracks building itself.

A further aim of the Fort Ward plan was the preservation of historic artifacts from the 1889 Coastal Fort, the Army occupation, the US Naval takeover for radio operations, and the 1939 Naval expansion. Identification of the elements of the 1939 expansion was made by myself, Eileen Safford, and Gerald Elfendahl of the Bainbridge Historical Museum, earning for Fort Ward a listing as a district on the National Historic Register. The listing of the Army portion of the Fort had been achieved earlier by David Hansen of the Office of Archaeology and Historic Preservation in Olympia.

Existing residents before sewer expansion made up about 40 households. The underlying reasoning directing the plan was a minimization of impact on existing residents and reasonable accommodation of residents into newly built homes. All in all, the plan, which has now come to fruition, has proven to be satisfactory.

Now we are faced with something new: a potential Service Center at Fort Ward.

Concerns

Here are some concerns:

- Traffic in and out of Fort Ward is restricted to one road, Fort Ward Hill Road. What is its carrying capacity? Will a service center encourage more traffic into the fort? Will a service center allow Fort Ward residents to serve more of their needs within the fort, rather than traveling to Winslow or elsewhere?

- What will be the boundaries of the Service Center? Height restrictions? Density? With a change in zoning, *cui bono*? Who benefits? Will property owners within a defined district land a windfall for the up-zoning of property within the Service Center? Equity? Impact on others in the vicinity?
- Presently we expect already to soon see a significant change in usage at the corner of Evergreen and Fort Ward Hill Road. A design firm plans to develop the barracks building into a residential school. Simultaneously, Sewer District #7 and BIPRD are rehabbing the Bakery Building into a so-called community center. Is there here an unseen hand driving the proposal for a Service Center? These two projects alone will bring new traffic up Fort Ward Hill Road: residents and visitors to the design school, a community center offering various classes to all islanders.

Decision

Pending a fleshing out of the particulars for the Service Center, I am withholding my opinion yea or nay. A Service Center might be a nice addition, offering economic opportunity and neighborhood cohesion. Having spent a few weeks in the village of Kulbingen, Germany when my son was on active duty there, I had the chance to observe an traditional neighborhood clubhouse in action: tent festival for October Fest, beer garden, pool hall, youth center. So, I am not entirely opposed to the idea of a Service Center in Fort Ward.

Also, the historic pattern for Fort Ward has been mixed use. Think of all the different things that went on during the 80 or so years when the Army and Navy occupied the fort: radio operations, radio training, bowling alley, bakery, jail, dense residential, blacksmithing, et cetera. At the present time we have (as an inheritance from military usage) 3 multi-plexes, numerous duplexes, and an abundance of single-family homes - some on as little as 1/5 of an acre. So I believe a Service Center could work depending on:

- Where
- When
- Size
- Who (benefits)
- What it contains

Thank you, Planning Commissioners, for your many hours of volunteer labor on this update. I look forward to garnering more information about your proposal for Fort Ward.



Name:

S. FINKEL

Address:

9141 NE SALMON BLVD LN

Date: September 22, 2016

Comment

DO NOT AMEND CODE TO LIMIT B+B +
VACATION RENTALS. CONTRARY TO WHAT SOME
BELIEVE, MOST WILL NOT BECOME "AFFORDABLE
HOUSING"

APPOINT A DESIGNATED AGENCY FOR CULTURAL ELEMENT
AHP.

TRY TO USE BEST SCIENCE WHEN DECIDING
ON ENVIRONMENTAL ISSUES

Jane Rasely

From: Council
Sent: Wednesday, September 7, 2016 3:17 PM
To: Gary Christensen; Jennifer Sutton; Jane Rasely
Cc: Joseph Tovar; Morgan Smith
Subject: FW: Comprehensive Plan

From: jeannette franks [mailto:jfranks1@comcast.net]
Sent: Wednesday, September 07, 2016 2:57 PM
To: Council <council@bainbridgewa.gov>; Doug Schulze <dschulze@bainbridgewa.gov>
Subject: Comprehensive Plan

Thank you for all your hard work on the Comprehensive Plan. it sure looks comprehensive to me!! Please forward this to any relevant people, as I think it is quite important.

Please consider in the "Environmental Element" under NOISE adding Policy EN11.4: " Measure and monitor noise of motorcycles, trucks, and announcements entering and exiting ferry on Olympic Way".

I, along with several hundred other Bainbridge residents, live quite near the ferry terminal. While it is quite handy, there is significant noise entering and exiting the ferries, well over legal limits. The loud noise is particularly burdensome when they load the 4:45 am and 5:20 am ferries. Especially motorcycles!
Thank you.

Highest regards, *Jeannette*

Jeannette Franks, PhD 206-755-8461

Jane Rasely

From: Leigh Anne Freeman <leighannefreeman@yahoo.com>
Sent: Monday, September 26, 2016 7:33 AM
To: PCD
Subject: Fort Ward zoning

Hello,

I wanted to weigh in on rezoning our neighborhood here in Fort Ward. We are absolutely against that. We picked this neighborhood because it wasn't near any businesses. We chose to have a 15-20 minute commute to get to the ferry 5 days a week for work to be away from traffic and be in a quiet neighborhood. We have two small boys 1 and 3. And we enjoy our neighborhood filled with families and being able to walk and bike the streets in this corner of Bainbridge with little traffic. We all drive slower and look out for little ones riding bikes or playing soccer. This was an important decision we made when choosing to relocate here and it saddens me to think of losing that neighborhood to development. There have to be places that are preserved to be a neighborhood. Fort Ward is full of families that chose not to be close to amenities for a reason. I hope you listen to us as we say no to rezoning.

Thank you for your time.

Best,

Leigh Anne McKeen

Sent from my iPhone

Jane Rasely

From: malcolmgander@comcast.net
Sent: Monday, September 26, 2016 3:58 PM
To: PCD
Subject: Comments On the Draft Bainbridge Island Comprehensive Plan

The following comments pertain to the Water Resources Element of the Draft Comprehensive Plan (CP):

1) Please remove the confusing phrase "...a quasi-enclosed environment..." from the first sentence of this section. This means different things to different readers, whether technical or non-technical.

2) Page WR-5, Policy WR 1.4:

Suggest adding the following text (*italics is existing text, bold text is suggested text*): *Apply the policies in the element in tandem with the protective measures set by the City's Shoreline Management Master Program, Critical Areas Ordinance, and any other environmental or water resources management ordinance established by the City.* **Of primary importance are BIMC 16.08.050; and WAC Chapter 365-190, pursuant to the Growth Management Act Chapter 36.70A RCW - Critical Aquifer Recharge Areas (CARAs).**

BIMC 16.08.050 states: "Development which may adversely affect aquifer recharge areas in the Bainbridge Island vicinity should be prohibited or restricted."

WAC Chapter 365-190, pursuant to the Growth Management Act Chapter 36.70A RCW - Critical Aquifer Recharge Areas (CARAs) are defined as follows:

"Areas with a critical recharging effect on aquifers used for potable water are areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water."

(End of suggested text)

Note that Bainbridge Island is part of Kitsap County. This behooves the Bainbridge Island (BI) Comprehensive Plan (CP) to, at the very least, acknowledge a regulatory requirement that is mentioned within its own county's CP.

The Kitsap County CP states:

"In Kitsap County, groundwater is the source of all drinking water outside of Bremerton's service area. Places where rainfall soaks into the ground are called recharge areas. Places where the geologic conditions are such that surface contaminants could pollute water supplies are considered critical aquifer recharge areas (CARA). The Critical Areas Ordinance (CAO) recognizes two categories of critical aquifer recharge areas: Category I and II, with Category I being areas with a higher risk of contamination of water supplies.

Category I and II critical aquifer recharge areas are protected through a combination of regulatory restrictions on land uses that pose an elevated risk of contaminating groundwater and low-density zoning."

Additionally, both Island County's CP and San Juan County's CP call out CARAs. For sole source aquifers areas such as Bainbridge Island, noting CARAs in writing is as fundamental as noting the Shoreline Management Master Program and CAOs.

The following comments pertain to the Water Resources Existing Conditions & Future Needs- Appendix B portion of the CP:

1) Page 10: Draft text is presented in italics with **bold suggested text included**.

[Not all-removed] *Groundwater on Bainbridge Island comes from recharge on Bainbridge Island. Please remove the sentence immediately following this sentence, as the USGS model makes broad, unsubstantiated assumptions on the question of connectivity of aquifers between the Kitsap Peninsula and Bainbridge Island. Based on broadly similar geologic characteristics from aquifers in the Bremerton area to the west of Bainbridge Island, there has been speculation of a possible connection of the Fletcher Bay aquifer on Bainbridge and producing aquifers in Bremerton. However, this has not been substantiated through empirical evidence, or any peer-reviewed scientific journal.*

Jane Rasely

From: Gregory Geehan <ggeehan@gmail.com>
Sent: Friday, September 16, 2016 2:41 PM
To: PCD
Subject: Comp Plan

These comments relate to the two paragraphs under Land in the Bainbridge Island History part of the Introduction.

There are a few inaccuracies.

- The first sentence says that Bainbridge is split into **three** geologic areas. It should say **two**. (One occupies the southern third. The second takes up the northern two-thirds.)
- The first sentence also says that the bedrock was thrust up "approximately **eighteen** to thirty million years ago". This needs two corrections. The Blakely Harbor Formation has been dated at **13** million years old, so the range should read **thirteen** to thirty. More importantly, those dates refer to when the sediments were **deposited**. They were 'thrust up' much more recently.
- I don't understand the second sentence. A 'steep gradient' as a 'backdrop to Rockaway Beach' that is related to the Seattle Fault doesn't make sense to me.
- The plates involved in a magnitude 9 earthquake are the North American and 'Juan de Fuca', **not** 'Pacific'.

Otherwise, it's mostly alright, although the seismic risk part strikes me as a bit misleading.

I can offer the suggested wording copied below. It makes use of the elements and phrases in the draft text, but for me is more accurate and understandable.

Thanks for your consideration.
Gregory Geehan
206-718-2867

Bainbridge Island is split into two geologic areas, with the southern third composed of sedimentary bedrock thirteen to thirty million years old. A primary concern for this southern third is limited water supply caused by the low porosity and structurally complex bedrock, which has been thrust up along the south side of the Seattle Fault. This fault runs from Eagle Harbor to Seattle and poses a seismic risk for earthquakes much greater than the three earthquakes over 6.0 that have occurred since World War II: in 1949, 1965, and 2001. Our island and the entire region is also at risk from a 9.0 plus earthquake involving the North American and Juan de Fuca tectonic plates.

The northern two-thirds of Bainbridge Island, with Eagle Harbor as an approximate dividing line, is composed primarily of sand, clay, and gravel deposits. These were laid down over tens of thousands of years, some by glaciers and others by rivers and streams. The last glacier formed our island's topography, dominated by north-south oriented hills. While the sands and gravels are still commercially extracted, the primary benefit is easily accessible ground-water sources.

Jane Rasely

From: Sharon Gilpin <aronpin@gmail.com>
Sent: Saturday, September 17, 2016 3:09 PM
To: PCD
Subject: Comments on Comp Plan
Attachments: SGilpinCommentCompPlan.pdf

Attached are my comments on the Draft Comp Plan for the Planning Commission.

Thanks!

Sharon Gilpin

Sharon Gilpin
Ft. Ward
1574 Parkview Dr NE
Bainbridge Island WA
aronpin@gmail.com

September 17, 2016

**Planning Commission
Comprehensive Plan Comments**

I attended two of the Visioning Sessions; a couple of the community meetings and am familiar with Comprehensive Plans from my work in various cities in the Western United States. I moved to the Island 24 years ago and read the Comp Plan that I thought an amazing document.

Clear, concise and yet in practice I've watched the development on the Island; the burden of transportation impacts placed – not on the developers – but on the citizens; the elimination of a key goal in the Housing Element regarding liveaboards that has been trashed; and a general practice of granting variances like candy to favored developers without regard to impacts. I've watched a lazy attitude towards cleaning up hazardous waste sites on the Island that are turned into parks and are still hazardous today.

I think there are many basic foundational issues that are missing or in contradiction with each other.

Land Use Element

LU 1.1 why are we using Kitsap Regional Coordinating Council growth data when the County has publicly admitted that their last projections for population growth were 50% over estimated? This information was published in the Kitsap Sun and I spoke with Commissioner Gelder about it.

What is the harm in over-estimating population growth? Over building thereby creating non-sustainable growth.

LU 5.1 If sustainability is a key goal; and reducing sprawl is part of this goal why would we add 'new' neighborhood serving centers such as Ft. Ward. This is a complete contradiction with this LU section and LU Goal 6. And 6.3 are erroneous in that Ft. Ward does NOT offer 'small scale service and commercial activity' at present.

Economic Element

EC 13 Goals regarding home-based businesses should have some language about standards necessary to ensure that those businesses that receive major shipments, send out major shipments necessitating large freight trucks constantly blocking narrow roads; using loaders to unload trucks because of lack of access to the actual 'home-based' business should be relocated to business/industrial zoning areas.

EC 15. Standards should be clear on what is no longer a 'home-based' business and is fact an industrial business that must locate in a business/industrial. For example, numerous freight trucks deliveries per week, numerous 'storage rooms' with 24-hour lighting and/or heating and noisy cooling equipment running.

These types of business cannot 'harmonize' with residential neighborhoods. Siting at one's desk and using Wi-Fi all day without traffic intrusion from commercial vehicles and few or no employees is what seems to be desirable on the Island.

Environmental Element

Goal EN-1 & EN 5: No mention of the Fish Farms in Rich Passage. Why is this being ignored?

EN 1.5 and 1.6: No mention of the major polluting Fish Farms in Rich Passage. All the language about protection of near-shore; fish habitat is in contradiction because of the existence of these Fish Farms. There are many issues involved in virus dissemination into the natural fish population; the waste products that sit under the pens; the anti-biotic that are used because the Atlantic Salmon – non-native – live in close proximity which creates disease.

Anecdotally we used to be able to clam off the beach at Lytle Road on Pleasant Beach but not for years now – because of the horrible pollution of the fish farms.

We do not have to agree with the DNR or the Department of Fish & Wildlife to approve these farms. Both this and geoduck harvesting means that the State gets the revenue and Bainbridge Island reaps the burden. Eliminate EN 5.7.

Our Comp Plan draft should make a statement about our desire to see them removed as a way of reducing impacts on our natural environment.

Water Element

The Introduction mentions that BI is a 'quasi-enclosed environment' – what does this mean? The very beginning of this Element should be that Bainbridge Island has been designated by the EPA as a Sole Source Aquifer.

WR 1 & 3: We should have a goal that plainly speaks to the use of tools in evaluating cumulative impacts of development on all resources via the use of EIS studies for developments over a certain sq. footage. This Island never requests developers to do EIS documents and this harms our ability to weigh the cumulative impacts on all resources. *For example – housing developments over 5 units should need an EIS document so that we can evaluate impacts on water and every other resource so that we can honestly plan and manage growth.*

Housing Element

Housing is needed in many cities. Affordable housing is needed in every rich community – and that is what Bainbridge Island is – a rich community.

Our Island's current Comp Plan states that 'liveaboards are a part of the housing stock of the Island'. It is a beautiful statement for a City surrounded by water – an Island. It is logical. It is smart.

But this is given lip service in this document. The Shoreline Master Plan, although it had absolutely nothing to do with liveaboards, reduced the amount of liveaboards in marinas from 25% to 10%. In these days of no affordable housing, of the desire to house people that work in service jobs on the Island and others – living on one's boat is affordable and desirable. It was

disheartening to watch the supposedly 'most progressive' members of the Council vote to throw out liveaboards.

We must change this in this document. Goal HS 3 should recognize this unique form of housing that can be available on this Island.

There is nothing ecologically damaged when a person lives on her boat. All marinas are equipped with water and sewer functions. This is a resource we must reclaim if we are honestly interested in housing Island workers.

Transportation Element

While the goal of reducing the use of single occupancy vehicles is a concern until there is transit available more frequently by the County's Transit agency it will remain a reality, as people need to get around. BI should push Kitsap Transit to prioritize ground transportation and forget spending millions of tax dollars chasing a fast ferry project. Our local officials should adopt that policy position. It is amazing there is no bus service on Sunday!

Capital Facilities Element

Achieving concurrency means using available tools to ensure honest measurement of impacts – requiring EIS documents on certain sized developments is essential to this goal.

Cultural Element

Goal 6: Ensure that public art is not 'static' but changed frequently.

Human Services Element

HS – 3 – Should recognize the opportunity available for low-income living on a boat.

Thank you.

Jane Rasely

From: peter granstrom <pmggrant177@sbcglobal.net>
Sent: Wednesday, September 7, 2016 8:08 AM
To: PCD
Subject: Comprehensive Plan

Thank you for the chance to offer my two cents.

Perhaps the plan should give further consideration to water and growth.
Reports to date are old and do not take into consideration global warming/climate change.
We are using more and will continue to use more water.
Will conservation become an ordinance?
Growth should be carefully looked at and addressed in growth and development.
Hauling potable to your house may not be so far fetched! Think about it!

How much is to much growth? More apartments for workers? Most workers live off island because its cheaper, more affordable. This will not change with more housing.
Should the "plan" have vision to address the environment equally with growth?

Thank you for your time,
Pete Granstrom

Jane Rasely

From: Stuart Grogan <GroganS@housingkitsap.org>
Sent: Monday, September 26, 2016 3:14 PM
To: PCD
Subject: Comments to the Planning Commission regarding the Draft Comprehensive Plan
Attachments: Comments on the 2016 draft to the Planning Commission.pdf

Please see attached.

Thanks

Stuart Grogan
Executive Director
Housing Kitsap
345 6th St #100
Bremerton, WA 98337
Off: 360-535-6142
Mobile: 360-620-3820
grogans@housingkitsap.org

The information contained in this email and any attachments is confidential and may be subject to copyright or other intellectual property protection. If you are not the intended recipient, you are not authorized to use or disclose this information, and we request that you notify us by reply mail or telephone and delete the original message from your mail system. This e-mail, related attachments, and any response may be subject to public disclosure under Washington State law.

NOTICE: All emails and attachments sent to and from Housing Kitsap are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).

Board of Commissioners

Chair Val Tollefson
Vice Chair Ed Wolfe
Becky Erickson
Charlotte Garrido
Robert Gelder
Rob Putaansuu

Executive Director
Stuart Grogan



345 6th Street Suite 100
Bremerton, WA 98337-1891

Phone (360) 535.6100
Fax (360) 535.6107
TDD (360) 535.6106

<http://www.housingkitsap.org>

Members of the Planning Commission
City of Bainbridge Island
280 Madison Ave. North
Bainbridge Island, WA 98110

Dear Planning Commission:

Thank you for the opportunity to provide comments on the draft Comprehensive Plan for the City of Bainbridge Island. The draft clearly demonstrates the care and attention that you and staff have invested in the planning process and I would like to acknowledge and thank you for that effort. The following are a few comments on the Housing Section of the draft for your consideration:

1. As I mentioned in the public hearing, the draft speaks volumes to the need and support for additional units by amending the development processes, drafting incentives, and working with partners and the private sector. However, there is a whole other arena of housing support referred to as “rental assistance” that needs the acknowledgement and community support. The most commonly known form of rental assistance is the Section 8 Housing Choice Voucher. The voucher provides the holder with the freedom to find a unit that best meets their needs in a neighborhood they like near their work, school or other amenities. The voucher provides a reliable stream of income that with the holder’s 30%, is close if not equal to market rents. Unfortunately, vouchers in addition to other non-employment based income like alimony or child care payments, a Veterans Assistance Supportive Housing (VASH) voucher, and social security or other disability payments, are sometimes either disallowed by landlords in the qualifying process or people are prohibited from even applying. This has been especially evident in our current tight rental housing market.

The source of income of a qualifying tenant should not be allowed to prevent someone from living in a unit. Seattle and other places in the country have adopted policies and regulations that prevent what is commonly referred to as “Sources of Income Discrimination”. I would like propose that the City of Bainbridge Island’s Comprehensive Plan include language that requires it adopt policies that prevent Sources of Income Discrimination and that requires the City’s staff to examine its rental housing regulations to insure that property owners may not discriminate based on sources of income.

2. Earlier this year, the Department of Housing and Urban Development published a new requirement referred to as Affirmatively Further Fair Housing (AFFH). The requirement sets out both tools and a planning and analysis process for all local jurisdictions and housing authorities. Kitsap’s process will begin in 2017 and be due in 2018. It will be a major effort involving many stakeholders and groups to identify issues and to develop a plan of action to eliminate any identified fair housing barriers.

As above, I would like to encourage the City of Bainbridge Island to add language to its Comprehensive Plan that assures its commitment to fair housing and to affirm its intention to review its policies, programs and regulations to further this effort.

3. In the preamble to the Housing Section, there is an excellent summary of some of the key data points and issues some of which are pulled from the Housing Needs Assessment. And, I see the intention to measure and track the response to these issues reflected in the regular reporting requirement anticipated in the draft plan. I support this effort but would like to encourage that the data that gets reported be expanded to include the housing that is available, and that has been newly constructed for special, vulnerable or difficult to serve populations such as homeless youth and youth aging out of foster care, victims of domestic violence, homeless, veterans, and re-entry housing for people coming out of incarceration.

4. In Sections HO 8.1 and 8.2, I would like to encourage you to amend and strengthen the language supporting “non-profits” and “public or private entities” to provide services and develop programs for special populations. In reading the draft, new affordable housing for a diverse population and a variety of incomes is pretty strongly supported. But because housing for special or difficult to house populations can come with challenges of acceptance in a community, I think it is important to state, explicitly, that the City of Bainbridge Island supports and will encourage the appropriate siting and inclusion of housing for these groups, including emergency and permanent shelters for the homeless, in addition to supporting the programs.

5. The draft plan anticipates working closely with non-profits and other housing and service providers in a more organized fashion. Similar efforts have been started in other parts of Kitsap County and have been successful. I would like to encourage the formation of a flexible ad hoc group that is formed and led by a few City Councilmembers or the Mayor to meet on a regular basis and I am happy to volunteer to serve on this group.

Thank you for the opportunity to contribute to this process. Please don't hesitate to contact me if you have any questions or would like additional information.

Sincerely,

Stuart Grogan

Stuart Grogan
Executive Director

Jane Rasely

From: Lara Hansen <lara@ecoadapt.org>
Sent: Monday, September 26, 2016 3:05 PM
To: PCD
Cc: Kellie Stickney
Subject: Comments on the Bainbridge Island Comprehensive Plan Draft
Attachments: EcoAdapt Comments on the BI Comprehensive Plan 26 September 2016.pdf

Greetings,

I regret that I was unable to attend either of the open house and public comment events held last week. Our rich civic life on Bainbridge Island makes for many conflicting opportunities for engagement and purpose. I am happy to report that my absence from the Saturday event allowed me to participate in our Island's first beach clean up day that my small group of two adults and two children collected 51 lbs of debris from the north shore of inner Eagle Harbor (Woods to Gowen Place, less Leslie Landing which was cleaned by the residents).

In lieu of participating in one of the two public comment meetings, you will find my submission of comments attached here.

Please feel free to contact me if you have any questions or needs for clarification.

Overall, I believe that great work has been done on this document by the many hardworking city staff and volunteers! I look forward to having our community made the better for it!

Sincerely,
Lara

Lara J. Hansen, Ph.D.
Chief Scientist and Executive Director
EcoAdapt
P.O. Box 11195
Bainbridge Island, WA 98110
(206) 201-3834

www.ecoadapt.org
www.cakex.org
<http://climate-adaptation.blogspot.com>

Comments on the Bainbridge Island Comprehensive Plan, August 2016 Draft

Submitted by Lara Hansen, EcoAdapt
with input from Stacey Justus Nordgren, Foresight Consulting
9/26/2016

Let me begin by commending all parties involved in the process of moving our communities comprehensive plan toward a more resilient document that will serve us well going into the future. This document covers the myriad issues key to life in our Island community. Thank you for your hard work.

Unfortunately, I was not able to review the entire 339 pages. I appreciate that many of our previous comments and suggestions have been incorporated in this document. I believe the issue of climate change is taken quite seriously in its application to our community's plan. Bravo! Clearly in any instance where more detailed thought on how climate change could be added either these previous submissions can still serve as guiding documents or you are welcome to give me a call.

In this review effort, given limited time, I have focused primarily on the Guiding Principles and a few sections that caught my eye in the larger document. Please accept these comments as helpful suggestions to make the document on message and toward goal—creating the best Bainbridge possible for today and tomorrow!

Stylistic comments:

Spaces between sentences: In this modern age double spacing between sentences is no longer the norm. This was created to make spacing even on typewriters, however computers correct this problem and a single space does the trick without making the page look like it has holes in it.

Capitalization: In some places "climate change" is "Climate Change." Why?

Italics: I am not clear on why many things in the document are sometimes italicized. For example, "greenhouse gas" is in one paragraph both italicized and not italicized.

Figure IN-3: This is missing its color coded legend.

Page IN-8, paragraph 2: "Contemporary" in a vision it is confusing. I wondered if you meant now or 2036. I'd remove this word if you in fact mean 2036 to avoid this confusion.

Page IN-8, paragraph 3: I think you have to have the last sentence in the present not past tense. We will be "accommodating growth, addressing the impacts of climate change and conserving our environment." I say this because 2036 does not mark the end of growth, the cessation of climate change or the completed conservation of the environment. All of these activities are on-going, iterative processes that will be part of our community's activity set in perpetuity.

Page IN-8: why are some things in italics?

Page IN-9: As written “preserving our special character” does not include preserving our Island’s functionality as a community. Currently you cannot buy school supplies in Winslow. With the loss of Paper Products my family drove (increasing traffic on 305) to Poulsbo and Silverdale to get what was needed on the BISD supply list. That is ridiculous. Winslow does not have small town atmosphere if it does not meet small town needs. Is there a way to include this concept? Also missing here is much tie to marine access and ecosystems, seemingly odd for an Island community.

I suggest the following:

Guiding Principle 1: “Preserve the special character of the Island, which includes downtown Winslow’s small town atmosphere **and function**, historic buildings, extensive forested areas, meadows, farms, marine views **and access**, and scenic and winding roads supporting all forms of transportation.”

Guiding Policy 1.1: adjust the end “...including better protection for trees, soils, native plants **and shorelines**.”

Guiding Policy 1.2: “...identified needs for housing, **good**, services and jobs...”

Add Guiding Policy 1.4 that loops in all language of this principle: “Review, update and fully implement the non-motorized transportation plan so that the vision of multimodal transportation becomes reality for today’s residents. Employ methods to require new and redevelopment to contribute this implementation.”

Page IN-10: Guiding Principle #2

Guiding policy 2.4 talks about sea level rise but there is no discussion about projected changes in precipitation patterns which will also affect the quality and quantity of our groundwater for future generations.

I suggest the following:

“Climate change may affect the quantity and quality of our finite groundwater resources. Anticipate and prepare for the consequences of sea level rise, altered precipitation pattern, as well as any other changes in climate and community response to climate in order to ensure ample quality and quantity of groundwater for future generations.”

Page IN-12, Guiding Principle 7: Why is “greenhouse gas” italicized? (also in Guiding Policy 7.1)

Guiding Principle 7.2: Why is “development regulations” italicized?

Otherwise, Guiding Principle 7 is a great footing for our community!

Page IN-13, Guiding Principle #8: This is a nice set up for implementation!

Page LU-1: Brilliant decision to use a 50-100 year time horizon.

Page LU 1, items 1-4: I suggest you decouple #4 to create a new 4 and a new item #5:

#4: Reduce greenhouse gas emissions.

#5: Plan for the effects of climate change such that the impacts are avoided or ameliorated.

Page EN-2, 2nd paragraph: Last sentence says “effects of climate change and sea level rise.” This is confusing. Sea level rise is one aspect of climate change in our region. The sentence goes on to say “adapting where necessary and mitigation impacts to the extent possible.” In this case adaptation is the mitigation of impacts (whereas climate mitigation is the reduction of greenhouse gas emissions). Therefore, in the interest of making this sentence accurate and not confusing, I suggest changing it to “...anticipated effects of climate change, such as sea level rise, adapting where necessary in order to reduce impacts to the extent possible.”

Page EN-18: Suggest change “climate changes” to “climate change”

Page CFE-4, Policy CF 1.3: Final bullet, like with Page EN-2, lists “...climate change and sea level rise...” which is not accurate. I suggest clarifying with “...impacts of climate change, including sea level rise.”

Again, thanks to all who have worked on the Plan to make it as strong and useful a document as it is today. Congratulations.

Jane Rasely

From: Becca Hanson <bhanson@studio-hansonroberts.com>
Sent: Saturday, September 17, 2016 6:21 PM
To: PCD
Subject: Comments on the Comp Plan

It was a great pleasure to attend the Open House this afternoon, as well as the ensuing public comment period. As a result of listening, taking it all in and reading through the Plan this afternoon, I have the following observations, comments and edits. It should be noted that comments are preceded by a bullet point; while edits are shown in red.

I am particularly interested in the environment (including reclaiming the Island's "Dark Skies"); water resources; and agriculture, economics and land use as it affects farming and farmer housing. Thus you will find my comments concentrated in these areas.

Thank you for the opportunity to comment.

COMPREHENSIVE PLAN INTRODUCTION

Guiding Principle #2:

- It would appear that only freshwater has been considered, however the water quality in our saltwater bays and along our shores is equally important considering the number of people who utilize the resources produced by those waters – equally as important as the farms and gardens mentioned in 2.7.

Guiding Principle #5:

- The principle makes no mention of ecosystem services and the need to preserve systems that functionally benefit us all – beyond the aesthetic and emotional.
- If the City is serious about Guiding Policy 5.4, this means there will eventually have to be a discussion on the Island about no free-ranging cats and the trapping of feral cats. If we are going to have intense conversation about the need to protect trees so that there is someplace for birds to alight, we also need to protect their ability to breed and raise their young.

LAND USE

Policy LU 6.1:

Land use designations shall reflect the priority of Bainbridge Island to remain primarily residential with the need for nonresidential development concentrated in designated centers (commercial and services) and land use zones (light industrial and agricultural).

Policy LU 6.3:

- "Designated centers" should be supported from the point of view that they can provide nearby services and flourishing businesses while bringing people together from a wider area to mix with one another. Fort Ward is too isolated from the rest of the Island and too much of a residential neighborhood. It should be dropped from the list.

Policy LU 10.10 & LU 10.13:

- Both mention "lighting" but should go further to talk about conforming with "Dark Sky" policies. In fact, I would recommend that implementing "Dark Sky" should be a Guiding Principle of the Island to maintain the natural sense of the place that we all say that we value so much. Need to reference Goal EN-13.

Goal LU-13: Agricultural land use should be promoted through the development of and **Agricultural Land Use** designation with permitting requirements that are different from Residential Land Use areas. **HIGH PRIORITY ELEMENT!**

Goal LU-17:

"Promote food security through support for local food production, awareness of farming practices, reduction of the Island's carbon footprint and public health by encouraging locally-based food production, distribution and choice through commercial

agriculture, urban agriculture, community gardens, farmers' market and food stands, and food access initiatives. ~~Establish partnerships and share resources to promote food access and production.~~ (This is being done by others and does not require active City involvement other than support.)

Policy LU 17.1:

Encourage community gardening and/or agriculture on public land where appropriate.

Policy LU 17.2:

Encourage the development of neighborhood community gardens or small-scale commercial agriculture where appropriate.

Policy 17.4:

Promote the dedication of land for community gardens or small-scale commercial agriculture where appropriate.

Policy LU 21.4:

The City and HPC shall coordinate with tribal communities, the Parks District and other interested stakeholders to promote awareness, respect for and celebration of the Island's historic resources.

ECONOMIC

New Policy EC 14.3:

Support a program that helps working farms through the creation and sale of locally-constituted, high-grade compost to maintain the fertility of Island soils and minimize the Island's carbon footprint that accrues to inefficient composting or off-Island hauling of organic matter. **HIGH PRIORITY**

ENVIRONMENT

INVASIVE SPECIES:

- I would encourage the City to create an ombudsman position to bring neighbors together to solve invasive weed problems where one neighbor is adversely affecting the other. Perhaps a "block grant" process to create weed eradication projects?

AGRICULTURAL LANDS:

4th Paragraph:

The citizens of Bainbridge Island currently own 60-acres of farmland that is leased to commercial farmers and non-profits, and is managed by an Island-based non-profit organization in partnership with and on behalf of the City. This organization also works with private landowners to discern ways to put private land into production and increase the amount of land in permanent production while also conserving desirable open space without taking the land off of the City's tax rolls. Where appropriate, and when the density of common land use dictates, the City shall designate farmland areas as Agricultural Resource Lands, thus enabling a separate permitting process that recognizes the difference between purely residential and desirable production lands.

Policy EN 19.6:

Prioritize low-irrigation agricultural production on public farmland. (Note pumpkins, strawberries, raspberries and grapes are not necessarily included within the concept of "food security" but do contribute immeasurably to the cultural memories of the Island residents, the open space feeling and the diminution of the Island's carbon footprint.)

Policy EN 19.8:

Ensure the protection of the Island's aquifers and streams by promoting agricultural uses that are not water intensive and agricultural practices that protect water quality.

Policy EN 19.9:

- This should be deleted – it seriously undervalues farmers' abilities to decipher the market and climate, and care for their land, and puts the City in an approval role for which it has no expertise.

New Policy EN 20.4:

- Need to assure that when there is a conflict between the tree ordinance and the right to farm there is a way to resolve the conflict and provide staff with clear guidelines to move forward.

Policy 21.3:

- Huh???? This totally unclear about what you are trying to do and why a policy is needed?

Policy EN 21.8:

- TOTALLY AGREE! It needs to be elevated to a Council-reporting Commission to make sure that we are taking all of this seriously.

FORESTS & TREES

- The City needs to be aware of the very real danger of retaining certain trees in the seasonally windy conditions that we have on the Island, and the City's liability in requiring certain trees to be retained.
- There should be a policy that encourages (and rewards!) slow conversion of land from forested to non-forested to allow natural adaptations in adjusting to wind-loads and faunal dispersal.

HOUSING

I have no expertise in housing but am looking forward to the City encouraging demonstration projects of tiny housing and off-grid neighborhoods to encourage entrepreneurship and innovation. Particularly for low income and farm intern housing.

Thank you so much.
Please do not hesitate to contact me if you have any questions.

B
Becca Hanson, FASLA Principal



250 Madrona Way N.E. #220 | Bainbridge Island, WA 98110, USA
T + 1.206.842.8332
F
+ 1.206.842.8326
M
+ 1.206.778.2197
e bhanson@studio-hansonroberts.com
w www.studio-hansonroberts.com

Member:
WAZA: World Zoo & Aquarium Association | AZA: (American) Association of Zoos & Aquariums | ZAA: Zoo & Aquarium Association (Australasia)

This communication is from Studio Hanson/Roberts and is for the use of the intended recipient(s). If you have received this information in error, please let us know so that we can correct the situation!

Jane Rasely

From: Jennifer Sutton
Sent: Tuesday, September 27, 2016 3:39 PM
To: dhenry1@gmail.com
Cc: PCD
Subject: FW: Requested copy of Environmental Element at open house

Mr. Henry, the link below takes you to the webpage where you can look at the Public Hearing DRAFT Comprehensive Plan, either as a whole, or Element by Element. Let me know if you have other questions.

<http://www.bainbridgewa.gov/615/Navigate-Bainbridge-Comprehensive-Plan-U>

If you want to go straight to the DRAFT Environmental Element, see below:

<http://www.bainbridgewa.gov/DocumentCenter/View/7160>

 **CITY OF
BAINBRIDGE
ISLAND**
JENNIFER SUTTON, AICP
Senior Planner
www.bainbridgewa.gov

 Please consider the environment before printing this email and any attachment. Thank you.

From: Christy Carr
Sent: Monday, September 26, 2016 2:16 PM
To: Jennifer Sutton <jsutton@bainbridgewa.gov>; Jane Rasely <jrasely@bainbridgewa.gov>
Subject: Requested copy of Environmental Element at open house

Dave Henry
dhenry1@gmail.com

 **CITY OF
BAINBRIDGE
ISLAND**
CHRISTY CARR, AICP, PWS
Senior Planner
www.bainbridgewa.gov



Name: Rebecca Judd

Address: 15375 Sunrise Dr. NE.

Date: September 22, 2016

Comment

Thank you for the hard work that has gone into developing our updated Comprehensive Plan. I have been impressed with the collaborative nature of this process and the depth of citizen engagement. In particular, I have been involved with the Cultural Element as a representative of the Library. It is my hope that the Cultural Element of the Comp plan sets the framework for future city funding in this area. Restoring budget allocations to pre-recession levels will ~~and~~ enrich our connections to self & others, through enhanced programming & services.

Jane Rasely

From: Melanie Keenan <melaniekeen@comcast.net>
Sent: Friday, August 26, 2016 2:34 PM
To: Joseph Tovar; PCD; Ron Peltier; Council
Subject: Aquifer Conservation Zones

Mr. Tovar,

Now that the "Quasi- Enclosed" city of Bainbridge Island is preparing to review the draft Comprehensive Plan Update, please provide a list of where the Plan provides for "Aquifer Conservation Zones" per RCW 36.70A.550.

A simple list of what elements and where in the draft a citizen can find this important component for protecting the Island's Sole Source Aquifer would be helpful.

Could you also please define "quasi-enclosed?" This language was used in the Water Resource Element. A definition is not available in technical references associated with geological or hydrogeologic scientific studies. Perhaps you meant to use the widely understood EPA definition of a "Sole Source Aquifer" since the Island exceeds the requirements of over 50% dependence on groundwater for a potable water supply. In fact the Island is entirely reliant on groundwater, and there is no other affordable or readily available source of water for the residents, this equals the EPA definition of Sole Source Aquifer. Plus, Bainbridge Island is totally enclosed or surrounded by salt water from the Puget Sound.

This is ostensibly questionable, and encompasses questionable intent concerning water resources, indicating a lack of understanding of groundwater science with the comprehensive plan update water resources element.

Maybe it is more appropriate to define the Comprehensive Plan Update process so far as "Quasi-Enclosed" with emphasis on the "Quasi" definition of... fake, mock, pretend, or sham. Highlighted by the definition of "Enclosed" as immured, confined, buried, embedded, or implanted.

The Majority of citizens have very little knowledge or involvement in the process to date for several reasons. The notification and website are difficult to navigate. The Planning Commission meetings are neither televised or broadcast. Most residents have concluded that their input is not worth the time or effort, since the draft was large conceived by staff and consultants beforehand, and is being introduced to the community through public meetings, which equates to theater. As opposed to providing the required format for actual community input. The fact that the Comp Plan Draft has little resemblance to the existing Comprehensive Plan to protect the Island environment and water resources in more obvious ways vs. the new overriding theme of promoting development beyond the Island's limited resources, documents how the city is ignoring taxpayer's historic well established community priorities.

Thank you
Melanie Keenan

NAVIGATE BAINBRIDGE COMPREHENSIVE PLAN UPDATE UPCOMING EVENTS

YOU ARE HEREBY INVITED the City will be hosting the following events as part of the Navigate Bainbridge Comprehensive Plan Update:

Saturday, September 17, 2016
9:00 – 10:30 AM Comprehensive Plan Open House
10:30 – Noon Public Hearing

Thursday, September 22, 2016

4:30 – 6:00 PM Comprehensive Plan Open House

6:00 – 8:00 PM Public Hearing

Both events will be held at City Hall, Council Chambers, 280 Madison Avenue North, Bainbridge Island, Washington 98110.

In anticipation that a quorum of City Council members may attend, these events are being noticed.

RCW 36.70A.550

Aquifer conservation zones.

(1) Any city coterminous with, and comprised only of, an island that relies solely on groundwater aquifers for its potable water source and does not have reasonable access to a potable water source outside its jurisdiction may designate one or more aquifer conservation zones.

Aquifer conservation zones may only be designated for the purpose of conserving and protecting potable water sources.

(2) Aquifer conservation zones may not be considered critical areas under this chapter except to the extent that specific areas located within aquifer conservation zones qualify for critical area designation and have been designated as such under RCW 36.70A.060(2).

(3) Any city may consider whether an area is within an aquifer conservation zone when determining the residential density of that particular area. The residential densities within conservation zones, in combination with other densities of the city, must be sufficient to accommodate projected population growth under RCW 36.70A.110.

(4) Nothing in this section may be construed to modify the population accommodation obligations required of jurisdictions under this chapter.

Jane Rasely

From: Melanie Keenan <melaniekeen@comcast.net>
Sent: Monday, September 26, 2016 3:54 PM
To: Lisa Macchio; Maradel Gale; Jon Quitslund; PCD; Doug Schulze; Mack Pearl; William Chester; Michael Killion; Council
Subject: Comp Plan Update Comments
Attachments: 20160926 Comp Plan Update Comments.pdf

Enclosed draft comments for the Comp Plan Update Draft

Jane Rasely

From: Melanie Keenan <melaniekeen@comcast.net>
Sent: Friday, August 26, 2016 2:44 PM
To: Joseph Tovar; PCD; Ron Peltier; Council
Cc: Lin Kamer-Walker; Sharon Gilpin
Subject: Aquifer Conservation Zones

Mr. Tovar,

Now that the "Quasi- Enclosed" city of Bainbridge Island is preparing to review the draft Comprehensive Plan Update, please provide a list of where the Plan provides for "Aquifer Conservation Zones" per RCW 36.70A.550.

A simple list of what elements and where in the draft a citizen can find this important component for protecting the Island's Sole Source Aquifer would be helpful.

Could you also please define "quasi-enclosed?" This language was used in the Water Resource Element. A definition is not available in technical references associated with geological or hydrogeologic scientific studies. Perhaps you meant to use the widely understood EPA definition of a "Sole Source Aquifer" instead, since the Island exceeds the requirements of over 50% dependence on groundwater for a potable water supply. In fact the Island is entirely reliant on groundwater, because there is no other affordable or readily available source of water for the residents. This equals the EPA definition of Sole Source Aquifer, and Bainbridge Island is totally enclosed or surrounded by salt water from the Puget Sound.

This is ostensibly questionable, and encompasses questionable intent concerning water resources, indicating a lack of understanding of groundwater science with the Comprehensive Plan Update Water Resources Element.

Maybe it is more appropriate to define the Comprehensive Plan Update process so far as "Quasi-Enclosed" with emphasis on the "Quasi" definition of... fake, mock, pretend, or sham. Highlighted by the definition of "Enclosed" as immured, confined, buried, embedded, or implanted.

The Majority of citizens have very little knowledge or involvement in the process to date for several reasons. The notification and website are difficult to navigate. The Planning Commission meetings are neither televised or broadcast. Most residents have concluded that their input is not worth the time or effort, since the draft was large conceived by staff and consultants beforehand, and introduced to the community through public meetings, which equates to theater. As opposed to providing the required format for real community input. The fact that the Comp Plan Draft has little resemblance to the existing Comprehensive Plan to protect the Island environment and water resources in obvious ways vs. the new overriding theme of promoting development beyond the Island's limited resources, documents how the city is ignoring taxpayer's historic established community priorities.

Thank you
Melanie Keenan

NAVIGATE BAINBRIDGE COMPREHENSIVE PLAN UPDATE UPCOMING EVENTS

YOU ARE HEREBY INVITED the City will be hosting the following events as part of the Navigate Bainbridge Comprehensive Plan Update:

Saturday, September 17, 2016

9:00 – 10:30 AM Comprehensive Plan Open House

10:30 – Noon Public Hearing

Thursday, September 22, 2016

4:30 – 6:00 PM Comprehensive Plan Open House

6:00 – 8:00 PM Public Hearing

Both events will be held at City Hall, Council Chambers, 280 Madison Avenue North, Bainbridge Island, Washington 98110.

In anticipation that a quorum of City Council members may attend, these events are being noticed.

RCW 36.70A.550

Aquifer conservation zones.

(1) Any city coterminous with, and comprised only of, an island that relies solely on groundwater aquifers for its potable water source and does not have reasonable access to a potable water source outside its jurisdiction may designate one or more aquifer conservation zones.

Aquifer conservation zones may only be designated for the purpose of conserving and protecting potable water sources.

(2) Aquifer conservation zones may not be considered critical areas under this chapter except to the extent that specific areas located within aquifer conservation zones qualify for critical area designation and have been designated as such under RCW 36.70A.060(2).

(3) Any city may consider whether an area is within an aquifer conservation zone when determining the residential density of that particular area. The residential densities within conservation zones, in combination with other densities of the city, must be sufficient to accommodate projected population growth under RCW 36.70A.110.

(4) Nothing in this section may be construed to modify the population accommodation obligations required of jurisdictions under this chapter.

Appendix B Water Resources Existing Conditions & Future Needs

This document is problematic, a poor summary concerning the Water Resources of Bainbridge Island. Needs accuracy, revisions, proper references, and a summary that is not cherry picked. The community deserves an honest assessment of water resources on Bainbridge Island.

Because COBI will be reliant on drinking water conservation and reduction of use for existing Island residents in order to substantiate growth projections; this document should state the Island is a Sole Source Aquifer up front. The designation by EPA promotes conservation, management and protection the Planning Commission should advocate. SSA status is a fundamental building block concerning the Water Resources of the only all Island UGA city surrounded by salt water in the state of Washington. Relevant water resource documents would prioritize this status to help manage the limited ground water resources in compliance with the Federal Safe Drinking Water Act.

Document summarizing water resources science requires.

1. Name(s) of qualified scientist(s) or engineer authoring the summary and signing off with their license. The state of Washington requires licensed geologist, hydrogeologist or engineer sign off on water resource work.
2. List of appropriate references with date author page reference to substantiate the numerous questionable claims provided in the 26 pages.

Otherwise this document appears to be a collection of a haphazard random cherry picked information from various publications taken out of context by under qualified unlicensed staff. As such this document lacks the credibility needed.

P.3 List the number of wells the city samples for Seawater Intrusion annually, you will find it is a very small number. This summary is not inclusive of many known private wells impacted by seawater intrusion on the Island to date. The Planning Commission should understand the science... if a well is impacted by seawater it is no longer useable for drinking water, and is decommissioned or redrilled to a different aquifer bearing zone, making it impossible to further sample the wells for seawater intrusion data. Thus, impossible to collect 4 consecutive readings from a well that no longer exists for Early Warning Level screening. Once a well is closed down, this does not mean the seawater/saltwater problem is gone. The nature of sampling by COBI inappropriately limits data collection and reporting of seawater intrusion. Listen carefully to staff response concerning questions about wells impacted by salt water. Usually the response is vague, and claims they do not "see" wells impacted by seawater intrusion despite the existence of several impacted wells to date, now closed down or redrilled to a different water-bearing zone. Since the city did not adequately collect or report on wells impacted by salt water historically, subsequent reports by consultants and the USGS also have no data to

report or use in the model. This lack of data by under qualified water resource staff to date does not equate to no seawater intrusion concerns. If a person fails to get annual physicals for 25 years, and claims he does not have doctor reports of health problems, this does not necessarily equal a healthy person. Several private wells on the Island have been compromised by saltwater and are simply not part of the data set for questionable reasons.

Stating wells that may have been impacted by seawater are possibly a result of "old" seawater remaining in the aquifer or other reasons, is also not credible when honest scientific sampling and reporting of seawater intrusion of a SSA island groundwater supply is lacking.

P. 5 Throughout the Comp Plan Update process the Planning Commission, Council city staff and the consultant have withheld and manipulated reporting of data for wells exceeding EWL. This was documented in a recent city staff memo to council. This section should reflect the facts (.49 with statistical manipulation vs. .5 for early warning levels) or it can be construed as fraud. Example; withholding the 2015 dry season drought readings, and only including the raining months of Jan, Feb and March to alter recent statistical reporting.

P. 6 Claims that drawdown of the Fletcher Bay Aquifer is confined to one well only is false. The USGS Bainbridge groundwater model reporting documents drawdown of the Fletcher Bay Aquifer and how it will continue even if the Island does not increase its current water use. Reason licensed scientists should author a summary of the water resources of the Island.

The USGS also stated in reporting the number, consistency and level of well monitoring the city does for reporting is inadequate for sound scientific evaluations. Since that time the city has further reduced monitoring of Island wells for reporting.

P. 7 Over simplified statements of generalized groundwater flow is flawed. Drawdown from major production wells influences groundwater movement and can actually reverse normal water movement in an aquifer, as documented in the USGS groundwater model study. City staff is relying on less than 70 wells and incomplete and flawed data to portray ground water resources. The GW model studies are very generalized snapshots based on a small data set.

P. 8 Be mindful, staff dictated the level and amount data supplied to the consultant and the level of reporting referenced on this page. The various aquifers defined on Bainbridge Island pinch and swell and are not continuous reservoirs of water. Some mapped aquifers present in one area of the Island are either less water producing or absent in other parts of the Island. The limited number of wells currently monitored means that a great deal of extrapolation was involved in generating and updating a predictive model. Garbage into a mathematical model equals garbage out. Making statements on a limited groundwater model run put together by ASPECT consulting limited by staff and management data collection and goals will soon be outdated by

next years data. Is this highly interpretive information, is this something you want to include in an 8 plus year Comp Plan, especially with Climate Change concepts and predicted precipitation changes heavily pushed throughout?

P.9 Aggressive water conservation measures...necessary to accommodate growth proposed in the Comp Plan Update. But you want to include new service centers and encourage industry and promote economy, that will use water at a far greater rate than private property homeowners?

Simply limiting impervious surfaces with new development does not begin to meet the need to preserve and protect important aquifer recharge areas. Thus the reason State Legislators provided Aquifer Conservation Zones. Entirely different than your proposed Aquifer Conservation ZONING and Low Impact Development. Retrofitting driveways won't compensate for the loss of necessary aquifer recharge areas due to growth necessary to manage the limited water resources on Bainbridge Island. Conserving important areas (no development zones) will be fundamental to managing adequate and high quality drinking water for Island residents.

How can the city adequately address recharge and water use if it fails to monitor a reasonable number of wells, fails to honestly report on the data collected, fails to be current with federal, state and county and city drinking water laws, fails to address the superfund site it owns, and other hazardous waste sites out of compliance with Federal, State and County health and safety laws?

P. 10

Age of water has not been scientifically tested, the statement that the deep aquifer water is 1000 years old is a very rough estimate. This needs to be put in context and a reference to the source would help keep staff from misreporting. There has been no age dating, assumptions are made based on limited well data to date, and highly generalized regional geology and lithology correlations. Comments that our deep aquifer groundwater originates from Kitsap Peninsula are also extrapolated from a very limited data set and highly generalized regional geologic assumptions. There are no well/pump tests to demonstrate communication between wells on Kitsap and Bainbridge Island. No study wells drilled below surface in the Puget Sound to confirm the status of the deep aquifer. There are no dye tests. There is no detailed mapping of the floor of the Puget Sound between the Island and Kitsap Peninsula. Be mindful that all of the Kitsap Peninsula including Bainbridge Island is a Sole Source Aquifer. The combined land mass is 90% surrounded by salt water. The aquifers mapped pinch and swell and are absent in many areas of the Kitsap Peninsula. There is no magic river running under Rich Passage to Bainbridge Island wells. If there is such an abundance of water coming from Kitsap, why did the USGS report concerning drawdown of his deep aquifer? Why did the city recently put \$11,000 dollars towards a study with KPUD to figure out ways to have Bainbridge more reliant on the SeaLevel Aquifer, necessary to "rest" the deep Fletcher Bay Aquifer because of documented drawdown? The understanding that the regional geology and lithology is similar to Bainbridge and the Kitsap Peninsula does not

mean the Island has an endless water supply. These are false presentations and are not put in the proper context. Most importantly the region is riddled with major faults in a major earthquake zone. Including the youngest fault in the Seattle region (1100 years old) bisects the Island and continues through the Kitsap Peninsula. This fault uplifted the south portion of the Island to expose Bedrock, thus the absence of the mapped aquifers north and west of the fault. What would further seismic activity mean to the water supply of Bainbridge? There should be reference to the extensive faults and seismic mapping that show major rifts through and around the Island interrupting potential groundwater movement from Kitsap to Bainbridge and on the Island itself.

The Kitsap Peninsula will be growing at a greater rate than the Island and the water demands in the deep aquifer will increase, possibly impacting the Bainbridge Island water supply. Kitsap also reports seawater intrusion in some production wells. Does Bainbridge have water rights involving the deep aquifer on the Kitsap Peninsula where our city government is somehow relying on the Island's water supply is an endless resource outside of it's boundaries? Also consider the proposed reliance on the SeaLevel aquifer that is recharged on the Island (in order to rest the deep aquifer), creates increased drawdown and less runoff increasing the risks of Seawater Intrusion.

P.13 You reference stormwater has long been considered a nuisance, yet in your Water Resource Element you have eliminated precipitation from the Hydrogeologic Cycle as if Bainbridge is a special place (no doubt). Precipitation is vital to aquifer recharge of a SSA Island, and as such should remain part of the document and separated from Stormwater which is defined technically and monitored and regulated differently than Precipitation.

P. 14 Eagle Harbor Wyckoff Superfund Site is not appropriately prioritized in terms of water bodies that fail to meet standards or criteria as impaired. Why not? Statements about impaired water bodies is out of context in the 2012 Water Quality Assessment. No doubt other areas delineated were also impaired. However leaving out or not naming the Wyckoff Eagle Harbor as a SUPERFUND HAZARDOUS WASTE SITE in the Comp Plan Water Resources Element and the Environmental Element needs to be addressed. Naming this will allow for the appropriate prioritization and application of resources to address this horrendous contaminated mess currently impacting the groundwater resources in that area of the Island. The city questionably purchased this site on behalf of citizens it should own it and get it cleaned (roughly 100 million dollars is needed to just stabilize the problem in place, with no funding source on the horizon).

P. 17-19 The city and DNR, EPA and Ecology needs to come to terms with the new SMP and the hypocritical allowances of questionable commercial fish farming off Island shores. There needs to be a section addressing this problematic operation and the known contamination and compromise to the natural environment.

The city should honestly list the multiple sewer breaches in Eagle Harbor over the last decade. Definitely more than one, a dozen?

P. 20 References to Climate Change and the nonprofit ECOADAPT, COBI supported and referenced endlessly in the Comp Plan Update fails to point out the most important reporting and prioritization of water resources in their Climate Impact Assessment.

<http://www.cakex.org/sites/default/files/documents/BICIA%20Final%2028%20July%202016.pdf>

In their report EcoAdapt makes reference to the current Water Resources Element and the prioritization of water resources, as well as how the Island is designated a Sole Source Aquifer. The report addresses how the largest concern for the nation and the world regarding Climate Change is adequate water resources to sustain the population. However, this is not adequately conveyed in the Comp Plan Update Draft Elements. Somehow Bainbridge missed this key concept and reduced the importance of limited water resources of a SSA Island in the Comp Plan Update. Water Resources somehow are a lower priority in the proposed draft elements being put forward by the Planning Commissioners.

The Water Resource Element is the most important element in the Comp Plan Update. As I testified in my limited 3 min public comment to you last week, the draft you are presenting to the community at this time has relegated the Island's limited Water Resource protection and management to the back seat vs. the obvious importance of water to all things concerning planning on Bainbridge Island.

The draft does not provide for growth to pay for itself as required by GMA laws. Instead reliance on the current flawed city management practices of taxing and bonding existing residences to illegally subsidize special interest developers on Bainbridge. The city fails to address Local Improvement District (LID) or Impact fees and funding by business and developers. Citizens have by inappropriately forced to fund infrastructure upgrades (roads, sewer, water) for most of the Carruthers, ASANI Coates Lynwood Center Jacobi Windermere etc development on the Island to date.

There are no current reliable metrics in place to evaluate and report on the effects of growth to date. So the directive to promote growth in the new comp plan draft is unreliable. The city rubber stamps SEPA check lists. Often completed with errors and omissions to bypass the EIS Environmental Impact Statement necessary to adequately evaluate growth impacts to the water resources and other environmental concerns.

Having put extensive efforts forward to draw attention to appropriately address water resources in the update and see how most of my input was largely ignored is disturbing. I have put together power point presentations, attended dozens of

meetings including drafting meeting and sent dozens of emails, I even met and tried to educate the Consultant on several occasions. From a citizen perspective this does not meet the requirements for a proper public process. I saw how the council made additions and subtractions to the Update during Study Sessions when the public is limited from participating. I saw how the staff was asked time again to put together a draft element or to rewrite sections instead without incorporating citizen input.

There is not enough time allowed for a citizen to go through all finalized draft elements and comment to the Planning Commission before your deadline. I will address my concerns to the council and the Growth Management Hearing Board and also address obvious lapses and misinformation if not corrected to the appropriate agencies and authorities. As it stands the Planning Commission should revisit today's deadline and allow adequate time for busy citizens (one weekend only after the last public meeting and less than 30 days after presenting 100s of pages of draft) to read and intelligently respond to your proposed documents.

Thank you

Melanie Keenan PG PHG

Jane Rasely

From: Joe Tovar <joseph.w.tovar@gmail.com>
Sent: Tuesday, August 30, 2016 3:50 PM
To: Melanie Keenan
Cc: Joseph Tovar; PCD; Ron Peltier; Council; Lin Kamer-Walker; Sharon Gilpin
Subject: Re: Aquifer Conservation Zones

Hi Melanie. I have been out of town for a few days but will get some feedback to you tomorrow.
Joe Tovar

Sent from my iPhone

> On Aug 26, 2016, at 2:44 PM, Melanie Keenan <melaniekeen@comcast.net> wrote:
>
> Mr. Tovar,
>
> Now that the "Quasi- Enclosed" city of Bainbridge Island is preparing to review the draft Comprehensive Plan Update, please provide a list of where the Plan provides for "Aquifer Conservation Zones" per RCW 36.70A.550.
>
> A simple list of what elements and where in the draft a citizen can find this important component for protecting the Island's Sole Source Aquifer would be helpful.
>
> Could you also please define "quasi-enclosed?" This language was used in the Water Resource Element. A definition is not available in technical references associated with geological or hydrogeologic scientific studies. Perhaps you meant to use the widely understood EPA definition of a "Sole Source Aquifer" instead, since the Island exceeds the requirements of over 50% dependence on groundwater for a potable water supply. In fact the Island is entirely reliant on groundwater, because there is no other affordable or readily available source of water for the residents. This equals the EPA definition of Sole Source Aquifer, and Bainbridge Island is totally enclosed or surrounded by salt water from the Puget Sound.
>
> This is ostensibly questionable, and encompasses questionable intent concerning water resources, indicating a lack of understanding of groundwater science with the Comprehensive Plan Update Water Resources Element.
>
> Maybe it is more appropriate to define the Comprehensive Plan Update process so far as "Quasi-Enclosed" with emphasis on the "Quasi" definition of... fake, mock, pretend, or sham. Highlighted by the definition of "Enclosed" as immured, confined, buried, embedded, or implanted.
>
> The Majority of citizens have very little knowledge or involvement in the process to date for several reasons. The notification and website are difficult to navigate. The Planning Commission meetings are neither televised or broadcast. Most residents have concluded that their input is not worth the time or effort, since the draft was large conceived by staff and consultants beforehand, and introduced to the community through public meetings, which equates to theater. As opposed to providing the required format for real community input. The fact that the Comp Plan Draft has little resemblance to the existing Comprehensive Plan to protect the Island environment and water resources in obvious ways vs. the new overriding theme of promoting development beyond the Island's limited resources, documents how the city is ignoring taxpayer's historic established community priorities.
>
>
> Thank you
> Melanie Keenan

- >
- > NAVIGATE BAINBRIDGE COMPREHENSIVE PLAN UPDATE UPCOMING EVENTS
- >
- > YOU ARE HEREBY INVITED the City will be hosting the following events as part of the Navigate Bainbridge Comprehensive Plan Update:
- >
- > Saturday, September 17, 2016
- > 9:00 – 10:30 AM Comprehensive Plan Open House
- > 10:30 – Noon Public Hearing
- >
- > Thursday, September 22, 2016
- > 4:30 – 6:00 PM Comprehensive Plan Open House
- > 6:00 – 8:00 PM Public Hearing
- >
- > Both events will be held at City Hall, Council Chambers, 280 Madison Avenue North, Bainbridge Island, Washington 98110.
- >
- > In anticipation that a quorum of City Council members may attend, these events are being noticed.
- >
- >
- > RCW 36.70A.550
- > Aquifer conservation zones.
- > (1) Any city coterminous with, and comprised only of, an island that relies solely on groundwater aquifers for its potable water source and does not have reasonable access to a potable water source outside its jurisdiction may designate one or more aquifer conservation zones.
- > Aquifer conservation zones may only be designated for the purpose of conserving and protecting potable water sources.
- > (2) Aquifer conservation zones may not be considered critical areas under this chapter except to the extent that specific areas located within aquifer conservation zones qualify for critical area designation and have been designated as such under RCW 36.70A.060(2).
- > (3) Any city may consider whether an area is within an aquifer conservation zone when determining the residential density of that particular area. The residential densities within conservation zones, in combination with other densities of the city, must be sufficient to accommodate projected population growth under RCW 36.70A.110.
- > (4) Nothing in this section may be construed to modify the population accommodation obligations required of jurisdictions under this chapter.

From: joseph.w.tovar@gmail.com on behalf of Joseph Tovar <joe@tovarplanning.com>
Sent: Thursday, September 1, 2016 12:09 PM
To: Melanie Keenan
Cc: PCD; Ron Peltier; Council; Jennifer Sutton; Gary Christensen; Cami Apfelbeck
Subject: Re: Aquifer Conservation Zones

Good morning Ms. Keenan. Thank you for your interest in the proposed Draft 2016 Comprehensive Plan. Following are responses to the questions you asked.

1. You ask for a list of where the Plan provides for "Aquifer Conservation Zones" per RCW 36.70A.550. We are familiar with RCW 36.70A.550, the GMA section that creates the discretionary authority for a city to adopt aquifer conservation zones. As that term is not defined in the statute, the city includes the following definition in page 1 of the Glossary:

"Aquifer Conservation Zone Regulations: land use controls designed to protect the functions and values of Bainbridge Island's aquifers. These regulations may include the City's critical area regulations, the use regulations and standards of the City's Shoreline Master Program, the well-head protection requirements of Class A and B water systems, and the requirements or best management practices of future City enactments such as low impact development regulations or the standards and best management practices required by a Groundwater Management Plan."

The State deadline for the City to adopt amendments to its regulations to protect critical areas is June 30, 2017. Because Aquifer Recharge areas are included in the definition of a critical area (RCW 36.70A.030) the City has until that time to compose specific regulations. Therefore, the regulations consistent with the above definition will be drafted, heard and adopted by the City Council in the first half of next year. However, note that the "low impact development regulations" mentioned in the above definition as part of the suite of "aquifer conservation zone regulations" are already being prepared and are on schedule to be adopted before the end of 2016.

There are several places in the draft 2016 Comprehensive Plan where the sole source nature of the Island's aquifer is recognized, the importance of protecting the Island's water resources are emphasized and the specific adoption of aquifer conservation zone regulations are named as a priority.

The first place where the Plan's discussion of this issue appears is on page IN-11 of the Introduction Chapter. Guiding Principle #2 states **"Protect the water resources of the Island."** That is followed by a series of associated guiding policies which includes Guiding Policy 2.1 that states: "Manage water resources for Bainbridge Island for present and future generations,

recognizing that the Island's finite groundwater resources [aquifers] are the sole source of our water supply."

In the draft Land Use Element, at page LU-9, the following policy appears:

"Policy LU 4.9 Lands shown on Fig. 1 as "Conservation Areas" are appropriate for residential, recreational, agricultural, habitat and open space uses. The City will use a variety of conservation tools, including public acquisition of certain properties, regulatory protection of environmentally *critical areas*, and innovative *tools* such as **aquifer conservation zoning** and conservation villages to minimize the development footprint within these Conservation Areas."

More detailed discussion of aquifer conservation regulations appear in the Water resources Element. The quoted text identifies as a high priority for the City to "adopt aquifer conservation zoning regulations". The relevant text appears on page WR-14 of the draft Plan:

"HIGH PRIORITY ACTIONS

WR Action #1 Adopt aquifer conservation zoning regulations and innovative permit review processes designed to protect the Island's surface and ground waters.

Policy WR 1.4 Apply the policies in this Element in tandem with the protection measures set by the City's Shoreline Master Program, Critical Areas Ordinance, and any other environmental or water resources management ordinance adopted by the City.

Policy WR 2.1 Recognize that the entire Island functions as an *aquifer recharge area*. *Low impact development techniques* are essential for maintaining aquifer recharge.

Policy WR 2.9 Recognizing that the Island *aquifer* system is a Sole Source *Aquifer* as designated by EPA, institute an added level of development and re-development permit review to prevent or mitigate potential pollutant-generating activities associated with proposed *land use*.

Policy WR 4.7 Develop and actively enforce a strong Low Impact Development (LID) ordinance to require any and all methods and practices for new development and redevelopment to the maximum extent practicable and reasonable.

Policy LU 12.4 Protect aquifer recharge functions throughout the Island, all of which is an *aquifer recharge area*, through the application of *critical areas regulations*, Shoreline Master Program use regulations, *low impact development regulations*, and the *wellhead protection regulations* administered by the Kitsap Health District.

Policy LU 4.9 . . . The City will use a variety of conservation tools, including public acquisition of certain properties, regulatory protection of environmentally *critical areas*, and innovative *tools* such as aquifer conservation zoning and *conservation villages* to minimize the development footprint within these Conservation Areas."

2. Your second question concerns the meaning of the term "quasi-Enclosed" as used in the Water Resources Element. The staff discussed this term with the Planning Commission during the review of the Water Resources Element. Perhaps you were not present and therefore did not hear it. When the adjective "quasi" is used to form compound words (such as a prefix separated from a second adjective by a hyphen) it is defined as "having some, but not all of the features of" the second adjective (www.dictionary.com).

In the case of the opening paragraph of the draft Water Resources Element, the use of the term "quasi-enclosed environment" means that the Island may have some features of an enclosed environment, but not all. For example, in terms of stormwater, the Island does not share a physical boundary with other municipalities, and, therefore, we are not connected to other municipalities' stormwater systems. Likewise, our small streams do not cross jurisdictional boundaries with other municipalities.

However, we know that our surrounding marine waters and deep aquifers do share boundaries with, and are connected to, others. Therefore, the Island has some, but not all of the features of, an enclosed environment.

The term is not defined in the Glossary, so perhaps we should do so.

Thank you again for your interest in the project.

Beset Regards,
Joe Tovar

On Fri, Aug 26, 2016 at 2:33 PM, Melanie Keenan <melaniekeen@comcast.net> wrote:
Mr. Tovar,

Now that the "Quasi- Enclosed" city of Bainbridge Island is preparing to review the draft Comprehensive Plan Update, please provide a list of where the Plan provides for "Aquifer Conservation Zones" per RCW 36.70A.550.

A simple list of what elements and where in the draft a citizen can find this important component for protecting the Island's Sole Source Aquifer would be helpful.

Could you also please define "quasi-enclosed?" This language was used in the Water Resource Element. A definition is not available in technical references associated with geological or hydrogeologic scientific studies. Perhaps you meant to use the widely understood EPA definition of a "Sole Source Aquifer" since the Island exceeds the requirements of over 50% dependence on groundwater for a potable water supply. In fact the Island is entirely reliant on groundwater, and there is no other affordable or readily available source of water for the residents, this equals the EPA definition of Sole Source Aquifer. Plus, Bainbridge Island is totally enclosed or surrounded by salt water from the Puget Sound.

This is ostensibly questionable, and encompasses questionable intent concerning water resources, indicating a

lack of understanding of groundwater science with the comprehensive plan update water resources element.

Maybe it is more appropriate to define the Comprehensive Plan Update process so far as “Quasi-Enclosed” with emphasis on the “Quasi” definition of... fake, mock, pretend, or sham. Highlighted by the definition of “Enclosed” as immured, confined, buried, embedded, or implanted.

The Majority of citizens have very little knowledge or involvement in the process to date for several reasons. The notification and website are difficult to navigate. The Planning Commission meetings are neither televised or broadcast. Most residents have concluded that their input is not worth the time or effort, since the draft was large conceived by staff and consultants beforehand, and is being introduced to the community through public meetings, which equates to theater. As opposed to providing the required format for actual community input. The fact that the Comp Plan Draft has little resemblance to the existing Comprehensive Plan to protect the Island environment and water resources in more obvious ways vs. the new overriding theme of promoting development beyond the Island’s limited resources, documents how the city is ignoring taxpayer’s historic well established community priorities.

Thank you
Melanie Keenan

NAVIGATE BAINBRIDGE COMPREHENSIVE PLAN UPDATE UPCOMING EVENTS

YOU ARE HEREBY INVITED the City will be hosting the following events as part of the Navigate Bainbridge Comprehensive Plan Update:

Saturday, September 17, 2016
9:00 – 10:30 AM Comprehensive Plan Open House
10:30 – Noon Public Hearing

Thursday, September 22, 2016
4:30 – 6:00 PM Comprehensive Plan Open House
6:00 – 8:00 PM Public Hearing

Both events will be held at City Hall, Council Chambers, 280 Madison Avenue North, Bainbridge Island, Washington 98110.

In anticipation that a quorum of City Council members may attend, these events are being noticed.

RCW 36.70A.550

Aquifer conservation zones.

(1) Any city coterminous with, and comprised only of, an island that relies solely on groundwater aquifers for its potable water source and does not have reasonable access to a potable water source outside its jurisdiction may designate one or more aquifer conservation zones.

Aquifer conservation zones may only be designated for the purpose of conserving and protecting potable water sources.

(2) Aquifer conservation zones may not be considered critical areas under this chapter except to the extent that specific areas located within aquifer conservation zones qualify for critical area designation and have been designated as such under RCW 36.70A.060(2).

(3) Any city may consider whether an area is within an aquifer conservation zone when determining the residential density of that particular area. The residential densities within conservation zones, in combination with other densities of the city, must be sufficient to accommodate projected population growth under RCW 36.70A.110.

(4) Nothing in this section may be construed to modify the population accommodation obligations required of jurisdictions under this chapter.

Jane Rasely

From: Jennifer Sutton
Sent: Tuesday, September 20, 2016 9:44 AM
To: Mack Pearl; Jon Quitslund; Lisa Macchio; Maradel Gale; Michael Killion; Michael Lewars; William Chester
Cc: PCD
Subject: FW: Two Concerns regarding the Updated Plan

 CITY OF
BAINBRIDGE
ISLAND
JENNIFER SUTTON, AICP
Senior Planner
www.bainbridgewa.gov

 Please consider the environment before printing this email and any attachment. Thank you.

From: PCD
Sent: Friday, September 16, 2016 8:26 AM
To: Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: FW: Two Concerns regarding the Updated Plan

AQ

From: Mary Clare Kersten [<mailto:mckersten@gmail.com>]
Sent: Friday, September 16, 2016 5:10 AM
To: PCD <pcd@bainbridgewa.gov>
Subject: Two Concerns regarding the Updated Plan

Hi,
First off, I want to thank you for all your work. Without a doubt, you all went to the wall and back on this one. I'll be attending tomorrow, and I have two concerns I thought I would put up front. And I'll try to talk to some of you tomorrow during the Open House, although I'm sure you will be mobbed.
One Concern -- This "shall" vs. "should" debate. I continue to be uneasy with the proliferation of the word "should." I could be wrong, but I see an "uncodified" Comprehensive Plan as the reason for the Visconsi debacle. So I am looking for a more iron-clad document that will truly protect the island from people like the Visconsis. Can each of you assure me that when a hearing examiner reads the word "should", that hearing examiner will interpret that word as a mandate? To me, that is the bar that needs to be set. From what I know about language, "should" doesn't do the job that "shall" does. Maybe you can persuade me otherwise. We can discuss!

Second Concern -- I believed that the original Comprehensive Plan endeavored to create a high-density Winslow, and intended to preserve the character of the rest of the island. Since I moved here 18 years ago, one of the ways our special character has deteriorated is on our roadways. All the time -- remember? -- we used to see Girls on Horseback. We have to reflect on where they all went. Now I notice cowering dog-walkers, if I even see them. Bicycle riders are having a hard time too. The cost to the taxpayer will continue to go up -- consider for a minute how much we need to spend just to keep the bicycles on the road. Lowering the speed limit will not cure this problem. There are simply too many cars on the road. The cars are there because we have allowed so many domiciles all over this island. Now, with this plan, we are going double the number of high-density service areas. This new vision, it seems to me, violates the principle that the development should be dense in Winslow, and the island character should be preserved.

Would it be possible to add language to the Comprehensive Plan that outlines a density plan that is progressive? In other words, could we wait to develop densely outside of Winslow until Winslow has maxxed out 80% of its development capacity? Could we incentivize continued high-density development in Winslow with tax incentives and other enticements? Then, could we wait to add high density to Fort Ward, the Day Road Industrial Park and other suggested sites until the present three centers -- Rolling Bay, Lynnwood Center and Island Center -- are maxxed out at 80% of their development capacity? (Island Center has not even started to realize its density potential.) Can't we require that Winslow fulfill its high-density capacity before we continue adding an untenable number of cars and homes across the island, thereby degrading the special character of this beautiful and unusual place?

I am really looking forward to seeing you all tomorrow and learning more about the proposed plan.

Most Sincerely,

Mary Clare Kersten

--
I support Justice Charlie Wiggins' re-election to the Washington State Supreme Court. Please consult www.votingforjudges.org.

Vote for I-732 in November -- a revenue neutral carbon tax to help reverse Climate Change.

Donald Trump is a FRAUD. He is an unmitigated narcissist, a serial liar, a rampant xenophobe, an unconscionable racist, an out-of-control misogynist and an ignorant birther. Ultimately, Donald Trump is "a demagogue for the lowest common denominator." (Stephen Hawking's words) I am working to defeat his candidacy and I urge you to do the same.

Jane Rasely

From: Mary Clare Kersten <mckersten@gmail.com>
Sent: Friday, September 16, 2016 5:10 AM
To: PCD
Subject: Two Concerns regarding the Updated Plan

Hi,

First off, I want to thank you for all your work. Without a doubt, you all went to the wall and back on this one. I'll be attending tomorrow, and I have two concerns I thought I would put up front. And I'll try to talk to some of you tomorrow during the Open House, although I'm sure you will be mobbed.

One Concern -- This "shall" vs. "should" debate. I continue to be uneasy with the proliferation of the word "should." I could be wrong, but I see an "uncodified" Comprehensive Plan as the reason for the Visconsi debacle. So I am looking for a more iron-clad document that will truly protect the island from people like the Visconsis. Can each of you assure me that when a hearing examiner reads the word "should", that hearing examiner will interpret that word as a mandate? To me, that is the bar that needs to be set. From what I know about language, "should" doesn't do the job that "shall" does. Maybe you can persuade me otherwise. We can discuss!

Second Concern -- I believed that the original Comprehensive Plan endeavored to create a high-density Winslow, and intended to preserve the character of the rest of the island. Since I moved here 18 years ago, one of the ways our special character has deteriorated is on our roadways. All the time -- remember? -- we used to see Girls on Horseback. We have to reflect on where they all went. Now I notice cowering dog-walkers, if I even see them. Bicycle riders are having a hard time too. The cost to the taxpayer will continue to go up -- consider for a minute how much we need to spend just to keep the bicycles on the road. Lowering the speed limit will not cure this problem. There are simply too many cars on the road. The cars are there because we have allowed so many domiciles all over this island. Now, with this plan, we are going double the number of high-density service areas. This new vision, it seems to me, violates the principle that the development should be dense in Winslow, and the island character should be preserved.

Would it be possible to add language to the Comprehensive Plan that outlines a density plan that is progressive? In other words, could we wait to develop densely outside of Winslow until Winslow has maxxed out 80% of its development capacity? Could we incentivize continued high-density development in Winslow with tax incentives and other enticements? Then, could we wait to add high density to Fort Ward, the Day Road Industrial Park and other suggested sites until the present three centers -- Rolling Bay, Lynnwood Center and Island Center -- are maxxed out at 80% of their development capacity? (Island Center has not even started to realize its density potential.) Can't we require that Winslow fulfill its high-density capacity before we continue adding an untenable number of cars and homes across the island, thereby degrading the special character of this beautiful and unusual place?

I am really looking forward to seeing you all tomorrow and learning more about the proposed plan.

Most Sincerely,

Mary Clare Kersten

--
I support Justice Charlie Wiggins' re-election to the Washington State Supreme Court. Please consult www.votingforjudges.org.

Vote for I-732 in November -- a revenue neutral carbon tax to help reverse Climate Change.

Donald Trump is a FRAUD. He is an unmitigated narcissist, a serial liar, a rampant xenophobe, an unconscionable racist, an out-of-control misogynist and an ignorant birther. Ultimately, Donald Trump is "a

demagogue for the lowest common denominator." (Stephen Hawking's words) I am working to defeat his candidacy and I urge you to do the same.

Jane Rasely

From: Regen Knoebel <ronnieregengmail.com>
Sent: Monday, September 26, 2016 9:33 AM
To: PCD
Subject: Proposed Rezoning of Fort Ward

Dear Planning and Community Development Dept,

We are writing in response to the proposed rezoning of the Fort Ward Neighborhood to include commercial and high density residential development. We, along with most of our Ft. Ward neighbors, find this idea to be terrible and completely against the vision that we see for our neighborhood and the vision we bought into when we built our house in this neighborhood. People do not move to Bainbridge Island for its "urban feel." We move to Bainbridge Island because it is a rural community in proximity to an urban center. There are already plenty of "neighborhood centers" within driving distance to Ft. Ward. People do not come to Ft. Ward for the retail development. They come for the park and to enjoy the outdoors. Right now, our children can roam free, riding their bikes and playing at the Parade Grounds without us parents worrying overly much about strangers or cars driving too fast. The proposed rezoning will greatly impact our quality of life here in Fort Ward. We are already concerned with the increased amount of traffic that will be here in Ft. Ward, especially as it is right next to our road of Devenny Ave. The young children in our culdesac ride their bikes and play up and down our road with little worry about cars interrupting our play, but the extra vigilance this community center will cause is only a fraction of what will occur with the rezoning.

Our other concern with the rezoning is that there is not a lot of extra outside traffic down to the Fort Ward neighborhood. Building a commercial center such as that of Lynwood Center (or even smaller) would not get the necessary traffic to keep a business going. So then we have the issue of empty commercial space, which is already becoming an issue in other areas of Bainbridge Island, especially in Winslow, which gets the highest amount of traffic already. The higher density residential buildings would also be a problem because the people who want to live in those types of developments want to do so in close proximity to the ferry. Our neighborhood is not in close proximity and we are afraid that the buyers developers would be looking for would not want to live this far out from Winslow. The developer would then be forced to fill the buildings with low-income renters. This would also be detrimental to the quality of the neighborhood.

We cannot express how strongly, we disagree with this proposed rezoning of the Fort Ward neighborhood. Please reconsider your proposal and focus on updating and reviewing the "neighborhood centers" already in place across the Island.

Thank you.

Matthew and Regen Knoebel
1592 Devenny Ave NE
Bainbridge Island, WA 98110
(206) 307-4407

Jane Rasely

From: Janet Knox <janet@PGWG.COM>
Sent: Monday, September 26, 2016 12:05 PM
To: PCD; Council
Subject: Comments on the DRAFT Economic Element of the Comp Plan
Attachments: Economic Element 2016 Comp Plan Comments.pdf

Dear Planning Commission and Council Members,

Thank you for your devotion in serving Bainbridge citizens. Please find attached comments on the Economic Element of the Comp Plan. I served on the initial Economic Element committee and was surprised that citizens were not involved in crafting the latest revisions, although members of the planning commission have given their attention and time. I feel that the Economic Element needs to represent all citizens, as we are all the economy, by modern definition.

Thank you,

DRAFT CONFIDENTIAL AND PRIVILEGED ATTORNEY CLIENT WORK PRODUCT

Janet N. Knox, LG | President & Principal Environmental Geochemist
Pacific Groundwater Group | Water Resource & Environmental Consulting
(206) 329-0141 x222 | janet@pgwg.com | www.pgwg.com



September 26, 2016

Bainbridge Island Planning Commission and City Council

Sent via email

re: Comments on the Economic Element of the Comprehensive Plan

I present these comments as member of the 2004 Economic Element Advisory Committee, as business owner and employer, and as citizen and active community member of Bainbridge Island since 1987.

Thank you for your time in serving on the Planning Commission and City Council with the interests of the citizens foremost in your thoughts. While the Economic Element acknowledges some Bainbridge values, it needs to recognize that open space is one of the most vital economic values for Bainbridge.

There may have been incorrect importance placed on the 2013 Survey results. The questions posed in that survey were job or business-focused, rather than seeking to rank all economic values of our citizens. As modern economists know, a healthy economy is built on more than jobs. The economy includes environment (real estate, health, ecotourism, aesthetics, transportation (trails, gridlock, traffic noise and stress), stability of the economy as development often forces citizens to leave, and water resources (economic impacts of additional drinking water supplies, increased sewage treatment/releases or failing septs, or of environmental cleanups due to releases). Healthy economies mean using existing development efficiently. Our citizens do not support more drug stores to close down the drug stores in our town core (Winslow Drug and now possibly Rite Aid will falter) where we could walk to the pharmacy. Our citizens do not support more retail without qualification--we support more efficient and intelligent use of the existing retail. We want our existing shops to sell things we need all year, not to cater to tourists who are primarily here during holidays. This all, while protecting and expanding our open space and environmental resources.

We will need to step outside the normal sprawl development if we are to retain our tree-lined roads and more diverse wildlife than typical suburbia. We have made mistakes, with anchor businesses leaving Winslow and the loss of the hardware and drug stores, leaving vacancies in their wakes. We no longer can walk to all our basic needs in Winslow, impacting health and emitting more pollutants into the air, soil, sediment, and water, also sacrificing the glue of connecting with smiling neighbors as we walk down Winslow Way to buy a nail or ace bandage. Other businesses suffer in Winslow with these losses; the citizen who strolls to the drugstore will more likely stop by Blackbird or Wilderndest or the Bookstore. We may see further vacancies in the Safeway-Rite Aid area with the duplication of drug stores on High School Road. Vacancies are not healthy for any economy and now we must hold the line at High School Road so that we don't spread impersonal, unfriendly, energy-consuming strip malls across the Island.

The Economic Element needs to recognize that Bainbridge citizens' primary economic value to protect and expand is open space because citizens value it most highly and it is the primary quality that sets Bainbridge apart from Seattle and, unfortunately and increasingly, Kitsap. Our citizens moved to Bainbridge primarily for our schools (those with children), parks, trails, and environment and our citizens repeatedly support open space and the natural environment. We do not wish to be forced to move away because we erode those resources. Therefore, Economic stability is directly linked to open space.

For Bainbridge, the Economic Element should not be built-environment oriented because that is not our value. Instead, we flourish because of our open space—in real estate value, health, community (our friends visit us to escape Seattle or other cities), and eco-tourism (biking, hiking, birding, star viewing, foraging, garden/farm/winery touring, sailing, kayaking). Our open space brings clients directly to our retail as they walk or bike through Winslow, to Lynwood and Rolling Bay (food, restaurants, bakeries, bike stores, outdoor gear, farmer's market). These are sufficient neighborhood service centers, along with the two light industrial park areas, as they cumulatively make enough development sprawl for Bainbridge. We need to hold these areas to their boundaries and not erode further. We need to retain natural buffers around these more intensely developed, lit, and noisy areas, including roads. Their value will increase if their spaces are used efficiently. Bainbridge citizens do not support more neighborhood service centers, as they erode and impact residential areas with light, noise, traffic, and emissions.

Considerable research demonstrates that the natural environment has real, measurable economic value in biking/walking trails, biking the island roadways, picnics at our parks, fishing, foraging, and birding, etc. Below are a few links from a quick search of Google Scholar. People want to live and work on Bainbridge or walk/bike into Seattle because of Bainbridge's open space. As noted, a large number of businesses are home-based using computers. These quiet residential areas with septic and small roads filled with walkers and cyclists are not appropriate for more development.

<http://www.forest.umaine.edu/files/2009/05/The-Economic-Value-of-Open-Space1.pdf>

<http://www.sraproject.org/wp-content/uploads/2007/12/theeffectsofopenspaceonresidentialpropertyvalues.pdf>

<http://www.carmelacanzonieri.com/library/6123/Chiesura-RoleUrbanParksSustainableCity.pdf>

<http://www.sciencedirect.com/science/article/pii/S0169204600000396>

http://s3.amazonaws.com/academia.edu.documents/30918928/Thompson2002.pdf?AWSAccessKeyId=AKIAJ56TQJRTWSMTNPEA&Expires=1474669718&Signature=UWIQSzkKkU9Tx09qm8awYLQVHX8%3D&response-content-disposition=inline%3B%20filename%3DUrban_open_space_in_the_21st_century.pdf

<http://www.ncbi.nlm.nih.gov/pubmed/9950694>

<https://www.cbd.int/financial/values/g-economicvalue-iucn.pdf>

Our roads and infrastructure cannot bear more traffic and those who live here can navigate only if we encourage ecotourism by alternate transportation on foot and bicycle. It would be wise economic planning to work with WSDOT to encourage ferry routes to Seattle from Kitsap destinations other than Bainbridge, so that Bainbridge does not continue to be gridlocked and polluted (air, creeks, Sound) by ferry traffic and stormwater runoff. When the full economic impacts (ecological, noise, pollution, stress, health (asthma, respiratory illnesses, cancer), aesthetics, property values) of internal combustion commuting is tallied, it is wise planning to require clean, electric buses and other public transportation that will be more attractive to commuters than driving cars. If we make our roads safer and expand our trails, bicycling becomes increasingly attractive to commuters and students going to schools and sports.

Finally, the DRAFT Economic Element has many references to “encouraging”, which the City could take to mean budget or staffing needs. The best role for the City is to ensure that current zoning,

buffers, and permitting regulations are followed for Light Industrial, Winslow, Lynwood, and Rolling Bay and to not erode the natural resources of the island beyond those boundaries so that residential property values are not impacted by those developed, controlled areas.

Specific Comments on the 2016 Comprehensive Plan DRAFT V.3 of Economic Element

Below, underline shows additions and strikeouts are deletions. If a Word document is available for Citizen comments, these can be added to it. In addition the actual redlined version showing edits to the previous Economic Element was not provided to citizens. The version that is available is called redlined but does not show the edits from the version produced by the Economic Element Advisory Committee. It would be transparent to show all changes made to the previous version that was passed by our citizen committee.

- page (p) 3, line (l) 37 “will be necessary as we selectively promote and permit new”
- p 4, l 24 “sectors as they are consistent with our values of efficient use of Winslow and the existing commercial areas.”
- p 5, l 10 “~~adequate space must be provided for growth~~ efficient use of existing developed areas should be preferred near public transportation (ferries, bus).”
- p 5, l 15 Delete this policy as the expenditure for database work is not needed, nor is it a fiscal priority for the citizenry.
- P 5 l 18 Nationally, the Chamber of Commerce has been known to take political stances that are not consistent with Bainbridge Island’s citizens’ past voting record. In addition, some businesses choose not to become a member of the Chamber, particularly home-based and agricultural businesses, which are key elements of Bainbridge business. We recommend that all references to the Chamber be removed as it is a political organization and the City should be nonpartisan and inclusive of all economic interests. Also, citizens question the need for (budget) or whether the City has the expertise to study or monitor the Bainbridge economy, which is doing fine on its own.

Policy EC 1.7

~~Partner with the Chamber of Commerce, the Bainbridge Island Downtown Association, and others to monitor the Island’s business climate and make appropriate adjustments to the economic vitality strategy.~~

- p 5, l 40 “provide enhanced service and to retain ~~and attract~~ businesses. Require that businesses who benefit from those improvements, fund them.”
- p 8, l 5 Policy EC 6.1 “~~Create~~ Enhance the existing attractive designated centers (Winslow, Lynwood, Rolling Bay)” add to end of policy: “Do not allow the neighborhood services centers to sprawl beyond their existing boundaries. Keep the development clustered and condensed.”
- p 8, l 40 revise to its original “..efforts to ~~reduce dependence on automobiles~~ increase use of non-motorized transportation”
- Goal EC-7 is based on incomplete analyses and assumptions: development costs citizens because infrastructure, utility use, and traffic gridlock are borne by the whole community. Tax revenues do not make up for the difference in most commercial and light industrial businesses. Also, citizens do not want to “grow the City’s economic make-up”: Therefore, Goal EC-7 should be stricken or replaced with: “Encourage local businesses to diversify the City’s economy as practical and enhance local employment.”
- p 9, l 27 “...sports, nature, and other outdoor assets of Bainbridge’s natural resources ~~that attract visitors.~~”
- p 10, l 12 “should be developed based on existing zoning and their boundaries should be

controlled so that sprawl does not occur, at higher residential densities..."

- p 11, l 6 "The built environment is no less important than must be done in a manner that protects our natural resources in defining..."

- p 13, l 36 "New Business/Light Industrial activities shall be encouraged in existing commercial/light industrial zones to use the existing zoning efficiently. Expansion of those areas shall not occur as they erode the economic value of surrounding residential, open space, or agricultural real estate and may impact health, aesthetics, stress, noise, traffic, and quality of life of neighbors. Activities in the existing Business/Light Industrial zones shall be considered based on: land use designations shall be considered based on the following:

- p 13, l 38 "Proximity to existing B/I. The total amount of and expected need for B/I-zoned land.
- p 14 l 6 "light industrial"
- p 14 l 14

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating partnerships and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the comprehensive plans policies that support that ac-

- p 14 l 22 "Action #1. Adopt and maintain an Economic Development Strategy to coordinate public and private efforts to grow and sustain a healthy economy on the Island"

- p 14 l 25 The Bainbridge economy does not need the City to try to play a role and citizens do not wish the City to spend budget on trying to play a role, nor does the City have expertise. The City will be most effective by making sure that existing zoning and limits on development occur. As shown, the economy is quite creative on its own.

Policy EC 1.3

Coordinate with local business groups to track commercial activity, identify trends and assess the economic health of the Island. Adopt an economic vitality strategy to identify creative and appropriate ways for the City to encourage and stimulate business activity.

- p 14 l 31 Similarly, not a priority action.

Policy EC 1.7

Partner with the Chamber of Commerce, the Bainbridge Island Downtown Association and others to monitor the Island's business climate and make appropriate adjustments to the economic vitality strategy.

- p 15 l 10 "Policy EC 11.1

Improve pedestrian links between the ferry terminal, downtown Winslow, and the harbor. Visitors on foot and bicycle *should* be encouraged. Encourage and support public transit and shuttles, prioritizing energy-efficient and electric transit.

Again, thank you for your time in revising the economic element, and the Comprehensive Plan. We hope that these policies will help us retain some of the natural character and setting that we so value here in Bainbridge Island.

Sincerely,

Janet N. Knox
8150 NE W Port Madison Road

Janet N. Knox Comments
BI Draft Economic Element

Jane Rasely

From: Jennifer Sutton
Sent: Friday, September 16, 2016 6:20 PM
To: Janet Knox
Cc: PCD
Subject: RE: Strikeout Version of Economic Element Revised DRAFT

Hi Janet, the redline draft on the website below includes almost all of the Planning Commission's suggested changes for the Economic Element, but would not include any changes they have made in the last month or two. However, I don't remember any discussion about the Economic Element in the last few months- they were focused on other elements.

<http://www.bainbridgewa.gov/745/Draft-Revised-Plan-Elements>

The 2016 Draft can be viewed on the link below.

<http://www.bainbridgewa.gov/615/Navigate-Bainbridge-Comprehensive-Plan-U>



Jennifer Sutton, AICP

Senior Planner

www.bainbridgewa.gov

facebook.com/citybainbridgeisland/

206.780.3772

 Please consider the environment before printing this email and any attachment. Thank you.

From: Janet Knox [mailto:janet@PGWG.COM]
Sent: Friday, September 16, 2016 1:27 PM
To: Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: Strikeout Version of Economic Element Revised DRAFT

Dear Jennifer,

I served on the 2004 Eco Element Committee and would like to review the revisions. Please email me the full Strikeout Version (we call them redlines and perhaps you do, too, but I would like to see all the changes made from the original 2004 version, please). Thank you. It would be GREAT to have it today as I have carved out time to work on it tomorrow.

DRAFT CONFIDENTIAL AND PRIVILEGED ATTORNEY CLIENT WORK PRODUCT

Janet N. Knox, LG | President & Principal Environmental Geochemist
Pacific Groundwater Group | **Water Resource & Environmental Consulting**
(206) 329-0141 x222 | janet@pgwg.com | www.pgwg.com



Jane Rasely

From: Jerri Lane <jerrilane@gmail.com>
Sent: Thursday, September 22, 2016 5:12 PM
To: PCD
Subject: Comment on Comprehensive plan

Good evening, I am the Executive Director of the Bainbridge Island Downtown Association and would like to comment that the name 'Winslow' appears throughout the plan when referring to the downtown business district. I propose the glossary be amended to include 'Winslow' for historical reference, but that the downtown business district be listed as Downtown Bainbridge.

All our marketing and advertising currently use the words 'Downtown Bainbridge' when referring to the downtown business district.

Warm regards, Jerri Lane



This email has been checked for viruses by Avast antivirus software.
www.avast.com



Name: Chapple Langemack

Address: 1115 Wing Pt. Way NE

Date: September 22, 2016

Comment

Thanks for the inclusion of cultural elements. I hope 'consider funding' can morph into more specific financial commitment

Jane Rasely

From: Jennifer Sutton
Sent: Wednesday, September 7, 2016 10:45 AM
To: PCD
Subject: FW: Comp Plan/Diversity



Jennifer Sutton, AICP

Senior Planner

www.bainbridgewa.gov

facebook.com/citybainbridgeisland/

206.780.3772

Please consider the environment before printing this email and any attachment. Thank you.

From: Council
Sent: Wednesday, September 7, 2016 9:36 AM
To: Gary Christensen <gchristensen@bainbridgewa.gov>; Jennifer Sutton <jsutton@bainbridgewa.gov>
Cc: Joseph Tovar <joe@tovarplanning.com>
Subject: FW: Comp Plan/Diversity



Rosalind D. Lassofo, CMC

City Clerk

www.bainbridgewa.gov

facebook.com/citybainbridgeisland/

206.780.8624 (office)

From: Bill Luria [<mailto:bluria123@gmail.com>]
Sent: Monday, September 05, 2016 1:51 PM
To: Council <council@bainbridgewa.gov>
Subject: Comp Plan/Diversity

City Council

A while ago I suggested it was critical that the Council take the lead in beginning the sensitive and somewhat uncomfortable discussion about the lack of economic, generational and racial diversity that defines our community. Recent statistics continue to highlight this lack of diversity – median annual household income is over \$96,000; average single-family home prices approach \$700,000; rental apartments make up less than 7% of our total housing stock; people between the ages of 20 & 35 represent less than 9% of our population (compared to Kitsap County-21% and Seattle -31%); the white population exceeds 91%. As I noted before, we've become like a "gated" community, an upper income, aging, white enclave with wonderful natural features but only to serve the pleasure of those of us fortunate enough to be able to afford to live here, or to have been here long enough.

I believe that there are specific actions that the Council can take to begin the process of making us a more inclusive and diverse community. One emerging national concept that I mentioned previously, one that might have some relevance as the Council begins its formal deliberations on the update of the Comprehensive Plan, is a "Livable Neighborhoods" strategy. Livable neighborhoods are places that are affordable to diverse populations with a mix of housing types. Neighborhoods where children can play safely outdoors and where public spaces exist for neighbors to gather and socialize. Neighborhoods that are walkable, accessible to schools and public transportation, close to trails, parks and other natural amenities. Neighborhoods that are designed for pedestrians and bicycles as well as vehicles.

These are ambitious goals I know. But there might be some interesting opportunities here on Bainbridge:

High School Road Overlay District. The Council could direct the Planning Department to create a High School Road Overlay Zoning District that would require or provide incentives for any future developments to include mixed income housing.

Rolling Bay Sub-Area Plan. The Council could expedite the Rolling Bay sub-area planning process, and direct the Planning Department to develop planning guidelines for implementing a "livable neighborhoods" strategy for Rolling Bay.

Suzuki Development. The 14-acre Suzuki property would be an ideal location to implement a livable neighborhoods strategy. It would require the Council to be specific on design goals for the site and potential uses. My feeling is that a carefully designed, compact site with mixed-income housing of 35-40 units, with some possible small very-limited neighborhood-based retail or commercial spaces surrounding a public "square" would be financially feasible. What I do not believe is compatible with a livable neighborhood for the Suzuki site are large-scale, acreage-absorbing, traffic generating community facilities such as the proposed Boys and Girls Club. The site should be developed solely as a residential neighborhood.

HDDP/Inclusionary Housing Ordinance. The lack of required affordable housing at the newly-proposed 135-unit Bainbridge Landing project in downtown Winslow highlights for me the limitations of our present codes to

ensure that affordable housing is developed in the most appropriate areas. The Council should direct the Planning Department to begin the formal process of strengthening the HDDP ordinance to mandate the inclusion of affordable housing in all tiers, or to consider the development of an inclusionary housing ordinance that rectifies the flaws of a previous ordinance that was repealed.

If the above seems too much of a stretch at this time, the Council might consider creating a short-term (60 or 90 day) citizens task force to come up with specific recommendations on ways to create livable neighborhoods here on Bainbridge.

Thanks again for the opportunity to comment.

Jane Rasely

From: smaslach <smaslach@earthlink.net>
Sent: Monday, September 19, 2016 2:48 PM
To: PCD
Subject: comment

To the Bainbridge Island Planning Commission:

I wish to comment on the following portions of the City of Bainbridge Island – Island Wide Transportation Plan, Chapter 3 - Operations and Mobility, Figure 3-8, Guide To Potential Connectivity Improvements, Items 11, 12, 15. **Roadways within the Gazzam Lake Preserve**

These suggested connectivity projects were put in place in the 2004 Plan at a time when property owners and developers were seeking to develop the land that is now the Gazzam Lake Preserve. There has been much effort and expense since then to create the Preserve and expand it to include the Close property. This land is now an important Park and Preserve on the island, with one of the few trails that descends to a public beach on the Sound.

The establishment of the Preserve should have superseded and deleted the portions of the Plan that called for development of roads within the Preserve. I have been told that this portion of the Plan exists only as an oversight, but I also realize that these recommendations will remain unless there is a positive and prompt effort to eliminate these suggested projects. As it stands now, the Plan being considered has these recommendations within it as matter of default.

I strongly urge that this portion of the Plan be recognized as highly injurious to the Preserve, and that these items be quickly eliminated from the Plan.

Sincerely, and with thanks,

Steven and Julia Maslach

7000 Blue Sky Ln.

Bainbridge Island WA 98110

206-842-9088

Jane Rasely

From: Lindsay Masters <lindsay@bacart.org>
Sent: Monday, September 26, 2016 4:00 PM
To: PCD
Subject: 2016 Comprehensive Plan Update - Cultural Element feedback

To the Planning Commission,

Please accept the following feedback on the latest draft of the Cultural Element portion of the Comprehensive Plan update. I make these suggestions with an eye toward strengthening the language around our city's support for cultural endeavors, as a way of laying a firmer foundation for future financial support.

Under Cultural Implementation:

- CUL Action #1: Change the word "Consider" to "Adopt and maintain."
- CUL Action #3: Change the word "Consider" to "Ensure"

Thank you all for the work you've done thus far to revise this element of the Comprehensive plan, and the tireless work you are doing on behalf of our community!

Sincerely,
Lindsay Masters

Lindsay Masters
Executive Director
Bainbridge Arts & Crafts
a nonprofit art gallery
(206) 842-3132

Jane Rasely

From: Lynn Nordby <lknordby@msn.com>
Sent: Friday, September 23, 2016 10:15 AM
To: PCD
Subject: Comp Plan Cultural Element

I want to commend the Planning Commission for including a Cultural Element in the city's updated Comp Plan. Bainbridge Island is often cited for it's vibrant arts community and while the arts are indeed an important component of a healthy community they are also an important part of the local economy, providing direct employment and supporting jobs in local stores, restaurants and other suppliers.

Once again thank you for your foresight and diligence on behalf of our community.

Lynn K. Nordby
Bainbridge Island

Jane Rasely

From: Alison Osullivan <aosullivan@suquamish.nsn.us>
Sent: Monday, September 26, 2016 3:51 PM
To: PCD; Christy Carr; Gary Christensen
Subject: City of Bainbridge Island 2016 Comprehensive Plan Update
Attachments: BI Comp Plan 092616.pdf

Attached are the Suquamish Tribe comments.
Alison

Alison O'Sullivan
Biologist, Suquamish Tribe Fisheries Department



18490 Suquamish Way (street)
P.O. Box 498 (mailing)
Suquamish, WA 98392
phone: (360) 394-8447
fax: (360) 598-4666

This email is intended exclusively for the individual(s) or entities to whom it is addressed and may contain confidential information and/or privileged information. If you are not the intended recipient or agent responsible for delivering it to the intended recipient, be advised that any use, dissemination, distribution, copying or taking of any action in reliance on the contents of this transmission is strictly prohibited. If you have received this communication in error, please immediately notify the sender electronically, return the email to the above email address and delete it from your files. Thank you.

Jane Rasely

From: Alison Osullivan <aosullivan@suquamish.nsn.us>
Sent: Monday, September 26, 2016 3:54 PM
To: PCD; Christy Carr; Gary Christensen
Cc: Dennis Lewarch
Subject: RE: City of Bainbridge Island 2016 Comprehensive Plan Update

And here is the additional language from our archaeologist for the Introduction – People section:
Suquamish Ancestors first inhabited Bainbridge Island and the Kitsap Peninsula around 13,000 years ago and continue to live in the area to the present day. The Suquamish People occupied winter villages and seasonal camps throughout the island as they fished, hunted, collected shellfish, and collected plants and other vegetation resources. Several areas on the island have religious significance to Tribal members and some areas near the marine shoreline were burial sites. Many significant cultural resources have been documented along the contemporary marine shoreline of Bainbridge Island. Inland portions of the island have not been investigated as intensively as shoreline landforms but likely have evidence of past Suquamish land use.

It should also be stressed in the comprehensive plan language that there is high probability of finding significant cultural resources throughout the island.
Alison

From: Alison Osullivan
Sent: Monday, September 26, 2016 3:51 PM
To: 'pcd@bainbridgewa.gov' <pcd@bainbridgewa.gov>; 'Christy Carr' <ccarr@bainbridgewa.gov>; gchristensen@bainbridgewa.gov
Subject: City of Bainbridge Island 2016 Comprehensive Plan Update

Attached are the Suquamish Tribe comments.
Alison

Alison O'Sullivan
Biologist, Suquamish Tribe Fisheries Department



18490 Suquamish Way (street)
P.O. Box 498 (mailing)
Suquamish, WA 98392
phone: (360) 394-8447
fax: (360) 598-4666

This email is intended exclusively for the individual(s) or entities to whom it is addressed and may contain confidential information and/or privileged information. If you are not the intended recipient or agent responsible for delivering it to the intended recipient, be advised that any use, dissemination, distribution, copying or taking of any action in reliance on the contents of this transmission is strictly prohibited. If you have received this communication in error, please immediately notify the sender electronically, return the email to the above email address and delete it from your files. Thank you.



PHONE (360) 598-3311
Fax (360) 598-6295
<http://www.suquamish.nsn.us>

THE SUQUAMISH TRIBE

PO Box 498 Suquamish, WA 98392-0498

September 26, 2016

Christy Carr, Senior Planner
Bainbridge Island Planning and Community Development
280 Madison Avenue North
Bainbridge Island, WA 98110

Subject: City of Bainbridge Island 2016 Comprehensive Plan Update

The City of Bainbridge Island (City) lies within the Suquamish Tribe's "Usual and Accustomed Fishing Area" (U & A). The Tribe seeks protection of all treaty-reserved natural resources through avoidance of impacts to habitat and natural systems. The Tribe urges the City to avoid land use decisions that will impact natural resources within the Tribe's U & A. The Tribe has reviewed the draft and has the following comments.

General Comments

Density

It has been made clear via multiple Puget Sound Growth Management Hearings Board decisions pertaining to urban densities that a city is required to satisfy the urban densities goal of the GMA, which is 4 du/acre or greater unless there are exceptional circumstances. Exceptional circumstances include environmental constraints such as natural hazards and environmentally sensitive areas which may justify residential densities under 4 du/acre. Justification of exceptional circumstances need to be clearly stated and defensible. A base density of 1-2 units per acre based on existing development patterns does not comply with the density requirements of the Growth Management Act and neither does base density of 2 units per acre for residential development in Neighborhood Centers or 2.9 to 3.5 units per acre in the High School Road District.

Although Bainbridge is an Urban Growth Area in its entirety it still is not exempt from having to ensure that growth happens in an orderly and contiguous manner. Urban growth should be located first in areas already characterized by urban growth that have adequate existing public facility and service capacities to serve such development, second in areas already characterized by urban growth that will be served adequately by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources, and third in the remaining portions of the urban growth areas.

Vegetation

Throughout the document there are references to vegetation. However this needs to emphasize the retention and replacement of native vegetation. Critical area buffers should only be restored/revegetated using native species. Native plants generally require much less chemical input than exotic or non-native plants. Locally native plants don't require pampering (ensuring success and longevity) because they're perfectly suited to the climatic conditions of your yard, so they are less likely to get stressed and/or sick. Of course, not all exotics will wither and die in Washington soil. In fact, some exotic plants like it here so much that they become invasive, escaping from gardens and choking out the native species. Invasive exotics are a serious threat to biodiversity. It is estimated that, 42% of the plants on the Endangered Species list ended up there because of competition from invasive exotics. Invasive exotics threaten the survival of natural communities.

Plantings of native flowers, shrubs, vines, and trees are the best way to restore natural habitats for native birds, insects, mammals, reptiles, amphibians, and fish. Native plants provide native wildlife species with the food, cover, and nesting spots they need in order to thrive. Some exotic plants may provide songbirds with berries or squirrels with seeds, but what do they provide to the flies, beetles, bugs, wasps, bees, spiders, and other creatures that sustain and support food webs? For example, non-native plants may bloom earlier or later than local plants do, missing an opportunity to provide cover or food during critical feeding or migration periods. In addition, non-native plants can interbreed with local natives, which can result in a hybrid that has reduced vigor or lower survival rate. Non-native species also have very different soil-plant relationships. Soil organisms influence plant communities and are crucial to plant survival and performance. These soil-plant interactions are crucial to maintaining local biodiversity. Native plants ensure greater success and require less city time/effort to implement and monitor contingency plans.

Trails

When implementing the Parks, Recreation and/or Open Space Plans (especially trails, bridges and other structures) ensure that coordination with WDFW and local Tribes occurs to ensure protection of treaty reserved natural and cultural resources. Any trails constructed should be "soft trails" consisting of minimum widths and pervious surfaces which have fewer impacts and still provide educational and recreational opportunities for the public. Trails should not be located within wetland or riparian (freshwater or marine) habitat areas for most of their length. Instead, locate trails well away from streams, wetlands, shorelines, and their associated buffers. An occasional bend or perpendicular side trail for viewing or access to streams and wetlands is generally acceptable. Although trails and viewing platforms are acceptable and we understand that some intrusion may be needed, the majority of the paths should try to avoid intrusion whenever possible. We understand that loop trails are perceived as "more interesting" however, there must be some compromise when it significantly increases the impacts (including but not limited to encroachment, vegetation removal, introduction of invasive species, erosion, human intrusion, and soil disturbance). A linear trail is the much better choice as it would still provide access and limit impacts. Vegetation removal should be minimized to the greatest extent possible. Creosote and Pentachlorophenol should not be used for any part of trail structures. It is preferred that if wood is used it should be only untreated wood (cedar is best).

Specific Comments

Introduction – People

The Suquamish Tribal Historic Preservation Officer is making some edits/corrections to the text and those will be provided separately to the City via email. Information on the location of archaeological sites is exempt public disclosure under the Washington State Freedom of Information Act in order to protect archaeological resources. Therefore, access to site location data must be restricted.

Guiding Principles

There is no principle policy regarding protection of Tribal treaty rights. Suggested language is as follows: Support and protect the rights of treaty tribes having usual and accustomed fishing, shellfish harvesting and gathering areas within City jurisdiction. Activities which would meet these objectives include actions such as protecting and enhancing the habitat of aquatic resources and protecting tribal access to aquatic resources.

Policy HO 4.6 Accessory Dwelling Unit (ADU), Page HO-7

Accessory dwelling units should also be prohibited if impacts to critical areas and/or their buffers is required.

Policy LU 14.1, Page LU-21

Change “should” to “shall”. As per state law invasive species “*shall*” be removed if listed on the state noxious weed list. <http://www.nwcb.wa.gov/washingtons-noxious-weed-laws>.

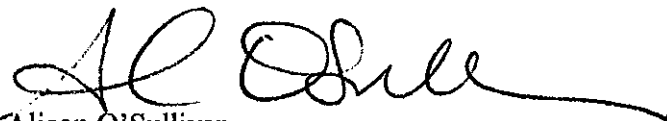
Appendix B Water Resources Conditions and Needs

Commercial Shellfish Growing Areas and Recreational Shellfish Harvest Areas are also impacted by dense concentrations of moored vessels (docks and buoys). Additional language is needed that additional docks and buoys will not be allow in any waterbody that would result in a downgrade or closure to shellfish harvest due to the number of vessels in the waterway as per the National Shellfish Sanitation Program (NSSP).

- Policy WR 3.16 should also include an up to date inventory of permitted and unpermitted buoys.
- Policy WR 6.2 should also include the Suquamish Tribe.

Thank you for the opportunity to provide these comments. If you have any questions or would like to discuss these comments, please contact me directly at (360) 394-8447.

Sincerely,



Alison O'Sullivan
Biologist, Environmental Program

Jane Rasely

From: Brenda Padgham <brenda@bi-landtrust.org>
Sent: Thursday, September 8, 2016 4:50 PM
To: PCD
Cc: Michael Lewars; Mack Pearl; Maradel Gale; Jon Quitslund; William Chester; Lisa Macchio; Michael Killion; Sarah Blossom; Connie Waddington
Subject: Bainbridge Island Land Trust Comments on draft Island Transportation Plan
Attachments: BILT Comments on draft Transportation Plan.pdf

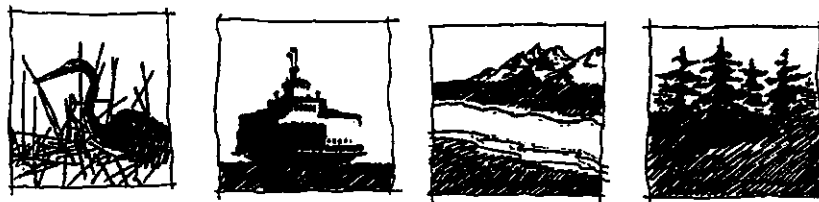
Dear Commissioners,
Please find attached Bainbridge Island Land Trust's comments on the draft Island Transportation Plan. Connie Waddington, BILT President, will be in attendance this evening to present the attached comments for the record.

Thank you,

Brenda Padgham
Conservation Director
Bainbridge Island Land Trust
(206) 842-1216, (206) 724-1478 (cell)
brenda@bi-landtrust.org



BAINBRIDGE ISLAND LAND TRUST



September 8, 2016

TO: City of Bainbridge Island Planning Commission

FM: Connie Waddington, Bainbridge Island Land Trust Board President *CW*

RE: Island Wide Transportation Plan – Comprehensive Plan Update

Bainbridge Island Land Trust has been involved in the protection of important conservation and public lands on Bainbridge Island for over 27 years. We are a member supported non-profit organization supported by over 800 families and we have been involved in the protection of important habitats and public passive parks equating to over 1300 acres.

We submit the follow comments to the Planning Commission after our initial review of the draft Island Wide Transportation Plan, dated August 17, 2016, and specifically Figure 3-30, a map illustrating Future Connectivity Improvements. The Bainbridge Island Land Trust is concerned over the following proposed projects:

Protect #4: Wardwell Road. The undeveloped parcels referred to in this area are largely owned by the Land Trust or BIMPRD and road access is not desirable through or adjacent to the Wildlife Corridor Land Trust Property or Meigs Parks/Farm – the later properties being protected by a Land Trust Conservation Easement. Non-motorized use on a non-paved surface would be the preferred alternative.

Project #6: Mandus Olson Road. This proposal would bi-sect the East Grand Forest purchased by a bond through BIMPRD and a million dollar state grant and the Hilltop Park and Conservation Easement – a Land Trust project widely supported by donations by the public and our community and cost share with state grant funds and BIMPRD. Non-motorized use on a non-paved surface is the preferred alternative.

Project #7: Paulanna Road to Wardwell. This proposal would go through an extensive wetland and a fish bearing stream, as identify by the Wild Fish Conservancy and Bainbridge Island Land Trust Stream Survey/Assessment in 2014. It is adjacent to a Land Trust Conservation Easement.

Project #11: Marshall Road. The proposal would impact the Gazzam Preserve, a Land Trust held conservation easement and the upper portion of the Close Property preserve, both properties that were acquired with the assistance of the Land Trust, in partnership with federal and state funders, private donors, and the BIMPRD. The road would likely be in violation of the terms of the Conservation Easement.

Project #12: Springridge Road. The proposal would impact the Gazzam Preserve, a Land Trust held conservation easement and the upper portion of the Close Property preserve, both properties that were acquired with the assistance of the Land Trust, in partnership with federal and state funders, private donors, and the BIMPRD.

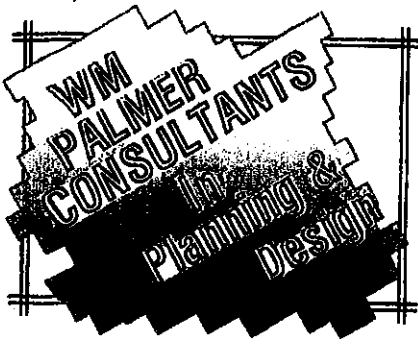
Project #15: Deerpath Lane. The proposal would cut right through the Gazzam Preserve, a Land Trust held conservation easement. The road would likely be in violation of the terms of the Conservation Easement.

Project #19: Agate Pass Lane. Figure 3-30 does not show where the proposed #19 would be. Please update the map. The Land Trust owns a preserve in this area.

Project #20: Lovgreen Road. Figure 3-30 does not show where the proposed #20 would be. Please update the map. The Land Trust has conservation easements in this area.

In regards to the **Non Motorized System Plan, Map C** there is a Trail Connection Zone shown through the Land Trust owned Wildlife Corridor. We believe the Land Trust should be afforded the opportunity to discuss the viability of a trail through this habitat with the City and alternatives to a connection with Meigs Park/Farm, a Land Trust held Conservation Easement property.

The Land Trust appreciates the opportunity to comment on the draft Transportation Plan. While we understand the importance of looking long term on at our Island's transportation infrastructure, we also believe this needs to be done in a manner that is mindful of the investments already made in other quality of life issues important to our island, such as habitat preservation and passive parks, trails, and open space. We look forward to a more robust discussion on these matters in the future.



September 18, 2015

City Council
CITY OF BAINBRIDGE ISLAND
280 Madison Avenue
Bainbridge Island, Washington 98110-1812

SUBJECT: Objection To Planning Commission Recommendation On
Andrew Cainion's Site Specific Comprehensive Plan
Amendment Request And That There Has Been No Prior
Special Area Planning Process Undertaken for Island Center

Honorable Mayor and Council Members:

On behalf of Andrew Cainion and with his consent, I am objecting to the recommendation made at the September 10, 2015 Planning Commission meeting. It was at that meeting / Public hearing that the Planning Commission made a decision on Andrew Cainion's Site Specific Comprehensive Plan Amendment application filed in June of this year.

I made a phone call request to Jennifer Sutton to obtain a copy of the written decision. That phone call was placed on Tuesday September 15th and so far there has been no further communication with Ms. Sutton. Besides the fact that the Planning Commission made a decision to deny Mr. Cainion's Plan Amendment request, at their meeting on the 11th their discussion focused on the map portion of the amendment and not the text amendments that were part also of his amendment proposal. It is important to know exactly what action the Planning Commission recommended. And according to the Bainbridge Island Municipal Code 2.16.190.C.6 the Planning Commission is required to set forth findings of fact whenever it makes a decision / recommendation that is forwarded to the City Council. Applicants are entitled to review those findings of fact prior to the City Council's review. **Therefore this is my first objection to the proceedings conducted by the Planning Commission.**

While not required, it is noteworthy that the Planning Department staff made no recommendation or provided any summary analysis for the Planning Commission's consideration. This fact makes it all the more important for the Planning Commission to make its findings of fact in any

P. O. BOX 6

PORT ORCHARD, WASHINGTON 98366

TEL: [360] 621-7237 or [253] 858-3644 . FAX: [253] 858-3654

e-mail: wpconsite@telebyte.net

recommendation forwarded to the City Council and likewise for applicants to be assured their comprehensive plan amendment request was fairly considered. Equally important is for the Planning Commission to forward to the City Council the complete record of testimony both written and oral considered by the Planning Commission.

Mr. Cainlon's and my second objection to the Planning Commission's action / recommendation is centered on the failure of the City to take any action to complete the Special Area Planning Process for Island Center and Rolling Bay. This issue is most poignant in the light of the current 2014 – 2016 Comprehensive Plan update. Here it is September of 2015 and the City has no work program item to complete or start a Special Area Planning Process for either Rolling Bay or Island Center. That fact is both a disservice to all of the property owners in and near these centers and belies the lack of credibility of the process the City is supposedly undertaking for the whole City.

The City of Bainbridge Island has had the requirement for a Special Area Planning study to be conducted for each of the three centers on Bainbridge Island – Rolling Bay, Island and Lynwood for now over twenty years. Lynwood Center is the only one of the three to have been so planned. One was started in Island Center, but the process was aborted just prior to the comprehensive plan update the City undertook in 2004. That means the City has not in fact been responsible to conduct a planning process that it mandated for now twenty plus years. That is how long the City has had the requirement on the books and there were aspects of the Special Area Planning process that the City considered as early as 1994 in its first Comprehensive Plan prepared under the requirements of the Growth Management Act.

What is the reason the City has been so derelict to conduct a fair comprehensive planning process for all three centers? Is it bias on the part of City personnel against the property owners in Rolling Bay and Island Center? Or is it a result of misplaced priorities? Remember, your comprehensive plan stipulates that the four areas where population increase must be primarily focused is in Winslow and the three centers. Witness your Framework Policies 1.2 and 1.3 as well as the discussion text associated with each of these policies.

Mr. Cainlon's and my third objection relates to the disparate treatment Mr. Cainlon has received in how the City has treated first his zoned property and later his efforts to re-establish the commercial zoning of his property. Attached to this letter is a lengthy and detailed account of the barriers

the City has placed in Mr. Cainion's way in securing the commercial development of his property at Island Center. These historic facts as placed in context of the actions taken by City staff, appointed and elected individuals tells a story of mistreatment by the City in its planning and zoning process. Based on a projection of current actions by the City in this Comprehensive Plan update process, there is no attempt to address any of the City's past mistakes with respect to Mr. Cainion or even assume any responsibility for fulfilling its obligations to properly plan for the increase in population the State mandates the City must accept.

Note that while the attachment goes into detail with regard to how Mr. Cainion has been treated in the past, the balance of this letter details our objection to the Planning Commission's recommendation and the City's current plan update process. The following summary issues are key to how it appears Mr. Cainion will be treated in the balance of the City's plan update process.

For the record Mr. Cainion has been an active participant in all prior comprehensive planning and zoning processes the City has undertaken that affected Island Center and his property since the Island became a City in 1991. Included in that statement is this process, beginning in January of this year (2015) and his testimony on the underpinning Buildable Lands Analysis report.

PRIOR ZONING AND PLANNING - Mr. Cainion's property at Island Center came into the City in 1991 zoned commercial. When Kitsap County zoned this property commercial, they did so after thorough review of its environmental conditions as well as compliance with the County's Land Use Plan and Zoning requirements. It was 1996 when the City of Bainbridge Island revoked his commercial zoning. But even though that action was taken, provisions were made in the 2004 Comprehensive Plan Update that if a Special Area Planning process addressed the Island Center area his property and others, could be considered for commercial use and zoning along with some parcels to have higher density residential zoning. However, the City stalled that process both in 2004 and has refused in the years since to initiate any action to fulfill the requirement specified in the 2004 Comprehensive Plan.

Besides the Special Area Planning process that the City must undertake, another way individual property owners might participate in this current plan update process is to propose a "Site Specific Comprehensive Plan Amendment." Such amendments are possible during the course of any year between Growth Management Act mandated ten year

comprehensive plan updates. But as was true in the 2002-2004 era such requests can be made as part of the City's update activities. Regarding Site Specific Plan Amendment proposals, according to the provisions allowed by the Council, property owners had a sixty (60) day window to submit a Site Specific Plan Amendment request that ended on June 30, 2015. Mr. Cainion submitted his request prior to that June 30 date.

TWO PREVIOUS SITE SPECIFIC PLAN AMENDMENT PROPOSALS - It is likely well known that Mr. Cainion submitted two prior Site Specific Plan Amendment applications in 2006 – 2007 and again in 2010. The record will show that the City rejected those applications based on the fact a Special Area Planning process had not been undertaken prior to the amendment requests. Until the City resolves what it intends to do about the responsibility it has to carry out a Special Area Planning process for Island and Rolling Bay Centers, it seems likely that individual Site Specific Comprehensive Plan Amendment applications and proposals will not fare well in the City's decision making process. Based on past experience and the Planning Commission's September 11th recommendation (when published) there is evidence of how the City Council will respond in a like manner.

PLAN SPECIFIC – A “CATCH 22” - The City's 2004 Comprehensive Plan is quite specific in requiring that a “Special Area Planning Process” be undertaken before any changes in land use, zoning or boundaries can occur in Island and Rolling Bay Centers. Because of the provisions in the Plan and lack of any commitment on the part of the City to properly plan for these Centers, **what the City has set up is a “Catch 22” situation** whereby property owners have no ability to proceed with a proper plan amendment proposal unless the City first proceeds with the required Special Area Planning process.

THE CITY'S PREJUDICIAL ACTIONS - For emphasis, in the years following 2004, the City has steadfastly refused to take any initiative or steps to complete the process the City requires in its 2004 Comprehensive Plan. As a result, the property owners in and near Island and Rolling Bay Centers are penalized by such prejudicial action. This is, in fact, a penalty and a prejudicial action (by fiat) because citizens with property next to the centers cannot move forward with any plans for their property that might otherwise be in compliance with what the Plan says is intended for these Centers.

Originally, the 2004 Comprehensive Plan stated that there were three areas outside of Winslow that could be developed at “urban densities”

and thereby take a portion of the urban population allocation between the years 2004 and 2024. Island Center, Rolling Bay and Lynwood Centers were those three. The City did in fact devote the necessary staff and monetary resources to address Lynwood Center in a special area planning process and at the conclusion of same amended the Comprehensive Plan. Island Center and Rolling Bay received no such preferential treatment by the City and still await the City to fulfill its responsibilities under the plan the City adopted in 2004.

IRONY OF ABORTED SPECIAL AREA PLANNING PROCESS FOR ISLAND CENTER

- Ironically, there was a Special Area Planning process undertaken for Island Center in the 2002 – 2004 era and a complete plan was drafted. But for reasons never specifically identified the plan was withdrawn before it received full review with a recommendation by the Planning Commission. Obviously the plan proposal was not considered by the City Council in its 2004 plan adoption process. Besides the fact that Mr. Cainion participated in that Special Area Planning process, devoting hours of his time, other property owners were similarly treated with disrespect for the time and effort they expended when the finished plan was withdrawn. **There never was a public statement about why that plan could not be considered in the Planning Commission's or City Council's public hearing process as was the case for Lynwood Center. And the City Council did not extend even the courtesy of a thank you for all who had participated in that plan proposal.**

CONTINUED "CATCH 22" IN CURRENT PLANNING PROCESS - Now it is 2015 a year past the date the Growth Management Act specifies that Comprehensive Plans are to be re-examined by each jurisdiction planning under the act. So far there is no indication that the City intends or is willing to undertake its responsibilities as spelled out by the policies in the 2004 Comprehensive Plan in the current plan update process. Instead, property owners were instructed to submit individual Site Specific Plan Amendment applications. As stated above Mr. Cainion did submit a Site Specific Plan Amendment that contained both a proposed map amendment and proposed policy amendments. However, there is disconnect between those instructions and what may be the end result in the plan adoption process. **Clearly, based on past actions of the City Council, property owners in Island Center and Rolling Bay are still caught in the City's "Catch 22," Kafkaesque maze.**

AN OPTIONAL WAY FORWARD - One way forward for property owners in both centers would be for the City to change their 2004 Plan and remove the requirement for a prior Special Area Planning process before land use

or boundary changes could be made in both centers. That would mean eliminating: Goal 1, LU Policy 1.3 (Page 10), Goal 2, LU Policy 2.2 (Page 11); Neighborhood Service Center Goal 1, NSC Policy 1.3 & NSC Policy 1.5 (Page 24). By eliminating these goals and policies, individual property owners could proceed with a Site Specific Comprehensive Plan amendment application based on its provisions and its individual merits. Failure to eliminate these goals and policies would continue to cause the property owners in or near these centers to face "noncompliance" issues with respect to the plan's policies and cause the City to eventually reject any individual plan amendment proposal.

ISSUE RESTATED - To restate the issue, **if the City is unwilling to own up to its responsibilities to properly plan for the two remaining Neighborhood Service Centers**, then it must not, in good conscience play games with the citizens by pretending that there might someday be a Special Area Planning process for these two or any other such centers. In other words it needs to eliminate that requirement in its Comprehensive Plan in this update process.

IF UNWILLING TO ABANDON THE SPECIAL AREA PLANNING PROCESS THEN - Should it be that the City continues to be unwilling to eliminate the goals and policies discussed above and maintain a Special Area Planning Process, then it must pick up the planning document and restart the process undertaken for Island Center in the 2002 – 2004 era and take it to public hearing and adoption as has been true for Lynwood Center. The City already spent the money for the majority of the work. Now all that has to be done is to re-examine that body of work and see if there are any modifications needed to reflect today's conditions and present the plan to the Planning Commission for their review and recommendation.

Perhaps the one issue that could be modified in the plan's proposals is that it is not necessary for sanitary sewers to be extended to Island Center. There is ample technology in the use of community drain fields and advanced septic treatment processes to allow such community drain fields to accommodate the waste water from properties in the Center and do so in a manner that allows aquifer recharge. Since Bainbridge depends on aquifer recharge for a continuous water supply, that should be a "no brainer" solution for how to serve an area like Island Center or Rolling Bay with an effective way to dispose of sewage effluent.

MR. CAINION HAS WAITED A LONG TIME FOR THE CITY TO TAKE THE RIGHT ACTION - Many on the Council know that Mr. Cainion has waited a long time to have his commercial zoning re-established. Incidentally in all three

of the alternative land use proposals for Island Center his property would have been eligible for Neighborhood Service Center Zoning. Also, it should be well known that in addition to his participation in every planning process the City has undertaken since incorporation in 1991. He has committed monetary resources as well as his time, he is still willing to do so. But the City needs to live up to its responsibilities to property owners like him, particularly in Island, but also in the Rolling Bay centers and take the initiative to properly plan for these areas.

ACTION THAT IS NEEDED NOW - What is needed now is the voice of the Mayor and City Council as to what steps the City will commence to undertake the Special Area Planning process for Island and Rolling Bay Centers as was the case for Lynwood Center. Or to change the provisions in the Comprehensive Plan to remove the goals and policies cited in this letter. Mr. Cainion and I would appreciate a timely written response to the request made in this letter as Mr. Cainion must make decisions about his next step.

If somehow the City cannot commit funds to re-start at the Island Center Special Planning Process, then the least it can do is recommend approval of Mr. Cainion's Site Specific Comprehensive Plan map and text amendments.

RESPONSE REQUESTED FROM COUNCIL BY – While it may be true that the Council will take no action on the Planning Commission's recommendation until March or April of 2016, some action is necessary at this time. It is particularly important to hear from the City Council now because of the City's apparent lack of commitment or action to have initiated a Special Area Planning process or propose alternative relief from that process as specified in this letter. Therefore in all fairness to Mr. Cainion and others, it is necessary to hear from the City Council regarding their proposed action to resolve this "Catch 22" problem by no later than October 14th.

Respectfully submitted,



William M. Palmer

W.M. PALMER CONSULTANTS

Encl.

cc.

Andrew Cainion
Jennifer Sutton

Jane Rasely

From: Althea Paulson <altheapaulson@gmail.com>
Sent: Tuesday, September 20, 2016 1:30 PM
To: Jennifer Sutton
Cc: Morgan Smith; PCD
Subject: Re: MFTE

Hi Jennifer—

Thanks for this info. I was able to write my post and publish it last Friday. I plan to attend the Thursday workshop.

I was gratified to learn from you that the CC will likely consider the MFTE as part of the work program development during the budget process. That would be timely, in light of the potential interest by OPG in using the exemption for Bainbridge Landing. (I got a quote from Jon Rose for the article I posted, <https://bainbridgenotes.wordpress.com/2016/09/16/draft-comp-plan-pushes-reality-tested-affordable-housing-idea/>)

One more question: Would staff be bringing a draft ordinance to the CC during that process? One Council member suggested that I prepare a draft ordinance. I would be happy to gather some ordinances used by other cities as samples, if that would be helpful.

Take care. Maybe I'll see you Thursday.

Althea

On Sep 16, 2016, at 6:17 PM, Jennifer Sutton <jsutton@bainbridgewa.gov> wrote:

Hi Althea, Sorry for the late reply.

There are policies in the current DRAFT of the 2016 Housing Element that would support the City utilizing a multifamily property tax exemption, as allowed by state law. That "housing tool" itself is not proposed for creation through this Update process, but the expectation is that the Council would include consideration of a MFTE as part of the City's work program development that take's place during the budget process.

Hope you are able to attend tomorrow or Thursday! Information below.

<http://www.bainbridgewa.gov/615/Navigate-Bainbridge-Comprehensive-Plan-U>

Jennifer Sutton, AICP
Senior Planner
www.bainbridgewa.gov
[facebook.com/citybainbridgeisland/](https://www.facebook.com/citybainbridgeisland/)
206.780.3772

Π Please consider the environment before printing this email and any attachment. Thank you.

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

From: Morgan Smith

Sent: Thursday, September 15, 2016 9:34 AM

To: Althea Paulson <altheapaulson@gmail.com>

Cc: Jennifer Sutton <jsutton@bainbridgewa.gov>

Subject: RE: MFTE

Althea:

I'm sending your message on to Jennifer Sutton, who is leading the Comp Plan Update. The follow-up/implementation items will be coming forward once the Update itself is complete, so as 2017 and beyond actions. I'm not sure what cost benefit analysis may have occurred at this point, since I haven't participated at that level of discussion for every element, but Jennifer can likely respond.

Thanks, Morgan

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

From: Althea Paulson [mailto:altheapaulson@gmail.com]

Sent: Thursday, September 15, 2016 8:07 AM

To: Morgan Smith <msmith@bainbridgewa.gov>

Subject: MFTE

Hi Morgan—

I'm working on a piece for my blog on affordable housing. I see in the draft Housing Element of the Comp Plan update that the MFTE is mentioned several times, including in the "High Priority Action" section. Is anyone on city staff working on a proposal for CC consideration to adopt an MFTE ordinance? Also, do you have any sense of its potential monetary impact on the City?

I assume you would be the person who knows about this, but if not, could you let me know who could give me that info? Thanks.

My best to you—

Althea

Jane Rasely

From: Jennifer Sutton
Sent: Friday, September 16, 2016 6:17 PM
To: Morgan Smith; Althea Paulson
Cc: PCD
Subject: RE: MFTE

Hi Althea, Sorry for the late reply.

There are policies in the current DRAFT of the 2016 Housing Element that would support the City utilizing a multifamily property tax exemption, as allowed by state law. That "housing tool" itself is not proposed for creation through this Update process, but the expectation is that the Council would include consideration of a MFPE as part of the City's work program development that take's place during the budget process.

Hope you are able to attend tomorrow or Thursday! Information below.

<http://www.bainbridgewa.gov/615/Navigate-Bainbridge-Comprehensive-Plan-U>

Jennifer Sutton, AICP
Senior Planner
www.bainbridgewa.gov
[facebook.com/citybainbridgeisland/](https://www.facebook.com/citybainbridgeisland/)
206.780.3772

☑ Please consider the environment before printing this email and any attachment. Thank you.

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

From: Morgan Smith
Sent: Thursday, September 15, 2016 9:34 AM
To: Althea Paulson <altheapaulson@gmail.com>
Cc: Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: RE: MFTE

Althea:

I'm sending your message on to Jennifer Sutton, who is leading the Comp Plan Update. The follow-up/implementation items will be coming forward once the Update itself is complete, so as 2017 and beyond actions. I'm not sure what cost benefit analysis may have occurred at this point, since I haven't participated at that level of discussion for every element, but Jennifer can likely respond.

Thanks, Morgan

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

From: Althea Paulson [<mailto:altheapaulson@gmail.com>]
Sent: Thursday, September 15, 2016 8:07 AM
To: Morgan Smith <msmith@bainbridgewa.gov>
Subject: MFTE

Hi Morgan—

I'm working on a piece for my blog on affordable housing. I see in the draft Housing Element of the Comp Plan update that the MFTE is mentioned several times, including in the "High Priority Action" section. Is anyone on city staff working on a proposal for CC consideration to adopt an MFTE ordinance? Also, do you have any sense of its potential monetary impact on the City?

I assume you would be the person who knows about this, but if not, could you let me know who could give me that info? Thanks.

My best to you—
Althea

Jane Rasely

From: Council
Sent: Thursday, September 15, 2016 8:44 AM
To: Doug Schulze; Morgan Smith
Cc: Jane Rasely
Subject: FW: Strike-out Copy of Comp Plan Draft
Attachments: MEMO RE 2004 AND 2016 VISION AND PRINCIPLES.pdf

From: joseph.w.tovar@gmail.com [mailto:joseph.w.tovar@gmail.com] **On Behalf Of** Joseph Tovar
Sent: Wednesday, September 14, 2016 7:25 PM
To: Ron Peltier <rpeltier@bainbridgewa.gov>
Cc: Gary Christensen <gchristensen@bainbridgewa.gov>; Jennifer Sutton <jsutton@bainbridgewa.gov>; Council <council@bainbridgewa.gov>
Subject: Re: Strike-out Copy of Comp Plan Draft

Good evening, everyone. Councilmember Peltier asked us to "provide a strike-out version of the current Comprehensive Plan update." Jennifer Sutton is preparing a document that will show the strike-outs in the Goals and Policies in the Elements.

I have prepared this memo to convey the same information regarding the City-wide Vision and Overriding/Guiding Principles.

See you at Saturday's Open House!

Joe

On Wed, Sep 7, 2016 at 7:41 PM, Ron Peltier <rpeltier@bainbridgewa.gov> wrote:

Joe, Gary,

Please provide me with a strike-out version of the current Comprehensive Plan update. I'm not asking for the red-line version. I want a copy that shows all the previous language that has been stricken from the current draft. A digital copy would be fine.

Thanks,

Ron Peltier



MEMORANDUM

TO: Bainbridge Island City Council

FROM: Joe Tovar, FAICP

SUBJ: Comparison of the draft 2016 Comprehensive Plan Vision and Guiding Principles to the 2004 Comprehensive Plan Vision and Overriding Principles

DATE: September 14, 2016

In a September 7 email, Councilmember Peltier asked us to “provide a strike-out version of the current Comprehensive Plan update. I’m not asking for the red-line version. I want a copy that shows all the previous language that has been stricken from the current draft. A digital copy would be fine.” Jennifer Sutton is preparing a document that will show the strike-outs in the Goals and Policies in the Elements.

I have prepared this memo to convey the same information regarding the City-wide Vision and Overriding/Guiding Principles.

Attachment A compares the draft 2016 Vision and the 2004 Vision. The draft 2016 Vision carries forward key values and concepts from the 2004 Vision, and I have used color coding to identify where those appear in both. For example, the emphasis in the 2004 Vision on Winslow and neighborhood centers is shown in yellow, while the references to open spaces, winding roads and an agricultural landscape are shown in green. References to the characteristics and needs of the people on the Island are shown in blue. This same color coding is applied to the draft 2016 Vision Statement to show where it carries forward those same values and concepts.

The 2016 Vision reflects that the 2016 Plan has eight, rather than five, Guiding Principles (detailed in Attachment B) and is also longer and more detailed because it incorporates the individual Visions in the ten Elements of the 2016. There were no individual Element vision statements in the 2004 Plan.

In Attachment B, I have used the strikethrough and underlining format to show where the text of the Five Overriding Principles in the 2004 Plan have been carried forward, supplemented and clarified in the Eight Guiding Principles and Guiding Policies in the draft 2016 Plan.

As Councilmember Roth suggested at the September 6 Council meeting, it is important to focus first “at the top,” i.e., on the Vision and Guiding Principles, before delving deeply into the details of the individual Elements. Much of the updated content in the ten Elements takes clear and specific policy direction from the updated Vision and Guiding Principles. If the Council wishes to make changes to the draft Goals, Policies, and Actions in the Elements, it will be necessary to also review and potentially alter some of the Vision and Guiding Principles to maintain consistency.

ATTACHMENT A - COMPARISON OF THE 2004 AND DRAFT 2016 VISION STATEMENTS

VISION STATEMENT (2004 PLAN)

Bainbridge Island is a cohesive community with a distinctive urban center and individual settlements. Winslow is the heart of the Island. It is the place where all residents come to transact daily commerce and to meet for social activities. Its vibrant, pedestrian-oriented core should be enhanced as a center for the Island's commercial activity, a common area or center where the local community can meet. The neighborhood service centers of Rolling Bay, Island Center, and Lynwood Center offer small-scale commercial and service activity outside Winslow. These areas would remain much as they are, with some in-fill development.

Outside of Winslow and the service centers, Bainbridge Island should preserve its pastoral heritage, which is rooted in its open spaces, winding roads, and small-scale agricultural establishments. It should preserve the distinctive qualities of its harbors and small communities. New development should be compatible with the natural landscape.

Bainbridge Island is economically linked to Seattle; however, the artistic, cultural and entrepreneurial spirit of its residents should be encouraged by providing opportunities for environmentally-sound businesses and home occupations.

The Island's natural amenities should be linked through corridors of green--trails, wildlife corridors, and landscape buffers along scenic roads and major arterials. Public access to the shoreline should be improved and the shoreline should be protected from overdevelopment. Development should not be haphazardly imposed upon the landscape, but should be sensitive to its natural environs, recognizing the natural carrying capacity of Bainbridge as an Island, based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level. Foremost, Bainbridge Island should preserve the diversity of one of its most precious resources--its people. The Island should remain a place where the business people, artists, farmers and long-time residents can all find a place to live.

VISION STATEMENT (2016 DRAFT PLAN)

Bainbridge Island's people reflect a range of ages, ethnicities, household sizes, livelihoods and personal aspirations – we are 28,660 individuals who share a strong sense of community and a commitment to environmental stewardship. We respect this legacy of the generations that came before, beginning with the Island's indigenous people, followed more recently by European and Asian immigrants who built timber, maritime and agricultural economies

Contemporary Bainbridge Island is home to a diverse mix of people including farmers, artists, students, business professionals, service employees, and retirees. We are an optimistic, forward-looking and welcoming people - open to new ideas, industrious business people, new and traditional cultures, and people of all ages and backgrounds. There is no word for exclusion in Lushootseed, the language of the first peoples of Puget Sound.

Our success at balancing the inter-dependent goals of environmental stewardship, economic development and the needs of our people are evident in the many ways we have accommodated growth, addressed the impacts of climate change and conserved our environment.

Bainbridge Island's water resources are climate resilient and are able to sustain all forms of life on the Island. *Aquifers* are continuously monitored and managed to maintain our supply of fresh water at a level that meets the high standards for drinking. Education on water conservation has resulted in a significant reduction in the average water consumption per household and low impact development techniques applied to all land uses and redevelopment helps to recharge the Island's *aquifers*.

Winslow, Lynwood Center, and the Island's other *neighborhood centers* have gracefully evolved into compact, mixed-use, human-scaled, and walkable places. They are the thriving centers of civic life, cultural amenities, goods, services and a wide range of housing and employment opportunities. These centers are pedestrian districts, linked to each other and the region by a network of walkways, bicycle trails and transit that promote healthy lifestyles and reduce the Island's *greenhouse gas emissions*.

Affordable housing is available for much of the local service sector workforce. Improvements in communications infrastructure have enabled more successful local enterprises, including home-based business.

The Island is a national destination for visitors to experience artistic excellence, and learn about sustainability and resilient community development. Local employment opportunities are diverse, including small manufacturing, artisanal crafts, high tech, e-commerce, arts, and food. Small retailers are thriving by serving the needs of local residents as well as visitors. A robust non-profit sector strengthens *social capital*, provides services and employment opportunities.

Outside of the centers the predominant land use pattern is lower density with lower building heights, which minimizes the footprint of the built environment and maximize the protection of tree canopy, aquifers, surface waters, fish and wildlife habitat. The Island's broad conservation landscape of canopied woodlots, parks and saltwater shorelines is dotted with working farms, historic structures, and a housing stock that has become more compact, energy-efficient, and well-integrated into the landscape.

Agriculture is a thriving part of the Island's economy. All City-owned agricultural land is under cultivation and produces seasonal foods for local consumption. The number of farms on private acreage has increased and is supplementing the local food supply. Capital facilities planning has kept up with changes in the natural and built environments, meeting the needs of a population that expects a high level of service.

All residents have reliable electric power, telecommunications services to meet their needs, potable water, solid waste and recycling services, and storm water facilities that prevent flooding and erosion, eliminating pollutants before the water enters Puget Sound.

The good will, imagination, and pragmatism of our citizens foster an environment in which we engage with, listen to, and learn from one another. Bainbridge Island functions as a caring community that provides human services where needed to maintain the well-being of all its members, where every person feels connected to the community, and where each individual has opportunities.

Community cultural planning sets direction for integrating the arts, humanities and history with urban design, economic development, education and other initiatives that nurture the quality of life on Bainbridge Island.

Artistic creativity and humanistic inquiry advance other community goals such as economic vitality, quality education, and community planning and design. Investments in the arts and humanities are investments in the growth of the community, enriching the lives of its residents, and making Bainbridge Island a better place to live.

ATTACHMENT B COMPARISON OF 2004 AND DRAFT 2016 PRINCIPLES

The draft 2016 Guiding Principles carry forward the values in the five “Overriding Principles” from 2004, but add three new Principles and include a number of “guiding policies” which clarify the Guiding Principles. Added Guiding Principle #6 introduces the values of social, economic and environmental Sustainability, Guiding Principle #7 addresses Climate Change, and Guiding Principle #8 introduces the concept that the Plan should be implemented not only by the City’s capital budget, but also its operating budget.

The difference between the 2004 “Overriding Principles” and the draft 2016 “Guiding Principles” is shown below using ~~striketroughs~~ to show deleted text and underlining to show added text.

~~FIVE-OVERRIDING~~ GUIDING PRINCIPLES THAT GUIDE THE PLAN

Guiding Principle #1

Preserve the special character of the Island, which includes downtown Winslow’s small town atmosphere, historic buildings, extensive forested areas, meadows, farms, marine views, and scenic and winding roads bordered by dense vegetation supporting all forms of transportation.

Guiding Policy 1.1

Adopt an island-wide conservation plan to identify and apply effective strategies to preserve the natural and scenic qualities that make the Island a special place, including better protections for trees, soils, and native plants.

Guiding Policy 1.2

Accommodate new growth in *designated centers* that meet the Island’s identified needs for housing, services and jobs while respecting conservation and environmental protection priorities.

Guiding Policy 1.3

The built environment represents an important element of the Island’s special character. Improve the quality of new development through a review process that implements the community *vision* and supports long-term goals for the preservation of the Island’s special character.

Guiding Principle #2

Protect the water resources of the Island.

Guiding Policy 2.1

Manage water resources for Bainbridge Island for present and future generations, recognizing that the Island’s finite groundwater resources [aquifers] are the sole source of our water supply.

Guiding Policy 2.2

As part of long-range land use planning, consider the impacts of future development to the quality and quantity of groundwater that will be available to future Islanders and to the natural environment. To that end, strive for sustainable groundwater

withdrawal, conserve aquifer recharge, guard against seawater intrusion, and prevent adverse impacts to ground water quality from surface pollution.

Guiding Policy 2.3

Preserve and protect the ecological functions and values of the Island's aquatic resources.

Guiding Policy 2.4

Sea level rise may reduce the volume of our finite groundwater resources. Anticipate and prepare for the consequences of sea level rise to ensure ample quality and quantity of groundwater for future generations.

Guiding Policy 2.5

Create a Bainbridge Island groundwater management plan for the purpose of maintaining the long-term health of our fresh water aquifers.

Guiding Policy 2.6

Recognizing the importance of our ground water and other water resources to present and future generations of Bainbridge Islanders, apply the precautionary principle to activities that pose a potentially adverse impact upon those resources.

Guiding Policy 2.7

Allow for the reasonable needs of farms, home gardens, and domestic landscapes, when planning for the long-term sustainable use of the Island's finite groundwater resources.

Guiding Principle #3

Foster diversity with a holistic approach to meeting the needs of the residents of the Island, and the human needs of its residents consistent with the stewardship of our finite environmental resources. its most precious resource.

Guiding Policy 3.1

Ensure a variety of housing choices to meet the needs of present and future residents in all economic segments and promote plans, projects and proposals to create *affordable housing*.

Guiding Policy 3.2

Make budget decisions that adequately consider the well being of all Island residents with the goal of providing opportunities to be contributing members of the community.

Guiding Policy 3.3

Support, protect, and enhance the value of the arts and humanities as essential to education, quality of life, economic vitality, the broadening of mind and spirit, and as treasure in trust for our descendants.

Guiding Principle #4

Consider the costs and benefits to Island residents and property owners should be considered in making land use decisions.

Guiding Policy 4.1

Respect private property rights protected by the State and U.S. Constitutions.

Guiding Policy 4.2

Recognize that private property rights are not absolute, but must be balanced with necessary and reasonable regulation to protect the public health, safety and welfare.

Guiding Principle #5

The use of land on the Island Development should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Policy 5.1

Regulate all development on the Island consistent with the long-term health and carrying capacity of its natural systems.

Guiding Policy 5.2

Recognize that the sustainable use of the Island's finite land base is a macro component of *green building* practices.

Guiding Policy 5.3

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

Guiding Policy 5.4

Protect and enhance wildlife, fish resources and natural ecosystems on Bainbridge Island.

Guiding Principle #6

Address the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Policy 6.1

Within our plan, replace the state's mandated 20-year plan horizon with a horizon of one hundred years in order to recognize the longer-term life cycles of natural systems. Tailor green building practices, and public infrastructure investments to be in line with this longer-term perspective.

Guiding Policy 6.2

Advance social equity on the Island by addressing basic human needs, including *affordable housing*, personal health and safety, mobility, and access to human services.

Guiding Policy 6.3

Seek appropriate ways to provide economic opportunities for all community residents within a diversified Island economy.

Guiding Principle #7

Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Policy 7.1

Mitigation: Participate with state, regional and local partners to reduce greenhouse gas emissions consistent with the 1990 benchmark and future year targets set forth in state law, educate the public about climate change and incentivize Island activities, including land use patterns and building practices that reduce greenhouse gas emissions.

Guiding Policy 7.2

Adaptation: Minimize or ameliorate the impacts of climate change on our community and our Island's ecosystems through climate-informed policies, programs, and development regulations.

Guiding Policy 7.3

Evaluate the climate vulnerabilities and implications of city actions and identify policies that alleviate those vulnerabilities. Consider the effects of shifting conditions (e.g., sea level rise, changing rainfall patterns, increasing temperatures and more extreme weather events) and the effects they cause (e.g., altered vegetation, changing water demands, economic shifts).

Guiding Principle #8

Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.

Guiding Policy 8.1

Promote good governance and an Island culture of citizenship, stewardship and civic engagement.

Guiding Policy 8.2

Update each City department's work program annually, allocate sufficient time and resources and provide needed policy direction to achieve consistency with and implement the *Comprehensive Plan* in a manner that is transparent and consistent with the community vision.

Guiding Policy 8.3

Grow a diversified and vibrant local economy.

Guiding Policy 8.4

Nurture a healthy and attractive community including a focus on the quality of the built environment through progressive *development regulations* and reviews.

Guiding Policy 8.5

Build reliable infrastructure and connected mobility that encourages physical activity such as biking and walking while also respecting the Island's scenic qualities.

Guiding Policy 8.6

Grow a green, well-planned, environmentally sustainable community.

Guiding Policy 8.7

Plan for a safe city where citizens, City officials, and Law Enforcement work together in an environment of accountability and trust.

Guiding Policy 8.8

When implementing policies, consider longer-term, indirect or unintended consequences of decisions.

Jane Rasely

From: Dave Erbes
Sent: Tuesday, September 27, 2016 7:07 AM
To: Olemara Peters
Cc: Jennifer Sutton; Jane Rasely; Dave Erbes
Subject: RE: comments to Proposed Comp Plan

Good Morning Olemara!

Thank you for your concern and taking the time to become involved in your Island's future! I've forwarded your email to the appropriate personnel, mainly Jennifer Sutton and Jane Rasely.

Thanks,

 CITY OF
BAINBRIDGE
ISLAND
DAVE ERBES
Permit Specialist
www.bainbridgewa.gov

From: Olemara Peters [mailto:biomusic@frontier.com]
Sent: Monday, September 26, 2016 15:52
To: Dave Erbes <derbes@bainbridgewa.gov>
Subject: comments to Proposed Comp Plan

Dear Mr. Erbes,

Thanks to COBI and the Planning Dept for providing the Open Houses and Public Hearing. I'm very sorry to have missed them.

And now I can't find where the public's comments are posted —

<http://www.bainbridgewa.gov/CommunityVoice/Ideas?initiativeID=Navigate-BainbridgeThe-Comprehensive-Pla-10>

doesn't seem to be it.

I see, at least, the video of the Sept 17 meeting

<http://www.bainbridgewa.gov/615/Navigate-Bainbridge-Comprehensive-Plan-U>

— many thanks to COBI for posting it! I would like to passionately second the comments of Jane Silberstein, Olaf Ribeiro, Charles Schmid, Jacqueline Young, Ana Westday, Mary Clare Kersten, Tami Meader, Chris Snow (his point about “ensure” rather than merely “consider,” must be extended (beyond “arts”) to all matters of conservation, ecology, trees-protection, water-protection..).

In general, I remain outraged at COBI's and the Planning Dept's favoring of developers over wildlands, waters, heritage trees, life-quality — exemplified most blatantly by the Visconsi debacle.

Below are 5 other matters I feel the Comp Plan proposal needs to take care of, and doesn't yet take care of at all (this compilation is incomplete, I'm up against the deadline for this submission, but I hope it will at least open the door for these additional concerns).

Sincerely,
Olemara Peters

<http://www.bainbridgewa.gov/DocumentCenter/View/7165> "UTILITIES ELEMENT"

POTABLE WATER:

The people of Bainbridge need to know that — despite many I've met who say "I know fluoride is terrible, but we don't have to worry about it here — Bainbridge isn't fluoridated" —

- the Winslow water district IS fluoridated, and covers much of the island
- Public Works Dept. personnel justify fluoridation as "decided by a vote of the people"; however, that vote was apparently over 40 years ago, and currently most of us-the-people are apparently unaware of it;
- the Public Works Dept. has never replied to my (for years) repeated requests to identify the fluoridation agent used, and to state how much of it is removed by wastewater treatment (since fluoridated-wastewater outflows have been demonstrated to impair, for instance, salmon migration — see, for instance,

Fluoridation and the Environment (high resolution) - YouTube ▶ 31:07

https://www.youtube.com/watch?v=4PYej_OgZHE);

- "fluoridation agents" are never pharmaceutical grade — typically are industrial waste products (of aluminum-refining or phosphate-fertilizer production) that would otherwise legally have to be sent to sealed hazardous-waste disposal (due to the included mercury, arsenic, cadmium, lead, and radioactives), and no seller or user of a "fluoridation agent" has yet provided analysis of these components' levels.
- COBI must provide complete analysis of water AFTER addition of any "fluoridation agent" (in any fluoridated water district — I understand that's currently Winslow and Rockaway Beach water districts), and proof of safety of such additive.

Water metering

- Any installation of wireless (or potentially-wireless) water meters (i.e., AMR or AMI or "smart" water meters) must be subject to the same requirements I've listed below for electric metering. (I can attest that an AMI water meter, at a Redmond location I'm involved with, is repelling the previously rich population of wild-birds, ever since the first day it was installed.)

PUBLIC SEWER:

- the Public Works Dept. has never replied to my (for years) repeated requests to identify the fluoridation agent used, and to state how much of it is removed by wastewater treatment (**since fluoridated-wastewater outflows have been demonstrated to impair, for instance, salmon migration**);

ELECTRICAL:

Metering needs to require PSE (and/or any other power-supplier involved) to provide customers AND THEIR NEIGHBORS, including administrators of neighboring wildlife-habitat areas, with

- Opt-IN, rather than Opt-Out, regarding wireless utility meters ("AMR" — Automatic Meter Reading — or "AMI" — Automated Metering Infrastructure) meters, sometimes called "smart" meters
- truthful disclosure of meters' wireless transmissions (frequencies, power, lengths and intervening intervals, how many per 24 hrs — as distinct from the usual deceptive "only [] seconds/day" coverup of thousands of spikes)

COBI must provide (because PSE demonstrably doesn't)

- the documented bioimpacts of wireless (radiofrequency/microwave-emitting) technologies (even predating such meters) — the research that clearly counterdemonstrates all the typical industry-funded claims of RF “safety”. (All those claims are based on studies prior to 1984 (before even cellphones, let alone “smart” meters)
- independent assessment of such meters’ benefits/detriments to energy-efficiency, cost-effectiveness (to customers, not just to the power company), security (household safety from hacking, burglary, etc.) and larger-system (safety from power-grid hacking) —e.g.
<http://gettingsmarteraboutthesmartgrid.org> and
http://gettingsmarteraboutthesmartgrid.org/the_high_road_to_a_true_smart_grid_video
and home fire-safety (“smart”-meter-started housefires) — please see
<http://safemeters.org/fire-hazards-by-brian-thiesen/>

TELECOMMUNICATION :

COBI must (because telecomm providers don't) provide the public (including all telecomm-facilities' neighbors, including wildlands-administrators) the documented bioimpacts of wireless (radiofrequency/microwave-emitting) technologies (even predating such meters) — the research that clearly counterdemonstrates all the typical industry-funded claims of RF “safety.” Such claims of “safety” are based on studies prior to 1984 (before even cellphones). There's a large body of subsequent research demonstrating RF harm. A good beginning of it is at www.bioinitiative.org. (An important new element is Prof. Martin Pall's uncovering of the pathway of bio-harm from RF exposures at non-thermal levels — the pathway is interference with voltage-gated calcium channels, VGCC's (I've always noticed RF as interfering with cell-membrane activities; this research confirms my experience.). I can provide more info if wanted, but not within COBI's deadline for this submission.)

Meanwhile, the FCC in July approved “5G” technology, whose bioimpacts will be far greater. Is the Comp. Plan any better set to deal with that than already with current telecomm's bioimpacts?

In haste — for more information, I recommend

<https://www.youtube.com/watch?v=OMxfffqyDtc> 38:38

“FCC: intimidating press, suppressing science at “5G” rollout”

(or if you're in haste, there's some summaray of it — ff you can jump over the ads) at

<http://www.naturalhealth365.com/5G-wireless-technology-1958.html>)

and its preceding documentary by the same filmmaker, at www.TakeBackYourPower.net

Begin forwarded message:

From: Islanders for Responsible Development <ifrd98110@gmail.com>
Subject: Thursday's Open House & Public Hearing at COBI
Date: September 21, 2016 at 11:33:01 AM PDT

To: undisclosed-recipients;;
Bcc: biomusic@frontier.com

Hi There Islanders!

This is another friendly reminder that **tomorrow, Thursday September 22nd**, from 4:30 - 8:00 pm, the Planning Commission is hosting an Open House followed by a Public Hearing at City Hall concerning the revised Bainbridge Island Comprehensive Plan. <http://www.bainbridgewa.gov/Calendar.aspx?EID=1566>

The Open House is a great time to walk through the proposed elements of the new comprehensive plan and speak with planning commissioners and staff about your thoughts.

- **Thursday September 22nd**
- **Bainbridge Island City Hall (Council Chambers, 280 Madison Avenue North)**
- **4:30 – 6:00 PM Comprehensive Plan Open House**
- **6:00 – 8:00 PM Public Hearing (Public Comment)**

Navigate Bainbridge Link: <http://www.ci.bainbridge-isl.wa.us/615/Navigate-Bainbridge-Comprehensive-Plan-U>

During Saturday's Open House and Public Hearing the COBI staff and Planning Commission were very responsive. They had good information and seemed to take into account what people had to say. Please consider going tomorrow/Thursday if you didn't make Saturday's meeting.

If you can't go please write to the Planning Commission (pcd@bainbridgewa.gov) by September 26th with your input on the Comp. Plan.

Our Island's future depends on us!

Very Best,
Islanders For Responsible Government
[IFRG FaceBook Page](#)

If you wish to be removed from our email list please respond to this email with 'unsubscribe'. Thank you.

Jane Rasely

From: Island Center <islandcenterbainbridge@gmail.com>
Sent: Monday, September 26, 2016 12:24 PM
To: PCD; Sarah Blossom; Ron Peltier; Kol Medina; Wayne Roth; Michael Scott; Val Tollefson; Roger Townsend
Subject: Island Center Renewal
Attachments: Christian Pick.tif

Please see attached. Thanks!

September 22, 2016

Re: Island Center Neighborhood

Dear City Council & Planning Commission Members,

I am a resident of Bainbridge Island and am writing to you today in support of the review and renewal of the area at Island Center.

I am concerned about the Island center area as it functions today because of:

- **Safety** – Miller road is a busy highway alternative on the island and the four way stop at Miller and New Brooklyn is congested with through traffic and local area traffic to businesses. With little shoulder and business parking very close to the street the area is hazardous to pedestrians, cyclists and motorists. The safety concern is time sensitive as the area continues to become increasingly congested.
- **Amenities** – I would like to see island center become a more vibrant neighborhood center. A wider variety of businesses and services would be welcome in this centrally and conveniently located neighborhood. Amenities like playgrounds or non motorized trails and paths would add greatly to the local community.
- **Neighborhood Aesthetics** – The Island Center area is not known for its curb appeal, yet it is a highly visible centrally located neighborhood seen many daily. The businesses in this area are vital to the island and should not be displaced, but a more appealing plan for the area more in keeping with the aesthetics of Bainbridge Island would be a welcome change.

I am urging the city to make the review of Island Center a priority. There are significant issues in this area that should be addressed by our community. If the areas surrounding the business area of Island Center are developed as they are currently zoned over the next few of years we will miss the opportunity to revitalize this area and make it a true asset to the neighborhood and island.

Sincerely,

Christina Pick

Name:

Christina Pick

Address:

13402 Hidden Cove Ln NE
Bainbridge Island

Phone:

409-222-3010

Jane Rasely

From: Island Center <islandcenterbainbridge@gmail.com>
Sent: Monday, September 26, 2016 12:28 PM
To: Sarah Blossom; Kol Medina; Ron Peltier; Wayne Roth; Michael Scott; Val Tollefson; Roger Townsend; PCD
Subject: Island Center Area - Chris Pick
Attachments: Chris Pick.tif

September 22, 2016

Re: Island Center Neighborhood

Dear City Council & Planning Commission Members,

I am a resident of Bainbridge Island and am writing to you today in support of the review and renewal of the area at Island Center.

I am concerned about the island center area as it functions today because of:

- Safety – Miller road is a busy highway alternative on the island and the four way stop at Miller and New Brooklyn is congested with through traffic and local area traffic to businesses. With little shoulder and business parking very close to the street the area is hazardous to pedestrians, cyclists and motorists. The safety concern is time sensitive as the area continues to become increasingly congested.
- Amenities – I would like to see island center become a more vibrant neighborhood center. A wider variety of businesses and services would be welcome in this centrally and conveniently located neighborhood. Amenities like playgrounds or non motorized trails and paths would add greatly to the local community.
- Neighborhood Aesthetics – The Island Center area is not known for its curb appeal, yet it is a highly visible centrally located neighborhood seen many daily. The businesses in this area are vital to the island and should not be displaced, but a more appealing plan for the area more in keeping with the aesthetics of Bainbridge Island would be a welcome change.

I am urging the city to make the review of Island Center a priority. There are significant issues in this area that should be addressed by our community. If the areas surrounding the business area of Island Center are developed as they are currently zoned over the next few of years we will miss the opportunity to revitalize this area and make it a true asset to the neighborhood and island.

Sincerely,



Name: CHRISTOPHER PICK.

Address: 13402 HIDDEN COVE LN NE 98110

Phone: 214.444.8749.

Jane Rasely

From: Celeste - Charles Anderson Co <celeste@charlesandersonco.com>
Sent: Monday, September 26, 2016 11:57 AM
To: Council; Sarah Blossom; Kol Medina; Ron Peltier; Wayne Roth; Michael Scott; Val Tollefson; Roger Townsend
Cc: PCD
Subject: Renewal of Island Center - Fletcher Bay Resident

Re: Island Center Neighborhood

Dear City Council & Planning Commission Members,

I am a resident of Fletcher Bay on Bainbridge Island and am writing to you today in support of the review and renewal of the area at Island Center.

I am concerned about the island center area as it functions today because of:

- Safety – Miller road is a busy highway alternative on the island and the four way stop at Miller and New Brooklyn is congested with through traffic and local area traffic to businesses. With little shoulder and business parking very close to the street the area is hazardous to pedestrians, cyclists and motorists. The safety concern is time sensitive as the area continues to become increasingly congested.
- Amenities – I would like to see island center become a more vibrant neighborhood center. A wider variety of businesses and services would be welcome in this centrally and conveniently located neighborhood. Amenities like playgrounds or non motorized trails and paths would add greatly to the local community.
- Neighborhood Aesthetics – The Island Center area is not known for its curb appeal, yet it is a highly visible centrally located neighborhood seen by many daily. The businesses in this area are vital to the island and should not be displaced, but a more appealing plan for the area more in keeping with the aesthetics of Bainbridge Island would be a welcome change.

I am urging the city to make the review of Island Center a priority. There are significant issues in this area that should be addressed by our community. If the areas surrounding the business area of Island Center are developed as they are currently zoned over the next few of years we will miss the opportunity to revitalize this area and make it a true asset to the neighborhood and island.

Sincerely,

Celeste Pinedo
9285 Fletcher Bay Rd NE
Bainbridge Island, WA 98110
206 858 3564

Jane Rasely

From: Jane Rasely
Sent: Friday, September 23, 2016 5:21 PM
To: Gary Christensen; Jennifer Sutton; Jon Quitslund; Joseph W. Tovar ; Lisa Macchio; Mack Pearl; Maradel Gale; Michael Killion; Michael Lewars; Sarah Blossom; William Chester
Subject: Written Public Comment
Attachments: 20160922 ALCALA, KATHLEEN.pdf; 20160922 COLLIS, AMY.pdf; 20160922 FISCHER, SANDY.pdf; 20160922 JUDD, REBECCA.pdf; 20160922 LANGEMACK, CHAPPLE.pdf; 20160922 PALMER, WILLIAM.pdf; 20160922 SPOOR, REGINA.pdf; 20160922 WIENS, JOHN.pdf

Good Afternoon,

Please find attached written public comment received at the Open House last night, September 22, 2016.

Thank you,

 CITY OF
BAINBRIDGE
ISLAND
JANE RASELY
Administrative Specialist
www.bainbridgewa.gov

Jane Rasely

From: Anderson, Paul S. (ECY) <paan461@ECY.WA.GOV>
Sent: Tuesday, August 30, 2016 8:02 AM
To: Jane Rasely
Cc: Bunten, Donna (ECY)
Subject: RE: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Jane:

Thanks for sending the notice on the City's Comprehensive Plan update to Ecology. From the Environmental Checklist, I see that the proposed changes include updates to the policy section of the Comp Plan related to fish and wildlife habitat and water resources (wetlands?) but I wasn't sure if this update will also include revisions to the City's critical areas ordinance. Could you please clarify whether the proposed updates will include the critical areas ordinance? Ecology typically doesn't comment on Comprehensive Plan updates but we would comment on changes to the wetlands and fish and wildlife sections of the critical areas ordinance.

Thanks, Paul

Paul S. Anderson, PWS
Wetlands/401 Unit Supervisor
Washington State Department of Ecology
3190 - 160th Ave. SE
Bellevue, WA 98008
Phone: (425) 649-7148
Cell: (425) 765-4691
Fax: (425) 649-7098
Email: Paul.S.Anderson@ecy.wa.gov

From: Jane Rasely [mailto:jrasely@bainbridgewa.gov]
Sent: Friday, August 26, 2016 1:02 PM
To: aosullivan@suquamish.nsn.us; bilibrary@krl.org; Brian Kelly (bkelly@soundpublishing.com)
<bkelly@soundpublishing.com>; ceschmid@att.net; cordaro@integrity.com; edwardC@KitsapTransit.com;
ehsafford@earthlink.net; Kaehler, Gretchen (DAHP) <Gretchen.Kaehler@DAHP.wa.gov>; Luke Carpenter
<lcarpenter@bifd.org>; Blanton, Michael L (DFW) <Michael.Blanton@dfw.wa.gov>; OR-SEPA-REVIEW@wsdot.wa.gov;
PCD <pcd@bainbridgewa.gov>; Perry@biparks.org; sarah@insidebainbridge.com; sarahleebainbridge@gmail.com; DNR
RE SEPACENTER <SEPACENTER@dnr.wa.gov>; SEPADesk (DFW) <SEPADesk@dfw.wa.gov>; ECY RE SEPA REGISTER
<separegister@ecy.wa.gov>; Walker, Solenne (DNR) <Solenne.Walker@dnr.wa.gov>;
steve.brown@kitsappublichealth.org; strudel@suquamish.nsn.us; Tom Brobst <tom.brobst@pse.com>;
tvanwinkle@bainbridge.wednet.edu
Cc: Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: 201604673 City of Bainbridge Island Determination of Non-Significance and SEPA Checklist

Good Afternoon,

Please see the attached SEPA Notice and Checklist. You will find Ordinance and Comprehensive Plan update information here: <http://www.bainbridgewa.gov/615/Navigate-Bainbridge-Comprehensive-Plan-U>.

If you have any questions or concerns, please contact Senior City Planner Jennifer Sutton at (206) 780-3772 or jsutton@bainbridgewa.gov.

Thank you,



Jane Rasely

Administrative Specialist

www.bainbridgewa.gov

[facebook.com/citybainbridgeisland/](https://www.facebook.com/citybainbridgeisland/)

206.780.3758 (office) 206.780.5104

Jane Rasely

From: Whitney Rearick <whitney@housingresourcesbi.org>
Sent: Monday, September 12, 2016 4:04 PM
To: PCD
Subject: Housing and the Comprehensive Plan

Hi Gary -

I've been reviewing the draft Comprehensive Plan and was delighted to see the focus on improving the affordable housing situation on Bainbridge - I've read a lot of these plans, and BI's is great. I have a couple questions that I'd like to discuss with you. Got time to meet in the next week or two?

Thanks -

Whitney

--

Whitney Rearick | Executive Director

Housing Resources Bainbridge

206-842-1909 x13 | 208-863-9655 (m)

fb.me/HRBainbridge

Jane Rasely

From: Whitney Rearick <whitney@housingresourcesbi.org>
Sent: Monday, September 26, 2016 3:48 PM
To: PCD
Subject: Comments on 2016 Comprehensive Plan attached
Attachments: HRB 2016 Comp Plan Comments.pdf

Greetings -

Attached are my comments on the 2016 Comprehensive Plan. Please let me know if you have any questions or comments.

Thanks -

Whitney Rearick

--

Whitney Rearick | Executive Director

Housing Resources Bainbridge

206-842-1909 x13 | 208-863-9655 (m)

fb.me/HRBainbridge

September 26, 2016

Dear Bainbridge Island Planning Commission members:

Thank you for the opportunity to comment on the 2016 Bainbridge Island Comprehensive Plan. I was delighted to see such a strong focus on affordable housing within the housing element of the plan. As noted in the Housing Element introduction, a third of island residents make incomes well below the median wage. If they were to lose their homes, these households would have few, if any, housing options on the island. With only 7% of the total housing units on the island being rentals, and median for-sale home prices topping \$700,000, most low and moderate income workers simply have no option but to live elsewhere. In fact, many have already left.

The City of Bainbridge Island should create housing policies that not only provide options for high-income people, but also generate housing options for those who can't afford to spend \$700,000 on a home.

As you review the comprehensive plan draft, please keep in mind the cost of *not* building affordable housing on Bainbridge Island. As long as there are coffee shops, stores, clinics and schools, we will always have low-wage workers on the island. By not providing options for workers to live on the island, we are forcing them into long daily commutes. There are also community members who, because of disability, age, or other circumstances are unable to work. These community members deserve stable, affordable housing options as well.

Not providing housing for these members of our community represents a loss to Bainbridge Island of human capital. It's a loss in community participation, volunteer hours, contributions to the arts, and yes, support for our local economy. Low and moderate income people want to live in Bainbridge for the same reasons as everybody else: they appreciate our schools, our spectacular scenery, and our high quality of life.

When families spend more time commuting instead of spending time with their loved ones and in their communities, it negatively impacts the environmental and social sustainability of our city.

Below are some suggested edits to the Housing Element of the 2016 Comprehensive Plan:

- **"Policy HO 1.1 Decrease to 20% or less the number of cost burdened families living in rental housing (down from 40%)" and "Policy HO 1.2 Decrease to 18% or less the number of cost burdened families owning homes (down from 34%)."** The time horizon on this plan is 20 years - plenty of time to create enough affordable housing inventory to reduce the percentage of cost-burdened families to zero. Burdensome housing costs affect the ability to pay for health care, education and other necessities. These costs in turn make it more difficult for residents to get

ahead, potentially hastening a slide into poverty, or increasing the risk of a catastrophic financial event.

- With the ratio of multifamily housing currently at only 16%, demand for multifamily rentals and condos is very high. To meet demand and to provide the most housing options for low and moderate income people on Bainbridge Island, COBI should seek to increase the percentage of multifamily units significantly beyond 18%, as suggested in the draft plan.
- **Goal HO-2: “Beginning in 2019, prepare biennial reports on the status of housing on Bainbridge Island...”** A biennial report on status of housing on Bainbridge Island is an exciting and original idea. Please consider including an analysis of the environmental impact of *not* building housing for the people who work on Bainbridge Island, as outlined above.
- **Goal HO-3: “Promote and maintain a variety of housing types...”** COBI’s interest in innovative development patterns is laudable. To enhance this effort, descriptions in this section should be expanded, along with ideas for implementation. For example, *conservation villages* are not defined anywhere in the document. Some depicted housing types, such as mixed use multifamily housing, would be difficult to develop under current zoning codes and the current land availability.
- With most of the island zoned for single family homes, if COBI wishes to encourage economic diversity, city code will need to allow for an affordable way to do single family development. COBI should enact policies that encourage the creation of small lots and clustered housing developments outside the Winslow area. Such policies would not only provide more options for affordable housing development, but also would preserve open space.
- **Policy HO 4.2: “Increase the efficiency of the review process and revise building envelope...”** in housing development, the term “building envelope” typically refers to items like siding and flashing. Consider using another term here.
- **Policy HO 6.2: “In order to provide for permanently affordable housing pursue effective strategies to reduce the land cost component of *for-purchase* housing...”** Reducing the land cost of any kind of affordable housing development means lowering monthly housing costs for buyers as well as tenants. Suggest replacing the words “for-purchase” with “affordable.”
- **Policy HO 6.5: “Provide incentives to construct affordable housing for farm workers on or near farmlands.”** Consider including changes to zoning in this policy statement. Typically farmworker housing is multifamily in nature. Zoning would need to allow for this type of construction near farmland.

It is especially heartening to see that our city leaders are eager to think creatively about how to solve the problem of affordable housing on Bainbridge Island. As you know, every day our community loses members, as more and more residents are forced, because of a lack of housing options, to move off the island. City leaders should also act with a sense of urgency. As potential new community members who wish to move closer to jobs, family, or just to be part of the thriving Bainbridge island community are forced to look elsewhere for housing, Bainbridge loses opportunities for economic diversity.

I suggest COBI prioritize policies that enable the production of both modest market rate housing, *and* the kind of subsidized housing that organizations like Housing Resources Bainbridge produces. These

policies would encourage construction of small homes and multifamily housing, and the creation of small lots and clustered housing.

I also suggest moving to high priority the identification of new housing funding sources. Bainbridge must compete for construction laborer with construction projects in Seattle. That, combined with the cost of land on the island, and the high demand for units, means that construction is unlikely to get any cheaper in coming decades. Subsidizing the cost of development is critically important if we want to provide affordable housing under existing market conditions.

As with every city, the needs of the people of Bainbridge vary from household to household. Everyone deserves choices in where they can live in their community, be it rental or home ownership, multifamily or single-family. By acting soon, and boldly, city leaders have the chance to provide choices to all its residents, not just the few who can afford expensive homes.

Thank you for the opportunity to comment on Bainbridge Island's 2016 comprehensive plan. Please don't hesitate to contact me if you have any questions regarding my comments. Thank you.

Sincerely,

A handwritten signature in black ink, reading "Whitney Rearick". The signature is fluid and cursive, with a long horizontal stroke at the end.

Whitney Rearick
Executive Director
whitney@housingresourcesbi.org

Jane Rasely

From: PCD
Sent: Monday, September 12, 2016 4:42 PM
To: 'Whitney Rearick'
Cc: Gary Christensen
Subject: RE: Housing and the Comprehensive Plan

Ms. Rearick,

Gary will be out of the office for the rest of the week. I would be happy to setup an appointment for you the week following, but would also encourage you to attend the Planning Commission Open House this Saturday, September 17, 2016 at 10:00 AM or next Thursday, September 22, 2016 at 4:30 PM. Planning Commissioners and City Staff will be available to answer questions and have conversation with a Public Hearing following each Open House. Public comment will be received at the Public Hearing with the Planning Commission deliberating at a later date.

If you would still like to make an appointment with Gary, he has 2:00 PM on Tuesday, September 20 or 10:30 AM on Thursday, September 22 available. Please let me know which you would prefer.

Thank you,



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

From: Whitney Rearick [mailto:whitney@housingresourcesbi.org]
Sent: Monday, September 12, 2016 4:04 PM
To: PCD <pcd@bainbridgewa.gov>
Subject: Housing and the Comprehensive Plan

Hi Gary -

I've been reviewing the draft Comprehensive Plan and was delighted to see the focus on improving the affordable housing situation on Bainbridge - I've read a lot of these plans, and BI's is great. I have a couple questions that I'd like to discuss with you. Got time to meet in the next week or two?

Thanks -

Whitney

--

Whitney Rearick | Executive Director

Housing Resources Bainbridge

206-842-1909 x13 | 208-863-9655 (m)

fb.me/HRBainbridge

Jane Rasely

From: Olaf Ribeiro <fungispore@comcast.net>
Sent: Tuesday, September 20, 2016 4:58 PM
To: PCD
Cc: Gary Christensen; Jennifer Sutton
Subject: Comments on Environmental Element
Attachments: ENVIRONMENTAL ELEMENT Comments..doc

I have attached my comments on the Environmental Element for your consideration.

Thank you.

Olaf Ribeiro

842-1157



This email has been checked for viruses by Avast antivirus software.

www.avast.com

TO: Planning Commission –City of Bainbridge Island
CC: Gary Christensen (Planning Director); Jennifer Sutton (Senior Planner)
From: Olaf Ribeiro
 10744 Manitou Beach Dr.
 842-1157

ENVIRONMENTAL ELEMENT:

The Environmental Element has great importance since it relates to our future approach to mitigating climate change. It is therefore very important to make sure that this element uses language that makes it mandatory that we follow its goals. Using words that leave doubt as to it's intend tends to weaken the intent of each goal. For instance with regard to pesticide use, (EN 1.7 & EN 6.6), it is important to use the word "Shall" than "Should". Likewise when discussing the goals in geologically hazardous areas.

The original draft Element contained the word "should" 65 times and the word "shall" 7 times. 42 cities in WA use the word "shall" extensively in their documents and only 3 cities in WA use the word "should".

The present draft now contains the word "shall" 24 times and "Shall" 9 times. A vast improvement! However, the "shoulds" have now been replaced by non-committal terms. More mandatory terms are preferable.

The word "should" and "shall" have been defined by various dictionaries. The one that best describes these words is in Webster's Dictionary.

SHALL

When used as an auxiliary verb, *shall*, "denotes a requirement that is mandatory whenever the criterion for conformance with the specification requires that there be no deviation" (2). This word implies obligation and is traditionally used by laws and regulations.

SHOULD

On the other hand, *should* "denotes a guideline or recommendation whenever noncompliance with the specification is permissible." When used as an auxiliary verb, it expresses "a conditional or contingent act or state ... or moral obligation"

I would like to have an opinion from the City Attorney as to how the city legally defines the use of "Shall" and "Should". Is the city's definition the same as used in the Comp Plan?

Introduction:

Paragraph 5. Delete reference to the 2013 & 2014 value survey. The questions in these surveys were vague and did not rank citizens' values on various aspects of the environment. There is no way to know how the citizens feel about various aspects of the environment from these surveys. There were no questions asked about tree retention, climate change, water or other environment elements.

EN 2.3: Add "tree retention and planting". Trees are one of the best ways to mitigate climate change (carbon sequestration, filtration of air pollutants, etc.).

Add: EN 2.5

1. All city operations shall be conducted in a manner conducive to ensuring resource conservation.
2. Reduce waste. Reuse and recycle as much as possible.
3. Encourage the use of products made from recycled material.

Fish & Wildlife:

EN 5.3:

Add: The protection and enhancement of mature trees, fish and wildlife habitat.....**Geologically Hazard Areas:**

Since we have critical area slopes that are subject to landslides, it is important that before the removal of any vegetation, a certified Arborist be consulted.

EN 8-1

Change all "Should" to "shall"

EN 8. 3. **Add:** An analysis by an arborist and a geotechnical engineer shall be required.

EN 8.6 **Add:** The slope must be planted with plant material recommended by Dept. of Ecology manual "*Slope Stabilization and Erosion Control using vegetation*".

Air Quality**EN-10: Protect & Promote Clean Air**EN 10.5 **Add:** Work on strategies for reducing vehicle trips to reduce pollution.**Promote the reduction of cumulative noise impacts**EN 11.1 **Add:**

1. Protect residential neighborhoods from noise levels that interfere with sleep and relaxation
2. Require new residential developments to include traffic noise abatement designs and materials to minimize noise from road and highways.
3. Consider noise levels when setting speed limits.

Invasive species:

EN-14

Add: Provide training sessions for citizens to ID noxious weeds.**Agricultural Lands:**

Soil erosion by wind and water represents an economic cost to agriculture. Erosion can reduce the long term fertility of the soil by removing nutrient rich top soil and organic matter, and can affect water infiltration and increase runoff. This leads to sedimentation and contamination of streams, rivers and other water bodies, impacting fish and wildlife, and increasing water treatment costs.

Due to climate change, heavier downpours are now predicted. This is important for its impact on surface water flooding, soil erosion and nutrient loss and subsequently for pollution of water courses. An estimated 25 % of the phosphates and 50 % of nitrates in rivers are from agricultural sources.

How to you equate this with a forested area that offers carbon sequestration, takes up several hundred gallons of water and filters pollutions, among many other benefits.

En 19.8: With drier and hotter summers, greater use of water will be required for farming.

Encouraging and supporting farming

EN 20.1:

Add: However, farming shall not be at the expense of removing mature forested land.

Jane Rasely

From: Deborah Rudnick <debrudnick@gmail.com>
Sent: Wednesday, September 21, 2016 9:37 AM
To: PCD; Council
Subject: Comments on the Water Resources element of the Comprehensive Plan
Attachments: DR Comments on COBI Comp Plan Water Resources Sections 8-16 draft .pdf

Dear Council and planning commission-

Thank you for the opportunity to comment on the current revised draft of the Island's comprehensive plan; my comments are attached.

Sincerely,

Deb Rudnick
Deborah Rudnick
debrudnick@gmail.com

September 21, 2016

Dear City staff and leadership:

Thank you for the opportunity to comment on the revised draft of the Comprehensive Plan. I am directing my comments primarily towards the Water Resources components of the Plan.

I would like to thank staff and leadership for a revision that really reads as though the public participation process, including past workshops, has been considered and in several important ways integrated into the Water Resources element. This revision includes a more substantial treatment of climate change issues and of pro-active approaches to both ground water and surface water resources, and I am pleased to see both these things. There are some aspects of both topics that I think would benefit from further clarification or integration, but I am happy to see that these issues are being given serious treatment in the Plan update.

Excerpts from the Comprehensive Plan in my review that follows appear in plain text, and I have added my commentary or questions in *italics*. Specific comments are as follows:

Guiding Policy 2.4 (p. IN-10)

Sea level rise may reduce the volume of our finite groundwater resources. Anticipate and prepare for the consequences of sea level rise to ensure ample quality and quantity of groundwater for future generations.

Sea level rise is not the only significant impact we are likely to experience under climate change, but it is the only aspect of climate change referenced in these guiding principles. Substantive shifts in hydrology, including more intense rain events and hotter, dryer summers, are also expected under current models, and these hydrologic changes should also be recognized in the guiding principles, as it will be essential to prepare for these shifts as well.

(This is somewhat unrelated but I noticed in my review that Figure LU-10 on page 36 has a picture of the Visconsi property, fully treed. This should be updated to reflect current site conditions).

Goal EN-14 (suggested changes in red)

Collaborate with the Kitsap County Noxious Weed Board and other relevant agencies **and organizations** to develop and maintain a plan to remove and control invasive plant species, as well as prepare for vulnerability to future invasive plant **and animal** species. *Why animals in preparing for the future, but not in the present?*

Policy EN 14.1

Coordinate with public agencies and nonprofit organizations to ~~remove~~ **control and where feasible eradicate** invasive plant species **on public property** from public lands.

Policy EN 14.2

Improve public outreach to encourage residents to ~~remove and control~~ **control and where feasible eradicate** invasive plant species on private property.

There should be a recognition here that the County and State already have a designated tiered approach to the identification and required control of invasive plant species, within which COBI should work to prioritize control efforts on both public and private property.

Water Resources Element:

Comments on Introduction:

This is not an accurate way of describing the hydrologic cycle: "In fact, it is all the same water simply given a different name and managed according to where it resides in the hydrologic cycle at any given time (see Fig.WR-1)." Readers are encouraged by this definition to think of these water resources as simply interchangeable, whereas they most definitely are not. I think it would be better to leave out this misleading sentence.

Climate change, p. 98:

"...climatic conditions are likely to become warmer. This will result in more intense rain events during the wet season with longer, drier summer, though overall annual volume of rainfall will remain approximately the same. It is more complicated than simply warmer = more intense rain events; suggest altering wording to state that climate change is projected to bring substantive changes in the hydrologic cycle including... and change "will remain approximately the same" to "under current models is expected to remain..."

"Wetter conditions during the wintertime will increase water availability but may cause flooding or diminish water quality." It is not necessarily true that wetter conditions during winter time will increase water availability, and in fact, more rapid runoff and intense rain events may reduce overall water availability in terms of groundwater recharge, as is noted towards the end of this paragraph. Sentence needs to be revised accordingly.

Vision comments:

"Bainbridge Island's water resources (precipitation on the surface and in the ground) are climate resilient and demand and quantity are adequate for all forms of life on the Island." Firstly, I do not understand the statement that "demand" can be adequate for all forms of life. Second, how do we evaluate "adequate quantity for all life forms"? This is a misleading and I think unachievable vision. When we work to understand and manage for rates of withdrawal and recharge, we are striving towards an estimate of sustainable supply, not a known adequacy.

"Aquifers are continuously monitored and maintained above the early warning level." This sentence may mislead a reader into thinking we have a complete and ongoing knowledge of water levels in all our aquifers and can immediately adjust for a sustainable water supply, which is simply not true. We do not nor is it reasonable to expect us to continuously monitor aquifers. We periodically monitor wells that give us insights into aquifer dynamics, and we have a good model that needs to continue to be updated and used, which allows us to understand patterns in aquifer declines that could lead to the trigger of a warning level.

"Education on water conservation has resulted in a significant reduction in the average water consumption per household." Suggest putting this statement in the present tense to match the rest of this section.

Goal WR-1

"Manage the water resources of the Island in ways that restore, enhance and preserve their ecological and hydrologic function." Suggest rephrasing this as ...in ways that protect, maintain, and where necessary restore...

Policy WR 1.1

"Study future climate and demand scenarios to accurately understand future water resource conditions." Suggest replacing "understand" with "plan for".

Policy WR 1.2

“Groundwater, surface water and stormwater are resources that shall be protected and managed to preserve water quality and quantity, and to retain natural ecological and hydrologic function to ~~the maximum extent practicable.~~” *“To the maximum extent practicable” is not a meaningful statement, I suggest removing it.*

Policy WR 2.2

“Areas of high aquifer recharge should be identified and assessed as part of a land use application. Care should be taken to minimize the effect of development on these areas.” *My read of this statement is that aquifer recharge should be assessed in the course of individual land use applications. This is a piecemeal approach that carries a high risk that aquifer recharge is not viewed holistically, as the introduction of this section encourages we must do. We need to identify and assess aquifer recharge across the Island in a more comprehensive and thorough fashion, particularly if we are to understand where there are areas available for recharge protection and potentially enhancement, especially as those decisions may well take place across parcel boundaries. Our current aquifer recharge map for the Island is critically unresolved and does not constitute a sufficient planning tool. Suggest rewriting this policy to address recharge information comprehensively and holistically.*

Policy WR 2.3

“To promote efficient use of groundwater resources, encourage the expansion of public and private water systems rather than encouraging shallow or individual residential wells.” *This is a broader question/comment: what are the policy mechanisms by which this can be done? I ask because as a homeowner of a recently built home, my developer was told when he wanted to connect to the city well system that he would have to pay upwards of 50K to lay piping from an extant system in to our development, vs spend many thousands less to drill 2-household wells that do not fall under a system. The choice for him was simple and economic; are there viable ways to change that equation so there actually are incentives? How are we putting this into practice as a City? Otherwise, this sounds like an unfunded mandate of sorts.*

Policy WR 2.5

In cooperation with the appropriate regulatory agencies (e.g., Washington State Department of Health and the Kitsap Public Health District) institute new wellhead protection procedures. *What is lacking in our current wellhead protection procedures, which are state-mandated, that this policy goal is necessary?*

Policy WR 2.6

Encourage the use of integrated pest management techniques and the reduction of pesticide and herbicide use within the City boundaries. *IPM is a good objective, but “reduction of pesticide and herbicide use” isn’t really that meaningful, because one is left asking “compared to what?” Suggest alternate language such as “minimizing pesticide and herbicide use to the extent practicable by prioritizing IPM and less toxic alternatives when appropriate”.*

Policy WR 2.9

Recognizing that the Island aquifer system is a Sole Source Aquifer as designated by EPA, institute an added level of development and re-development permit review to prevent or mitigate potential pollutant-generating activities associated with proposed land use. *Suggest adding to this after pollutant-generating activities” “or activities that could affect patterns in stormwater runoff or aquifer recharge”.*

Policy WR 2.11

Develop a water conservation program. *For who? The state requires water conservation for water systems- are we talking about going above and beyond? Is this reaching out to City utility payers, commercial entities, citizens in general, or...?? Needs clarification.*

Policy WR 2.13

Develop a program that encourages homeowners to explore innovative methods for recapturing and reusing surface water runoff and grey water as approved by the Washington State Department of Health and the Kitsap Public Health District. *Rather than "encourages homeowners to explore", how about make this more a more active voice as "incentivizes and facilitates innovative methods for homeowners and business owners to reuse stormwater and gray water as approved by..."*

Policy WR 3.2

Require that vegetated buffers be maintained between proposed development and the aquatic resource in order to protect the functions and values of such systems. Degraded buffers should be restored to enhance their function. Allow reductions in vegetated buffers only in areas where such reductions, if consistently applied, would not result in significant cumulative impacts to aquatic resources and fish and wildlife habitat. *It seems like this and subsequent policies that discuss vegetated buffers should refer to the CAO and SMP for guidance on the quantity and quality of vegetated buffers.*

Policy WR 3.6

Herbicides and pesticides shall not be used in aquatic resource areas and buffers and should be discouraged in the areas that drain into them. *This statement is in direct violation of the City's own partnership in noxious weed control programs like Island-wide knotweed control. There are herbicides which are approved for use near aquatic resources when used by a licensed applicator and this policy could do great ecological disservice to disallow this option where it is necessary for the control of invasive plants.*

Policy WR 3.7

Prohibit access to aquatic critical areas by farm animals. Agricultural activities within proximity of aquatic resources should complete a farm management plan addressing water quality and other natural resource protection. *How is "within proximity of" defined?*

Policy WR 3.9

Promote watershed-based mitigation to meet federal regulations, improve mitigation success and better address the ecological demands of the island's watersheds. *I do not understand the intent of this policy? Can an example be given, or some additional clarifying information? What are "ecological demands" of a watershed? I do not understand that statement.*

Policy WR 3.12

Allow stream relocation only where relocation would result in improved stream habitat or when a property owner would otherwise be denied all reasonable use of the property. *Are we suggesting that if a property owner owns a parcel that is encumbered significantly by a critical area such as a stream or stream buffer, if that person cannot develop, stream relocation would be allowed? Is this not instead where we figure out an alternative mechanism like TDRs or other ways to ensure adequate protection other than moving a stream- it seems unlikely state or federal government would concur with such a decision?*

Policy WR 3.14

Resident and migratory fish streams and adjacent land should be preserved and enhanced to ensure a sustainable fishery. *We don't have any fisheries based on residential fish. Arguably our streams provide habitat for salmon species that are fished for in the Puget Sound area, but I would suggest a more compelling and relevant argument is sustaining sustainable populations of resident and migratory fish.*

Policy WR 3.16

Maintain a comprehensive program of surface water inventory, data gathering and analysis. The program shall include monitoring and assessment of physical, chemical and biological health of surface water ecosystems to include streams, ephemeral streams, lakes, wetlands and marine waters. This may include water, flow, sediment, habitat, submerged aquatic vegetation, fish and shellfish tissue, aquatic species diversity and other ecosystem health indicators. *Suggest pollutants be added to this list.*

GOAL WR-4

Rather than capture and carry stormwater away as a waste stream, protect it from pollutants and retain it on site to replenish aquifers and maintain wetland and summer stream flows, preserving or mimicking the natural water cycle to the maximum extent practicable. *This is an important goal. Suggest removing the word "summer" and replacing with "natural", and adding an "s" to wetland.*

Policy WR 4.7

Develop and actively enforce a strong low impact development (LID) ordinance to require any and all methods and practices for new development and redevelopment to the maximum extent practicable and reasonable. LID is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning and distributed stormwater management practices that are integrated into a project design. *Shouldn't LID be described in the definitions section, and refer to that, rather than describing here?*

GOAL WR-5

Ensure that sewage is collected, treated and disposed of properly to prevent public health hazards and pollution of groundwater, Island surface water and the waters of Puget Sound. *Missing from this goal and the policies that support it are any recognition of opportunities for water conservation through reducing water needs in sewage conveyance, reuse of treated stormwater for irrigation, and any exploration of the potential for groundwater recharge of treated effluents.*

Policy WR 6.1

Assemble and maintain an inventory of contaminated sites on the Island to track site location, contaminant(s) of concern, cleanup status and potential to impact nearby surface or groundwater. *Is this different than the DoE's list, and if so, how?*

GOAL WR-7

The City, in concert with federal, state and local governments, public water purveyors, watershed councils, non-profits, citizens and other appropriate entities will continue to improve and implement a comprehensive public education and outreach program to promote protection and management of all water resources. *Missing from this goal and supporting policies is a recognition that "the public" is not a uniform mass, and that outreach and education programs accordingly can and should be tailored to very different needs among multiple demographics on this island including age, length of residence on the Island, business*

owner vs homeowner, and many other differentiations.

Policy WR 7.1

Educate and inform the public about the purpose and importance of aquatic environments, their vulnerabilities and observed status and trends in ecological health and function. *Suggest changing "aquatic environments" to "aquatic resources" for consistency with rest of section.*

IMPLEMENTATION: *What differentiates "high" and "medium" priority actions? If the city "must create outreach and education programs" (arguably, it already has several, so continuation and expansion might be a better way to phrase this) in order to implement these goals, why are education and outreach policies only found in "medium priority" actions?*

Thank you for the opportunity to comment, and for your hard work to create a comprehensive plan that provides us with a proactive approach for the stewardship of our Island and its resources.

Sincerely,



Deborah Rudnick, Ph.D.
Chair, Bainbridge Island Watershed Council

Jane Rasely

From: Jennifer Sutton
Sent: Tuesday, September 20, 2016 2:40 PM
To: Mack Pearl; Jon Quitslund; Lisa Macchio; Maradel Gale; Michael Killion; Michael Lewars; William Chester
Cc: PCD
Subject: FW: Affordable Housing and the Comp Plan

 **CITY OF
BAINBRIDGE
ISLAND**
JENNIFER SUTTON, AICP
Senior Planner
www.bainbridgewa.gov

 Please consider the environment before printing this email and any attachment. Thank you.

From: Gloria Saylor [mailto:gloriasaylor@ymail.com]
Sent: Tuesday, September 20, 2016 1:17 PM
To: Council <council@bainbridgewa.gov>
Cc: Doug Schulze <dschulze@bainbridgewa.gov>; Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: Affordable Housing and the Comp Plan

Dear Council members,

I was very interested to learn that the draft of the new comp plan housing element includes some novel, and some tested, proposals to increase the stock of affordable housing on the Island. Ideas such as amending the City's development rules to encourage tiny houses, micro units and cottage housing; expanding opportunities for infill in Winslow and the Neighborhood Centers; and allowing the creation of small lots and smaller footprint homes (I assume these are in the areas where we have sewerage and public water available) are all ones that could help ease the shortage of affordable units on the Island.

Adopting the tested and popular Multi-Family Property Tax Exemption (MFTE) program would also be a positive step, which could be done without waiting for the Comp Plan final approval. The urgency of creating affordable housing is very real when the average price of an Island home is \$860,548 vs. \$763,877 in August last year.

This has a profound impact on our community - teachers needing to commute farther from other areas and interfering with their ability to be part of the community in which they teach and depleting their energy for the classroom; making it difficult to find people willing to staff jobs in retail sales or even higher wage work.

We need you to prioritize this work to make sure our community remains viable.

Thank you for your service,
Gloria Saylor
Bainbridge Is., WA 98110

Jane Rasely

From: Charles Schmid <ceschmid@att.net>
Sent: Thursday, September 15, 2016 5:18 PM
To: PCD
Subject: Comments on Comp Plan
Attachments: ABCLandUseElement.pdf; ABCLandUseElement.docx

Attached are comments on the draft Comprehensive Plan for members of the Planning Commission, Planning Director and senior staff member Jennifer Sutton. Thank you for routing it ASAP since the hearing is Saturday.
Charles

Jane Rasely

From: Charles Schmid <ceschmid@att.net>
Sent: Sunday, September 25, 2016 12:22 PM
To: PCD
Cc: Charles Schmid
Subject: Memo commenting on Economic Element
Attachments: ABCEconomicElement.docx

Please find a three page memo on the Comp Plan Economic Element in word
Charles Schmid
ceschmid@att.net

To: Members of the Planning Commission

Cc: Gary Christensen , Planning Director

Jennifer Sutton, Senior Planner

Joe Tovar, Consultant

Subject: Comments and Recommendations on the Economic Element of
Bainbridge Island Comprehensive Plan

Appendix: List of Members of the Committee which Created the 1994 Economic Element for the
1994 Comprehensive Plan

Date: 25 September 2016

From: Charles Schmid, Association of Bainbridge Communities (ABC),
365 Ericksen Ave. # 327, Bainbridge Island WA 98110



First of all I want to say that I really appreciate having the video of the hearing on line allowing me – along with my fellow citizens to monitor the citizen testimony on the draft Comprehensive Plan. Likewise I appreciated the open house with staff representing the different elements so that we could be better prepared with our testimony.

As I mentioned during my presentation at the hearing on Thursday (September 22nd), I am concerned about the changes in the Economic Element which make the City more business oriented in some 2016 policies than expressed the 2004 Comprehensive Plan. My first indication of this came while comparing text from Framework for 2004 plan with 2016:

Item # 3: When weighing choices regarding our future economy, the fundamental considerations should be the quality of the Island's natural environment and the community's desire to maintain the visual character.

This was Item #1 in the 2004 Plan. Granted there was no mention of priority in the 2004 Plan, but still it is interesting that this order was switched. Next I noted that the 2004 Economic Element lists the 5 overriding principles to guide the 2004 Comprehensive Plan – which have now been expanded to eight for the 2016 Plan. However instead of referencing these eight guiding principles, under the Economic Element the 2016 draft notes: "The Economic Element incorporates fifteen goals and policies" which are enumerated in the Elements under EC-1 to EC-15. Have I missed including the applicable guiding principles for the Economic Element? Have these 15 goals and policies been shown to correspond to the new set of eight guiding principles. I will give a couple of examples which I presented Thursday evening which I believe should be shown to be covered by one or more guiding principles:

Policy EC 1.7

"Partner with Chamber of Commerce, the Bainbridge Island Downtown Association, and others to monitor the Island business climate and make appropriate adjustments to the economic vitality strategy." The 2004 Element wording is E 1.2 "Coordinate with local business groups to track commercial activity, identify trends and assess the economic health of Bainbridge Island." I consider the wording in the 2004 Plan to be reasonable as this directs the City's role to provide economic information which of course it has; but the 2016 policy goes on to say "the City SHALL make appropriate adjustments to the economic vitality strategy." (Caps mine) If the goals and policies have the requirement that the City "Partner with" business organizations (also see Goal EC-7 and EC 10.2), then there should be some definition of "Partner." I think a better term than "partner" is found throughout the 2006 Plan: namely "coordinate with" which was in fact used for EC 1.3

Goal EC-10 Building Design and Construction Sector

“Support building and construction industries to increase employment opportunities, enhance local revenues, and help ensure a built environment that responds to and reflects the Island’s Vision and Guiding principles.” Later it states “The built environment is no less important than our natural resources in defining Bainbridge as a unique and attractive place. Good development, in a community such as ours, must work within limits and be compatible with the goals of environmental conservation.” I agree that design is important, and I enjoy good architecture and landscaping, and commend the Design Review Board’s role to attain these traits. But as this goal now stands it does not meet the guiding principles, especially equating the built environment with the natural environment.

The 2004 Economic Element was based on the Economic Element in the 1994 Plan. This began “in June 1996, (when) the Mayor and City Council appointed an Economic Advisory Committee, a 12-member citizens group, representing a variety of Island organizations, interests, and skills.” I believe they had the assistance of a recognized regional economist and results of professional surveys. The 12 names are listed in the Appendix at the end of this memo. It would help me and probably other citizens to know how the 2016 Economic Element was drafted. Was there a wide range of interests represented in creating this new Economic Element and did they have information from a professional survey of Island citizens to assist them?

Other suggestions for improvement:

Policy EC 10.1 add “and code enforcement actions” between “process” and “timely.”

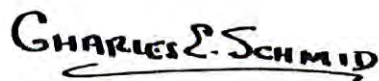
Policy EC 11.1 Change “Visitors on foot and bicycle should be encouraged” to “Visitors on foot and bicycle shall be encouraged.” This is a major point of the City’s master plan.

Policy EC 11.2 should “is” be “as”?

Policy EC 11.x Educate residents and visitors about Bainbridge Island’s history, shoreline, parks, natural environment and other qualities.

Reading these lofty goals in the Economic Elements for 2016 – many of which were created over 15 years ago – one cannot help but see that market forces have made a few goals and policies obsolete before they are even ready for approval by the City. Stores which served downtown residents have disappeared (hardware store, office supply store and drug store). The Virginia Mason Medical Clinic is about to go to the Village in spite of receiving a rezone a few years ago so it could remain in Winslow. Fortunately Town and Country grocery store has decided to remain downtown and restaurants serve residents and tourists alike.

Economics is obviously an important aspect of government, and must reflect the values of its citizens. Hence in concluding my memo I thank you for working on this element, reading this memo and look forward to knowing how the Economic Element was developed for the 2016 Comprehensive Plan. I have read Appendix A of the 2016 Plan, and looked through the Vision Survey and scanned the many points listed under the Listening Sessions, and found them interesting. Please let me know if there are any documents I should read to better understand the process for creating the Economic Element.



Charles Schmid
Secretary/Treasurer

Appendix: List of Members of the Committee which Created the Economic Element for the
1994/2004 Comprehensive Plan

Jeff Brein
Tom Clune
Suzy Cook
Tom Croker
Janet Knox
Lee Kueckelhan
Craig Merrill
Shelby Rallis
Doug Roben
Michael Schuyler
Hidde Van Duym
Connie Waddington

Jane Rasely

From: Charles Schmid <ceschmid@att.net>
Sent: Sunday, September 25, 2016 12:38 PM
To: PCD
Cc: Charles Schmid
Subject: CORRECTED Memo on Comments on Economic Element
Attachments: ABCEconomicElement.docx

For some reason Word messed up the copy of my Memo
I just sent, Please delete earlier version and use this one instead
(providing it turn out right this time. If not I wil lsend a version in pdf format)
Charles Schmid

To: Members of the Planning Commission

Cc: Gary Christensen , Planning Director

Jennifer Sutton, Senior Planner

Joe Tovar, Consultant

Subject: Comments and Recommendations on the Economic Element of
Bainbridge Island Comprehensive Plan

Appendix: List of Members of the Committee which Created the 1994 Economic Element for the
1994 Comprehensive Plan

Date: 25 September 2016

From: Charles Schmid, Association of Bainbridge Communities (ABC),
365 Ericksen Ave. # 327, Bainbridge Island WA 98110



First of all I want to say that I really appreciate having the video of the hearing on line allowing me – along with my fellow citizens to monitor the citizen testimony on the draft Comprehensive Plan. Likewise I appreciated the open house with staff representing the different elements so that we could be better prepared with our testimony.

As I mentioned during my presentation at the hearing on Thursday (September 22nd), I am concerned about the changes in the Economic Element which make the City more business oriented in some 2016 policies than expressed the 2004 Comprehensive Plan. My first indication of this came while comparing text from Framework for 2004 plan with 2016:

Item # 3: When weighing choices regarding our future economy, the fundamental considerations should be the quality of the Island's natural environment and the community's desire to maintain the visual character.

This was Item #1 in the 2004 Plan. Granted there was no mention of priority in the 2004 Plan, but still it is interesting that this order was switched. Next I noted that the 2004 Economic Element lists the 5 overriding principles to guide the 2004 Comprehensive Plan – which have now been expanded to eight for the 2016 Plan. However instead of referencing these eight guiding principles, under the Economic Element the 2016 draft notes: "The Economic Element incorporates fifteen goals and policies" which are enumerated in the Elements under EC-1 to EC-15. Have I missed including the applicable guiding principles for the Economic Element? Have these 15 goals and policies been shown to correspond to the new set of eight guiding principles. I will give a couple of examples which I presented Thursday evening which I believe should be shown to be covered by one or more guiding principles:

Policy EC 1.7

"Partner with Chamber of Commerce, the Bainbridge Island Downtown Association, and others to monitor the Island business climate and make appropriate adjustments to the economic vitality strategy." The 2004 Element wording is E 1.2 "Coordinate with local business groups to track commercial activity, identify trends and assess the economic health of Bainbridge Island." I consider the wording in the 2004 Plan to be reasonable as this directs the City's role to provide economic information which of course it has; but the 2016 policy goes on to say "the City SHALL make appropriate adjustments to the economic vitality strategy." (Caps mine) If the goals and policies have the requirement that the City "Partner with" business organizations (also see Goal EC-7 and EC 10.2), then there should be some definition of "Partner." I think a better term than "partner" is found throughout the 2006 Plan: namely "coordinate with" which was in fact used for EC 1.3

Goal EC-10 Building Design and Construction Sector

“Support building and construction industries to increase employment opportunities, enhance local revenues, and help ensure a built environment that responds to and reflects the Island’s Vision and Guiding principles.” Later it states “The built environment is no less important than our natural resources in defining Bainbridge as a unique and attractive place. Good development, in a community such as ours, must work within limits and be compatible with the goals of environmental conservation.” I agree that design is important, and I enjoy good architecture and landscaping, and commend the Design Review Board’s role to attain these traits. But as this goal now stands it does not meet the guiding principles, especially equating the built environment with the natural environment.

The 2004 Economic Element was based on the Economic Element in the 1994 Plan. This began “in June 1996, (when) the Mayor and City Council appointed an Economic Advisory Committee, a 12-member citizens group, representing a variety of Island organizations, interests, and skills.” I believe they had the assistance of a recognized regional economist and results of professional surveys. The 12 names are listed in the Appendix at the end of this memo. It would help me and probably other citizens to know how the 2016 Economic Element was drafted. Was there a wide range of interests represented in creating this new Economic Element and did they have information from a professional survey of Island citizens to assist them?

Other suggestions for improvement:

Policy EC 10.1 add “and code enforcement actions” between “process” and “timely.”

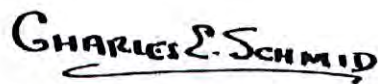
Policy EC 11.1 Change “Visitors on foot and bicycle should be encouraged” to “Visitors on foot and bicycle shall be encouraged.” This is a major point of the City’s master plan.

Policy EC 11.2 should “is” be “as”?

Policy EC 11.x Educate residents and visitors about Bainbridge Island’s history, shoreline, parks, natural environment and other qualities.

Reading these lofty goals in the Economic Elements for 2016 – many of which were created over 15 years ago – one cannot help but see that market forces have made a few goals and policies obsolete before they are even ready for approval by the City. Stores which served downtown residents have disappeared (hardware store, office supply store and drug store). The Virginia Mason Medical Clinic is about to go to the Village in spite of receiving a rezone a few years ago so it could remain in Winslow. Fortunately Town and Country grocery store has decided to remain downtown and restaurants serve residents and tourists alike.

Economics is obviously an important aspect of government, and must reflect the values of its citizens. Hence in concluding my memo I thank you for working on this element, reading this memo and look forward to knowing how the Economic Element was developed for the 2016 Comprehensive Plan. I have read Appendix A of the 2016 Plan, and looked through the Vision Survey and scanned the many points listed under the Listening Sessions, and found them interesting. Please let me know if there are any documents I should read to better understand the process for creating the Economic Element.



Charles Schmid
Secretary/Treasurer

Jane Rasely

From: Charles Schmid <ceschmid@att.net>
Sent: Sunday, September 25, 2016 1:43 PM
To: PCD
Cc: Charles Schmid
Subject: Pdf version of C. Schmid Memo on Economic Element
Attachments: ABCEconomicElementforpdf.pdf

I am not sure if my two previous versions of my 9/25 version came through in Word properly - since the memos didn't print out correctly when I checked them.

At any rate here is the pdf version - which is less prone to errors.

Sorry for taking three emails to get this to you.

Charles Schmid

ceschmid@att.net

To: Members of the Planning Commission

Cc: Gary Christensen , Planning Director

Jennifer Sutton, Senior Planner

Joe Tovar, Consultant

Subject: Comments and Recommendations on the Economic Element of
Bainbridge Island Comprehensive Plan

Appendix: List of Members of the Committee which Created the 1994 Economic Element for the
1994 Comprehensive Plan

Date: 25 September 2016

From: Charles Schmid, Association of Bainbridge Communities (ABC),
365 Ericksen Ave. # 327, Bainbridge Island WA 98110



First of all I want to say that I really appreciate having the video of the hearing on line allowing me – along with my fellow citizens to monitor the citizen testimony on the draft Comprehensive Plan. Likewise I appreciated the open house with staff representing the different elements so that we could be better prepared with our testimony.

As I mentioned during my presentation at the hearing on Thursday (September 22nd), I am concerned about the changes in the Economic Element which make the City more business oriented in some 2016 policies than expressed the 2004 Comprehensive Plan. My first indication of this came while comparing text from Framework for 2004 plan with 2016:

Item # 3: When weighing choices regarding our future economy, the fundamental considerations should be the quality of the Island's natural environment and the community's desire to maintain the visual character.

This was Item #1 in the 2004 Plan. Granted there was no mention of priority in the 2004 Plan, but still it is interesting that this order was switched. Next I noted that the 2004 Economic Element lists the 5 overriding principles to guide the 2004 Comprehensive Plan – which have now been expanded to eight for the 2016 Plan. However instead of referencing these eight guiding principles, under the Economic Element the 2016 draft notes: "The Economic Element incorporates fifteen goals and policies" which are enumerated in the Elements under EC-1 to EC-15. Have I missed including the applicable guiding principles for the Economic Element? Have these 15 goals and policies been shown to correspond to the new set of eight guiding principles. I will give a couple of examples which I presented Thursday evening which I believe should be shown to be covered by one or more guiding principles:

Policy EC 1.7

"Partner with Chamber of Commerce, the Bainbridge Island Downtown Association, and others to monitor the Island business climate and make appropriate adjustments to the economic vitality strategy." The 2004 Element wording is E 1.2 "Coordinate with local business groups to track commercial activity, identify trends and assess the economic health of Bainbridge Island." I consider the wording in the 2004 Plan to be reasonable as this directs the City's role to provide economic information which of course it has; but the 2016 policy goes on to say "the City SHALL make appropriate adjustments to the economic vitality strategy." (Caps mine) If the goals and policies have the requirement that the City "Partner with" business organizations (also see Goal EC-7 and EC 10.2), then there should be some definition of "Partner." I think a better term than "partner" is found throughout the 2006 Plan: namely "coordinate with" which was in fact used for EC 1.3

Goal EC-10 Building Design and Construction Sector

“Support building and construction industries to increase employment opportunities, enhance local revenues, and help ensure a built environment that responds to and reflects the Island’s Vision and Guiding principles.” Later it states “The built environment is no less important than our natural resources in defining Bainbridge as a unique and attractive place. Good development, in a community such as ours, must work within limits and be compatible with the goals of environmental conservation.” I agree that design is important, and I enjoy good architecture and landscaping, and commend the Design Review Board’s role to attain these traits. But as this goal now stands it does not meet the guiding principles, especially equating the built environment with the natural environment.

The 2004 Economic Element was based on the Economic Element in the 1994 Plan. This began “in June 1996, (when) the Mayor and City Council appointed an Economic Advisory Committee, a 12-member citizens group, representing a variety of Island organizations, interests, and skills.” I believe they had the assistance of a recognized regional economist and results of professional surveys. The 12 names are listed in the Appendix at the end of this memo. It would help me and probably other citizens to know how the 2016 Economic Element was drafted. Was there a wide range of interests represented in creating this new Economic Element and did they have information from a professional survey of Island citizens to assist them?

Other suggestions for improvement:

Policy EC 10.1 add “and code enforcement actions” between “process” and “timely.”

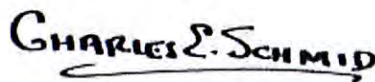
Policy EC 11.1 Change “Visitors on foot and bicycle should be encouraged” to “Visitors on foot and bicycle shall be encouraged.” This is a major point of the City’s master plan.

Policy EC 11.2 should “is” be “as”?

Policy EC 11.x Educate residents and visitors about Bainbridge Island’s history, shoreline, parks, natural environment and other qualities.

Reading these lofty goals in the Economic Elements for 2016 – many of which were created over 15 years ago – one cannot help but see that market forces have made a few goals and policies obsolete before they are even ready for approval by the City. Stores which served downtown residents have disappeared (hardware store, office supply store and drug store). The Virginia Mason Medical Clinic is about to go to the Village in spite of receiving a rezone a few years ago so it could remain in Winslow. Fortunately Town and Country grocery store has decided to remain downtown and restaurants serve residents and tourists alike.

Economics is obviously an important aspect of government, and must reflect the values of its citizens. Hence in concluding my memo I thank you for working on this element, reading this memo and look forward to knowing how the Economic Element was developed for the 2016 Comprehensive Plan. I have read Appendix A of the 2016 Plan, and looked through the Vision Survey and scanned the many points listed under the Listening Sessions, and found them interesting. Please let me know if there are any documents I should read to better understand the process for creating the Economic Element.



Charles Schmid
Secretary/Treasurer

Appendix: List of Members of the Committee which Created the Economic Element for the
1994/2004 Comprehensive Plan

Jeff Brein
Tom Clune
Suzy Cook
Tom Croker
Janet Knox
Lee Kueckelhan
Craig Merrill
Shelby Rallis
Doug Roben
Michael Schuyler
Hidde Van Duym
Connie Waddington

To: Members of the Planning Commission
Cc: Gary Christensen , Planning Director
 Jennifer Sutton, Senior Planner
Subject: Comments and Recommendations on the Land Use Element of
Bainbridge Island Comprehensive Plan
Date: 15 September 2016
From: Charles Schmid, Association of Bainbridge Communities (ABC),
 365 Ericksen Ave. # 327, Bainbridge Island WA 98110



INTRODUCTION

This memo provides observations and recommendations on the *Land Use Element of Bainbridge Island*. (Public Hearing Draft 8/26/16) with the intent to improve its clarity and to create a document which better matches the values and expectations of Island residents.

I found the labeling of Designated Centers and Neighborhood Centers confusing in that some titles are inconsistent. To show this I went to the goals/policies to make a list where each occurs.

The following lists the named Designated Centers

Table of Contents

1. Winslow
2. High School Road Area

Figure LU-3 on Page LU-3

1. Winslow
2. Lynwood Center
3. Rolling Bay
4. Island Center
5. Day Road
6. Sportsman Triangle (does this include New Brooklyn?)
7. Fort Ward

Is High School Road a Designated Center?
 From this we can conclude all Neighborhood Centers are Designated Centers with the exception of Miller Road/Battle Point Drive

Goal LU-5

1. Winslow
 2. Neighborhood Centers
- “Collectively Winslow and the Neighborhood Centers constitute Bainbridge Island’s designated centers” Where is Day Road and Sportsman?

Goal LU 6.5

1. Day Road
2. Sportsman Triangle
3. Winslow
4. Lynwood
5. Rolling Bay
6. (above does not imply these are the only ones in set)

The following lists Neighborhood Centers

Table of Contents

1. Lynwood Center
2. Island Center
3. Miller Road/Battle Point Drive Contract Rezone
4. Rolling Bay
5. Fort Ward

Goal LU-10

1. Rolling Bay
2. Lynwood
3. Day Road (Should this be there?)
4. Fort Ward
5. Island Center
6. (Above does not imply these are the only ones in set.)

Goal LU-10 is missing Miller Road/Battle Point Drive Contract Rezone

Day Road is listed as a Neighborhood Center in one list, but this is probably an error. **Sportsman Triangle** is listed as a Designated Center but not as a Neighborhood Center so we must assume it is not a Neighborhood Center. Not on the List is Mac 'n Jack's at 4790 Eagle Harbor Drive. Should this site be listed as a contract NC somewhere?

Comments on Neighborhood Centers

Uses allowed in Neighborhood Centers are quite broad. **Goal LU-9** notes they "provide Island-wide commercial and service activity outside Winslow. These areas should be developed at higher densities .." In the past the City Planning Director interpreted a taxi dispatch center at Rolling Bay as a service and allowed around 10 taxis and personal cars of drivers to be parked at Rolling Bay Neighborhood Service Center and to be dispatched at all hours. The taxi company has since folded, but COBI's interpretation should not be allowed to remain as it would permit express mail trucks, trucking firms, and even garbage trucks to park there. (Many years ago Kitsap County denied an application for parking garbage trucks at Rolling Bay NSC.) They, like taxis, belong in the B/I zone. Recommendation: insert "on-site" preceding "services." Another loophole is calculating dwelling densities in Neighborhood Centers. I calculated that 10 dwelling units per acre are available for Lynwood and Ft. Ward (assuming the Ft. Ward NC will hook up to Sewer District 7) if every dwelling unit is permitted to have an ADU. Recommendation: not allow ADUs if the NC density has gone to the maximum of 5 units per acre.

Fort Ward would be assumed to come under the same regulations as Lynwood Center which allows higher densities (see above). Also note Fort Ward is only 10 minute drive to Lynwood which can provide the same amenities. The present Comp Plan (1995) policy LU 1.4 states "New Commercial centers should be considered only after detailed analysis of the economic impact of the new development shows there will be no significant, adverse impact on the existing commercial centers, including Winslow." This remains in the draft Comp Plan. (LU-6.4) Have the new proposed commercial centers had a detailed analysis showing no significant, adverse impact on Winslow? Recommendation: Eliminate adding proposal for Fort Ward to be a Neighborhood Center until a future need and approval by local residents can be shown.

I am not sure how assigning **Day Road** to be a Neighborhood Center was arrived at. It definitely shouldn't be treated like Lynwood Center and Rolling Bay - with restaurants, retail, dwelling units, etc. The 1994/2004 Plan makes it clear all parcels in the Day Road B/I zone are needed for future B/I uses vital to the Island's economy and services. In addition there are many reasons to not have retail there, including traffic congestion at the intersection of Day Road and Phelps Rd. with SR 305. Setting aside this B/I area for light manufacturing was the intent when the original 1994 Comprehensive Plan was approved, and should be respected since the need for land zoned for B/I has not changed.

Recommendation: Eliminate designating Day Road area as a Neighborhood Center.

Comments on Business Industrial Zone

Goal 10 states the **Business/Industrial Zone (B/I)** "provides opportunities for new businesses and expansion of existing Island businesses, for diversity of jobs and for low-impact industrial activity that contributes to well-paying jobs, where traffic congestion, visual, and other impacts on the surrounding neighborhood can be minimized." This is followed by LU-11 to "provide appropriate land for B/I....". In 1994 planners, City staff, the business community, and citizens realized that it was important to set aside and plan land for future use for warehousing and similar activities which would not possible to create in the future. Sometime after 1994 a

proposal was made to change LM to B/I to also allow Business parks. Applications for restaurants, a brewery and retail were initially denied. Later COBI Planning and Community Development Department loosened the requirements to only permit retail for products made on the premises and food service for employees. Still later COBI Planning and Community Development extended uses to the wide range of retail and services now found at the Sportsman Triangle (Coppertop) through a conditional use permit. Requirements for amenities like sidewalks and street trees for B/I are not as rigid as those for Winslow, which essentially led to sprawl of commercial businesses to the Sportsman over the repeated objections expressed by ABC's neighborhood organization, the Murden Cove Preservation Association (MCPA). MCPA protested this evolution from the previous prohibited uses, but the City continued to issue permits to non-B/I uses which are there now. Many residents and visitors now use and enjoy these commercial facilities, and it is too late to alter what has been done other than wonder how our City could have permitted all these applications for such a wide range of uses typically not combined in well-planned municipalities. The variety of uses in an B/I zone represents the worst example of open zoning. Unless the city acts now during this Comprehensive Plan process to avoid repeating approval of similar applications, it will be too late to deny similar commercial sprawl to spread to the Day Road B/I zone where a marijuana retail store was already approved.

Recommendation: *Given the Planning Commission apparently has not yet acted on this crucial subject it is important that they or the City Council act immediately to save B/I land and to reduce sprawl (LU 5.1) which would be created by a new commercial center at Day Road on both sides of Highway 305.*

Other Comments/Recommendations in sequential order

Table of Contents – Add Water Dependent Industrial

Goal LU-1 – change to a positive statement

....sustain high standards that will ~~not diminish~~ enhance the quality of life and/or ~~degrade~~ improve the environment of the Island

Policy LU 2.1 First paragraph

Is it clear what “within the parameters of existing data” means?

Policy LU 2.1 second paragraph

Add “traffic Level of Service (LOS)” to the list of factors.

Figure LU-5 Future Land Use Map on page LU-7

This is very important – but it is impossible to read. Please place a readable one on line.

Policy LU 4.4 “The special planning area process for each designated center shall be informed by surface water and aquifer data in the respective watershed and appropriate provision made to limit permitted uses or require specific measures to protect the water resource.” What does “shall be informed by” mean?

Policy LU 4.5

“The special planning area process for each designated center shall engage residents, landowners, businesses and other stakeholders in envisioning the appropriate extent, scale, use mix, and the desired and required services and infrastructure to serve the selected use mix and intensity.” I assume this applies to all 8 designated centers.

Policy LU 4.7

Add “,policies” after *goals*.

Policy 4.9 appears on both pages LU-6 and LU-7. They have different policies.

Policy LU 4.9

Add “noise” after air quality

Policy LU 5.1 dotted list

Add and “restores” between “Maintains” and “and enhances the fish and wildlife habitat”

Policy LU 5.2 Change the word order to be clearer: “Increased density over and above existing zoning in the NCs should only occur through density bonuses for affordable housing or through a shift in density from critical areas and farms through TDRs.”

Comment: The reliance of TDRs to increase density in some areas in exchange for preserving open spaces is commendable [See LU-18]. However this plan, to our knowledge, has not worked in the past 20 years. The Planning Commission should go on record that it is of the opinion it will work now including the reasons why – otherwise this is just a dream to make readers of the Comprehensive Plan feel good while other policies to increase density are implemented. (See Action #9). One approach to make it work is to carry out a TDR for converting forested land to agricultural land. Also note Neighborhood Centers can increase density by adding Accessory Dwelling Units (ADU) which are not counted in the density. Has the Planning Commission decided how to treat this apparent contradiction? See notes for LU 6.7

Figure LU-6 (photo on page LU-8)

Add “Scenic Highway” in front of “SR 305” for those who don’t know this is a state designated scenic highway.

Policy LU 6.6

Add “citizen awareness” between the word “fairness” and “predictability.” And add “and code compliance requests” after “approval.” This would be part of LU Action #5.

Policy LU 6.7

Please check allowing ADUs in all residential zones. I recall residential ADU’s within shoreline designation require a CUP. Allowing ADU’s in Neighborhood Centers essentially doubles the density, creating R-10 in some areas. Allowing ADU’s to be sold to persons who are not the landowners defeats the original purpose of ADU’s. I think ADU’s should be counted as density in NCs. Please add to the policy that the maximum density for ADUs is 2.5 for subdivisions in neighborhood centers. This would result in a maximum density of 5 units per acre for Neighborhood Centers attached to sewer and water. (see above)

LU 9.20 Change “The base density of residential development in the Neighborhood Centers is 2 units per acre. A density bonus of 3 units per acre may be obtained in areas not served by public water and sewer ...” to “The base density of residential development in the Neighborhood Centers is 2 units per acre. A density bonus of 1 unit per acre may be obtained for a total of R-3 in areas not served by public water and sewer ...”

Winslow and Other Issues

Pages LU-11 and LU 12 Most all the goals and policies for Winslow have been removed. These are necessary to leave in since Winslow is the major Designated Center, and we contend these policies are important to remain in the Comp Plan. There are minimal pages inserted for Winslow's neighborhoods (overlay districts), while only including a summary of the Mixed Use Town Center (MUTC). Please put back the overlay districts for Winslow – otherwise the Revised Comprehensive Plan will primarily contain goals, policies, and implementation for designated areas with little regard for Winslow.

Policy LU 10.13 Add: Minimal Noise levels based on mixed use of living units, retail and offices.”

Policy LU 11.4 Shouldn't “sewerage” be added or does “wastewater” cover that?

Policy LU 11.7 Add after roadways “including Scenic Highway 305.” The final sentence could be confusing in that “setback” and “buffer” can be confusing terms, and its policy conflicts with the first sentence.

LU 13.2 Either eliminate or better define cluster development based on problems with cluster development for recent subdivisions.

LU 13.4 Does critical areas include high aquifer recharge? If not add Avoid building in high aquifer recharge areas,

LU 14.1 Change “should” to “shall” in two instances.

LU 14.3 This was changed from the present plan {OS 1.6}, with words requiring mapping of tree-covered hillsides followed by developing regulations. Does the mapping have to be carried out before protection? If so revert back to original which is closer to a policy than the present requirement.

Other Points

Shouldn't goals and policies be included for **subdivisions**? Recent subdivisions have been criticized – and if the City and its citizens wish to avoid similar mistakes, there must be added or strengthened goals and policies included in the Land Use Element. Is it possible to add a general statement for concurrency as a goal? This seems to be overlooked in general.

The confusion as to how the draft Land Use Element treats Day Road and Sportsman Triangle must be resolved. Day Road appears to mistakenly be called a Neighborhood Center [See LU-9 on page LU-29 which should be LU-10] while Sportsman Triangle is a Designated Center like Winslow – but has different regulations. See notes under Goal 10 above. One approach may be found in **LU Action #2** “Adopt a multi-year planning work program for adopting the subarea plans for Island Center, Rolling Bay, Fort Ward, Sportsman Triangle, and Day Road.” This may be a reasonable only if the City takes immediate steps to avoid continuation of permitting non-B/I uses in B/I zones. Also the Ft. Ward Neighborhood should be asked if they want a Neighborhood Center at the present time as they are the ones who will be affected by it.

Conclusion

Most of this memo is directed to details – which I hope are not too “picky” and contribute to readers having a better understanding of the “new” “Designated Centers.” Also I have added my recollections of how the Sportsman Triangle B/I developed which might help understand how we got there. Also a strong plea to put the basic policies for Winslow back in the Comprehensive Plan so the Plan is not just designated centers outside Winslow. And finally I’ll note that while I appreciate that the Land Use Element needs to cover urban growth in the designated areas, I wished it had devoted more goals and policies which expand on Goal LU 1.2 : “Outside of Winslow and the Neighborhood Centers, the Island has a rural appearance with forested areas, meadows, farms and winding, narrow, heavily vegetated roadways. These characteristics represent the Island character that is so highly valued by its residents.

CHARLES E. SCHMID

To: Members of the Planning Commission
Cc: Gary Christensen , Planning Director
 Jennifer Sutton, Senior Planner
Subject: Comments and Recommendations on the Land Use Element of
Bainbridge Island Comprehensive Plan
Date: 15 September 2016
From: Charles Schmid, Association of Bainbridge Communities (ABC),
 365 Ericksen Ave. # 327, Bainbridge Island WA 98110



INTRODUCTION

This memo provides observations and recommendations on the *Land Use Element of Bainbridge Island*. (Public Hearing Draft 8/26/16) with the intent to improve its clarity and to create a document which better matches the values and expectations of Island residents.

I found the labeling of Designated Centers and Neighborhood Centers confusing in that some titles are inconsistent. To show this I went to the goals/policies to make a list where each occurs.

The following lists the named Designated Centers

Table of Contents

1. Winslow
2. High School Road Area

Figure LU-3 on Page LU-3

1. Winslow
2. Lynwood Center
3. Rolling Bay
4. Island Center
5. Day Road
6. Sportsman Triangle (does this include New Brooklyn?)
7. Fort Ward

Is High School Road a Designated Center?
 From this we can conclude all Neighborhood Centers are Designated Centers with the exception of Miller Road/Battle Point Drive

Goal LU-5

1. Winslow
2. Neighborhood Centers

"Collectively Winslow and the Neighborhood Centers constitute Bainbridge Island's designated centers" Where is Day Road and Sportsman?

Goal LU 6.5

1. Day Road
2. Sportsman Triangle
3. Winslow
4. Lynwood
5. Rolling Bay
6. (above does not imply these are the only ones in set)

The following lists Neighborhood Centers

Table of Contents

1. Lynwood Center
2. Island Center
3. Miller Road/Battle Point Drive Contract Rezone
4. Rolling Bay
5. Fort Ward

Goal LU-10

1. Rolling Bay
2. Lynwood
3. Day Road (Should this be there?)
4. Fort Ward
5. Island Center
6. (Above does not imply these are the only ones in set.)

Goal LU-10 is missing Miller Road/Battle Point Drive Contract Rezone

Day Road is listed as a Neighborhood Center in one list, but this is probably an error. **Sportsman Triangle** is listed as a Designated Center but not as a Neighborhood Center so we must assume it is not a Neighborhood Center. Not on the List is Mac 'n Jack's at 4790 Eagle Harbor Drive. Should this site be listed as a contract NC somewhere?

Comments on Neighborhood Centers

Uses allowed in Neighborhood Centers are quite broad. **Goal LU-9** notes they "provide Island-wide commercial and service activity outside Winslow. These areas should be developed at higher densities .." In the past the City Planning Director interpreted a taxi dispatch center at Rolling Bay as a service and allowed around 10 taxis and personal cars of drivers to be parked at Rolling Bay Neighborhood Service Center and to be dispatched at all hours. The taxi company has since folded, but COBI's interpretation should not be allowed to remain as it would permit express mail trucks, trucking firms, and even garbage trucks to park there. (Many years ago Kitsap County denied an application for parking garbage trucks at Rolling Bay NSC.) They, like taxis, belong in the B/I zone. Recommendation: insert "on-site" preceding "services." Another loophole is calculating dwelling densities in Neighborhood Centers. I calculated that 10 dwelling units per acre are available for Lynwood and Ft. Ward (assuming the Ft. Ward NC will hook up to Sewer District 7) if every dwelling unit is permitted to have an ADU. Recommendation: not allow ADUs if the NC density has gone to the maximum of 5 units per acre.

Fort Ward would be assumed to come under the same regulations as Lynwood Center which allows higher densities (see above). Also note Fort Ward is only 10 minute drive to Lynwood which can provide the same amenities. The present Comp Plan (1995) policy LU 1.4 states "New Commercial centers should be considered only after detailed analysis of the economic impact of the new development shows there will be no significant, adverse impact on the existing commercial centers, including Winslow." This remains in the draft Comp Plan. (LU-6.4) Have the new proposed commercial centers had a detailed analysis showing no significant, adverse impact on Winslow? Recommendation: Eliminate adding proposal for Fort Ward to be a Neighborhood Center until a future need and approval by local residents can be shown.

I am not sure how assigning **Day Road** to be a Neighborhood Center was arrived at. It definitely shouldn't be treated like Lynwood Center and Rolling Bay - with restaurants, retail, dwelling units, etc. The 1994/2004 Plan makes it clear all parcels in the Day Road B/I zone are needed for future B/I uses vital to the Island's economy and services. In addition there are many reasons to not have retail there, including traffic congestion at the intersection of Day Road and Phelps Rd. with SR 305. Setting aside this B/I area for light manufacturing was the intent when the original 1994 Comprehensive Plan was approved, and should be respected since the need for land zoned for B/I has not changed.

Recommendation: Eliminate designating Day Road area as a Neighborhood Center.

Comments on Business Industrial Zone

Goal 10 states the **Business/Industrial Zone (B/I)** "provides opportunities for new businesses and expansion of existing Island businesses, for diversity of jobs and for low-impact industrial activity that contributes to well-paying jobs, where traffic congestion, visual, and other impacts on the surrounding neighborhood can be minimized." This is followed by LU-11 to "provide appropriate land for B/I....". In 1994 planners, City staff, the business community, and citizens realized that it was important to set aside and plan land for future use for warehousing and similar activities which would not possible to create in the future. Sometime after 1994 a

proposal was made to change LM to B/I to also allow Business parks. Applications for restaurants, a brewery and retail were initially denied. Later COBI Planning and Community Development Department loosened the requirements to only permit retail for products made on the premises and food service for employees. Still later COBI Planning and Community Development extended uses to the wide range of retail and services now found at the Sportsman Triangle (Coppertop) through a conditional use permit. Requirements for amenities like sidewalks and street trees for B/I are not as rigid as those for Winslow, which essentially led to sprawl of commercial businesses to the Sportsman over the repeated objections expressed by ABC's neighborhood organization, the Murden Cove Preservation Association (MCPA). MCPA protested this evolution from the previous prohibited uses, but the City continued to issue permits to non-B/I uses which are there now. Many residents and visitors now use and enjoy these commercial facilities, and it is too late to alter what has been done other than wonder how our City could have permitted all these applications for such a wide range of uses typically not combined in well-planned municipalities. The variety of uses in an B/I zone represents the worst example of open zoning. Unless the city acts now during this Comprehensive Plan process to avoid repeating approval of similar applications, it will be too late to deny similar commercial sprawl to spread to the Day Road B/I zone where a marijuana retail store was already approved.

Recommendation: Given the Planning Commission apparently has not yet acted on this crucial subject it is important that they or the City Council act immediately to save B/I land and to reduce sprawl (LU 5.1) which would be created by a new commercial center at Day Road on both sides of Highway 305.

Other Comments/Recommendations in sequential order

Table of Contents – Add Water Dependent Industrial

Goal LU-1 – change to a positive statement

....sustain high standards that will ~~not diminish~~ enhance the quality of life and/or ~~degrade~~ improve the environment of the Island

Policy LU 2.1 First paragraph

Is it clear what “within the parameters of existing data” means?

Policy LU 2.1 second paragraph

Add “traffic Level of Service (LOS)” to the list of factors.

Figure LU-5 Future Land Use Map on page LU-7

This is very important – but it is impossible to read. Please place a readable one on line.

Policy LU 4.4 “The special planning area process for each designated center shall be informed by surface water and aquifer data in the respective watershed and appropriate provision made to limit permitted uses or require specific measures to protect the water resource.” What does “shall be informed by” mean?

Policy LU 4.5

“The special planning area process for each designated center shall engage residents, landowners, businesses and other stakeholders in envisioning the appropriate extent, scale, use mix, and the desired and required services and infrastructure to serve the selected use mix and intensity.” I assume this applies to all 8 designated centers.

Policy LU 4.7

Add “,policies” after *goals*.

Policy 4.9 appears on both pages LU-6 and LU-7. They have different policies.

Policy LU 4.9

Add “noise” after air quality

Policy LU 5.1 dotted list

Add and “restores” between “Maintains” and “and enhances the fish and wildlife habitat”

Policy LU 5.2 Change the word order to be clearer: “Increased density over and above existing zoning in the NCs should only occur through density bonuses for affordable housing or through a shift in density from critical areas and farms through TDRs.”

Comment: The reliance of TDRs to increase density in some areas in exchange for preserving open spaces is commendable [See LU-18]. However this plan, to our knowledge, has not worked in the past 20 years. The Planning Commission should go on record that it is of the opinion it will work now including the reasons why – otherwise this is just a dream to make readers of the Comprehensive Plan feel good while other policies to increase density are implemented. (See Action #9). One approach to make it work is to carry out a TDR for converting forested land to agricultural land. Also note Neighborhood Centers can increase density by adding Accessory Dwelling Units (ADU) which are not counted in the density. Has the Planning Commission decided how to treat this apparent contradiction? See notes for LU 6.7

Figure LU-6 (photo on page LU-8)

Add “Scenic Highway” in front of “SR 305” for those who don’t know this is a state designated scenic highway.

Policy LU 6.6

Add “citizen awareness” between the word “fairness” and “predictability.” And add “and code compliance requests” after “approval.” This would be part of LU Action #5.

Policy LU 6.7

Please check allowing ADUs in all residential zones. I recall residential ADU’s within shoreline designation require a CUP. Allowing ADU’s in Neighborhood Centers essentially doubles the density, creating R-10 in some areas. Allowing ADU’s to be sold to persons who are not the landowners defeats the original purpose of ADU’s. I think ADU’s should be counted as density in NCs. Please add to the policy that the maximum density for ADUs is 2.5 for subdivisions in neighborhood centers. This would result in a maximum density of 5 units per acre for Neighborhood Centers attached to sewer and water. (see above)

LU 9.20 Change “The base density of residential development in the Neighborhood Centers is 2 units per acre. A density bonus of 3 units per acre may be obtained in areas not served by public water and sewer ...” to “The base density of residential development in the Neighborhood Centers is 2 units per acre. A density bonus of 1 unit per acre may be obtained for a total of R-3 in areas not served by public water and sewer ...”

Winslow and Other Issues

Pages LU-11 and LU 12 Most all the goals and policies for Winslow have been removed. These are necessary to leave in since Winslow is the major Designated Center, and we contend these policies are important to remain in the Comp Plan. There are minimal pages inserted for Winslow's neighborhoods (overlay districts), while only including a summary of the Mixed Use Town Center (MUTC). Please put back the overlay districts for Winslow – otherwise the Revised Comprehensive Plan will primarily contain goals, policies, and implementation for designated areas with little regard for Winslow.

Policy LU 10.13 Add: Minimal Noise levels based on mixed use of living units, retail and offices."

Policy LU 11.4 Shouldn't "sewerage" be added or does "wastewater" cover that?

Policy LU 11.7 Add after roadways "including Scenic Highway 305." The final sentence could be confusing in that "setback" and "buffer" can be confusing terms, and its policy conflicts with the first sentence.

LU 13.2 Either eliminate or better define cluster development based on problems with cluster development for recent subdivisions.

LU 13.4 Does critical areas include high aquifer recharge? If not add Avoid building in high aquifer recharge areas,

LU 14.1 Change "should" to "shall" in two instances.

LU 14.3 This was changed from the present plan {OS 1.6}, with words requiring mapping of tree-covered hillsides followed by developing regulations. Does the mapping have to be carried out before protection? If so revert back to original which is closer to a policy than the present requirement.

Other Points

Shouldn't goals and policies be included for **subdivisions**? Recent subdivisions have been criticized – and if the City and its citizens wish to avoid similar mistakes, there must be added or strengthened goals and policies included in the Land Use Element. Is it possible to add a general statement for concurrency as a goal? This seems to be overlooked in general.

The confusion as to how the draft Land Use Element treats Day Road and Sportsman Triangle must be resolved. Day Road appears to mistakenly be called a Neighborhood Center [See LU-9 on page LU-29 which should be LU-10] while Sportsman Triangle is a Designated Center like Winslow – but has different regulations. See notes under Goal 10 above. One approach may be found in **LU Action #2** "Adopt a multi-year planning work program for adopting the subarea plans for Island Center, Rolling Bay, Fort Ward, Sportsman Triangle, and Day Road." This may be a reasonable only if the City takes immediate steps to avoid continuation of permitting non-B/I uses in B/I zones. Also the Ft. Ward Neighborhood should be asked if they want a Neighborhood Center at the present time as they are the ones who will be affected by it.

Conclusion

Most of this memo is directed to details – which I hope are not too “picky” and contribute to readers having a better understanding of the “new” “Designated Centers.” Also I have added my recollections of how the Sportsman Triangle B/I developed which might help understand how we got there. Also a strong plea to put the basic policies for Winslow back in the Comprehensive Plan so the Plan is not just designated centers outside Winslow. And finally I’ll note that while I appreciate that the Land Use Element needs to cover urban growth in the designated areas, I wished it had devoted more goals and policies which expand on Goal LU 1.2 : “Outside of Winslow and the Neighborhood Centers, the Island has a rural appearance with forested areas, meadows, farms and winding, narrow, heavily vegetated roadways. These characteristics represent the Island character that is so highly valued by its residents.

CHARLES E. SCHMID

Jane Rasely

From: joseph.w.tovar@gmail.com on behalf of Joseph Tovar <joe@tovarplanning.com>
Sent: Monday, September 5, 2016 8:17 PM
To: Jennifer Sutton; Gary Christensen; PCD
Subject: Fwd: COBI Comp Plan: Looking for Guide to Proposed Changes

FYI.
Joe

----- Forwarded message -----

From: Jane Silberstein <jane.silberstein4@gmail.com>
Date: Mon, Sep 5, 2016 at 5:09 PM
Subject: COBI Comp Plan: Looking for Guide to Proposed Changes
To: Josepb Tovar <joe@tovarplanning.com>, Joseph Tovar <joseph.w.tovar@gmail.com>
Cc: Charles Schmid <ceschmid@worldnet.att.net>, Tami Meader <tamimeader@gmail.com>, "<mckersten@gmail.com>" <mckersten@gmail.com>, Olaf Ribeiro <fungispore@comcast.net>, Debbie Vann <debbievann@gmail.com>

Joe,

I have been unsuccessful in finding a document that contains marked edits to the existing comp plan that indicate proposed changes. It is difficult to evaluate the draft plan without this information. Additionally, if there is a document that provides the rationale (public input, etc.) for the proposed changes, I would like to know where I can find that

Many thanks!

Jane

Jane Silberstein
206-551-0129
11594 NE Yeomalt Point Drive
Bainbridge Island WA 98110

Jane Rasely

From: Jennifer Sutton
Sent: Wednesday, September 7, 2016 10:44 AM
To: PCD
Subject: -- FW: Tools for Creating Affordable Housing



Jennifer Sutton, AICP
Senior Planner
www.bainbridgewa.gov
facebook.com/citybainbridgeisland/
206.780.3772

 Please consider the environment before printing this email and any attachment. Thank you.

From: Jane Silberstein [mailto:jane.silberstein4@gmail.com]
Sent: Wednesday, September 7, 2016 9:55 AM
To: Ron Peltier <rpeltier@bainbridgewa.gov>; Sarah Blossom <sblossom@bainbridgewa.gov>; Val Tollefson <vtollefson@bainbridgewa.gov>; Roger Townsend <rtownsend@bainbridgewa.gov>; Kol Medina <kmedina@bainbridgewa.gov>; Michael Scott <mscott@bainbridgewa.gov>; Wayne Roth <wroth@bainbridgewa.gov>
Cc: Joseph Tovar <joseph.w.tovar@gmail.com>; gchristenson@bainbridgewa.gov; Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: Tools for Creating Affordable Housing

At last night's CC meeting, the topic of affordable housing was touched upon during the discussion of the Comp Plan. Earlier this year, during the public conversation about the Suzuki property, one council member asked for more knowledge about the creation of affordable housing. I subsequently sent a link to the MRSC (Municipal Research and Services Center) page that listed 40 tools.

During last night's discussion, Council Member Peltier asked if affordable housing would be created only or solely through higher density development. The answer to that is clearly no, and this [updated page from the MRSC](#) confirms that. There are many ways to create affordable housing and this page lists not only tools but examples of their application in WA and elsewhere.

Regards,

Jane

Jane Silberstein
11594 NE Yeomalt Point Drive
Bainbridge Island WA 98110
206-551-0129

Janey Rasely

From: Jane Silberstein <jane.silberstein4@gmail.com>
Sent: Saturday, September 17, 2016 2:44 PM
To: PCD
Cc: mgale@bainbridgewa.gov; Dnleuars@bainbridgewa.gov; Dmacchio@bainbridgewa.gov; Djqitslund@bainbridgewa.gov; Dvchester@bainbridgewa.gov; Dnkillion@bainbridgewa.gov
Subject: Comments on Comp Plan Process, Land Use Element and Economic Element
Attachments: September COBI Comment on Land Use Element.docx; Sept COBI Comp Plan Hearing Econ Element.docx

Please find the attached two documents supporting the ideas I presented to the Planning Commission at its comp plan hearing on Saturday, September 17.

I would appreciate knowing exactly how this input is handled: where/to whom does it go and what happens there, etc.

Thank for all you do,

Jane

Jane Silberstein, CPT, GFS

206-551-0129

www.janesilberstein.com

Nothing holds more power over the body than the beliefs of the mind.
- Deepak Chopra in Ageless Body, Timeless Mind.

JaneyRasely

From: Jane Silberstein <jane.silberstein4@gmail.com>
Sent: Saturday, September 17, 2016 5:13 PM
To: PCD
Subject: Help! Email addresses

I just sent you an email with attachments and copied all the CPC members. All emails to CPC came back with an "undeliverable" message. I used this format:
mgale@bainbridgewa.gov.

Is that incorrect??

Jane

Jane Silberstein, CPT, GFS

206-551-0129

www.janesilberstein.com

Nothing holds more power over the body than the beliefs of the mind.
- Deepak Chopra in Ageless Body, Timeless Mind.

Jane Rasely

From: Jane Silberstein <jane.silberstein4@gmail.com>
Sent: Sunday, September 18, 2016 10:42 AM
To: Joseph Tovar
Cc: Jennifer Sutton; Gary Christensen; PCD
Subject: Re: Comp Plan Process Questions

Thank you for this very thorough and prompt reply.

Jane

Jane Silberstein, CPT, GFS

206-551-0129

www.janesilberstein.com

Nothing holds more power over the body than the beliefs of the mind.

- Deepak Chopra in Ageless Body, Timeless Mind.

On Sun, Sep 18, 2016 at 9:41 AM, Joseph Tovar <joe@tovarplanning.com> wrote:

Hi, Jane. Emails and attachments addressing the comprehensive plan that are sent to PCD are forwarded to the staff and Planning Commission. All of such written comments become part of the record and will be available not only for the Planning Commission's benefit, but also the Council's since the entire written record, including public comment, is part of what the Council will review.

Recordings of the verbal comments at the hearing are also available to the Planning Commissioners and City Council to review, however transcripts are not prepared and the minutes of the meeting will be more like "action minutes" rather than a detailed recounting of who said explicitly what.

Hence, my advice is always to say as much as you can say in writing and use the limited amount of time for verbal testimony to highlight the major points in your written document and offer to answer any questions the planning commissioners have about what you have said or written. Also, remember that even after next Thursday's public hearing, the City will accept written comments until 4 pm on Monday, September 26. Any comments submitted by then will also be forwarded to the Planning Commission prior to their deliberations.

Joe

On Sun, Sep 18, 2016 at 9:23 AM, Jane Silberstein <jane.silberstein4@gmail.com> wrote:

Hi Joe,

I attempted to send documents supporting my comments to the Planning Commission yesterday to BOTH the pcd address and members of Planning Commission (I know that did not conform with protocol but wanted to do so just the same). Email addresses for Planning Commissioners have obviously changed since they all bounced back. I could not find their addresses on the COBI website (a difficult site to navigate, generally). I am just mentioning this....no need to answer.

What I would like to know in as much detail as you can provide is what exactly happens to the comments submitted, especially those in writing.

Many thanks for your work,

Jane

Jane Silberstein
[206-551-0129](tel:206-551-0129)

Jane Rasely

From: Jennifer Sutton
Sent: Monday, September 19, 2016 11:00 AM
To: Jane Silberstein; Joseph Tovar
Cc: Gary Christensen; PCD
Subject: RE: Comp Plan Process Questions

Jane, please note that Joe cc'd the "pcd" (Planning and Community Development) email address in his response. All comments on the Plan coming to that address will be forwarded to the Planning Commissioners.

 **CITY OF
BAINBRIDGE
ISLAND**
JENNIFER SUTTON, AICP
Senior Planner
www.bainbridgewa.gov

 Please consider the environment before printing this email and any attachment. Thank you.

From: Jane Silberstein [mailto:jane.silberstein4@gmail.com]
Sent: Sunday, September 18, 2016 10:42 AM
To: Joseph Tovar <joe@tovarplanning.com>
Cc: Jennifer Sutton <jsutton@bainbridgewa.gov>; Gary Christensen <gchristensen@bainbridgewa.gov>; PCD <pcd@bainbridgewa.gov>
Subject: Re: Comp Plan Process Questions

Thank you for this very thorough and prompt reply.

Jane

Jane Silberstein, CPT, GFS
206-551-0129
www.janesilberstein.com

Nothing holds more power over the body than the beliefs of the mind.
- Deepak Chopra in Ageless Body, Timeless Mind.

On Sun, Sep 18, 2016 at 9:41 AM, Joseph Tovar <joe@tovarplanning.com> wrote:

Hi, Jane. Emails and attachments addressing the comprehensive plan that are sent to PCD are forwarded to the staff and Planning Commission. All of such written comments become part of the record and will be available not only for the Planning Commission's benefit, but also the Council's since the entire written record, including public comment, is part of what the Council will review.

Recordings of the verbal comments at the hearing are also available to the Planning Commissioners and City Council to review, however transcripts are not prepared and the minutes of the meeting will be more like "action minutes" rather than a detailed recounting of who said explicitly what.

Hence, my advice is always to say as much as you can say in writing and use the limited amount of time for verbal testimony to highlight the major points in your written document and offer to answer any questions the planning commissioners have about what you have said or written. Also, remember that even after next Thursday's public hearing, the City will accept written comments until 4 pm on Monday, September 26. Any comments submitted by then will also be forwarded to the Planning Commission prior to their deliberations.

Joe

On Sun, Sep 18, 2016 at 9:23 AM, Jane Silberstein <jane.silberstein4@gmail.com> wrote:

Hi Joe,

I attempted to send documents supporting my comments to the Planning Commission yesterday to BOTH the pcd address and members of Planning Commission (I know that did not conform with protocol but wanted to do so just the same). Email addresses for Planning Commissioners have obviously changed since they all bounced back. I could not find their addresses on the COBI website (a difficult site to navigate, generally). I am just mentioning this....no need to answer.

What I would like to know in as much detail as you can provide is what exactly happens to the comments submitted, especially those in writing.

Many thanks for your work,

Jane

Jane Silberstein
[206-551-0129](tel:206-551-0129)

September 17, 2016

TO: COBI PLANNING COMMISSION

FROM: JANE SILBERSTEIN

RE: DRAFT COMPREHENSIVE PLAN/LAND USE ELEMENT: COMMENT

LAND USE ELEMENT

While much of the LAND USE ELEMENT content has great merit, the language used weakens, and leaves open to question, the sincerity of the stated goals and policies and the level of commitment by the City to implement the comprehensive plan.

Weak language, such as the frequent use of the word “should” (occurring 90 times in the land use plan) as opposed to “shall” (occurring 22 times), results in 1) the inability to codify much of the plan and 2) confusion such as we experienced with the Visconsi project, wherein the Hearing Examiner had to strain (or so it appeared) to determine if the spirit and intent of the comprehensive plan was being violated by the shopping center proposal. Ultimately, not codifying the current Plan allowed approval of the Visconsi project, which many, including the Planning Commission, believed was *not* consistent with the vision of the current comp plan.

Policy is defined (Merriam Webster) as “a definite course of action adopted for the sake of expediency, facility, etc.” and “an action or procedure conforming to, or considered with reference to, prudence or expediency.”

There is a lack of parallel construction of policy statements. Some are clearly directive and a call for action, as in Policy statements LU 5.5, 5.6, 5.7 and 5.8. Each begins with a verb: implement, address, encourage, adopt, while other policy statements are vague and only suggestive of an action that *could* be taken, as in the following:

Policy LU 2.2: A public education program should be established to foster the community’s understanding of the natural systems on the island and their carrying capacity.

[Suggested rewrite: Establish a public education program that fosters the community’s understanding of the natural systems on the island and their carrying capacity.]

Policy LU 2.3: This Plan recognizes that stewardship of the land is a responsibility of individual citizens and the community as a whole. Through its status as an employer and land owner, the City *should* take advantage of its opportunities to be an example of environmental stewardship so that others will be encourage to do so.

[Suggested rewrite: This Plan recognizes that stewardship of the land is a responsibility of individual citizens and the community as a whole. Through its status as an employer and land owner, the City sets an example of environmental stewardship so that others will be encouraged to do so.]

A **goal**, by definition, is a present tense statement of a *desired* outcome, as in “city policy and decision-making abide by the constraints defined by its carrying capacity” vs. “the city strives toward making decisions consistent with the constraints defined by carrying capacity.”

Goals that are not present tense statements of desirable outcomes are weak and raise concern about the sincerity of the goal. Most of the goals set forth in the Land Use Element are action statements, but many are weakened by use of words like should, will strive toward, encourage, etc.

Examples of weak goals:

Goal LU-19: All government entities *should* strive to cooperate and serve the constituents in a fiscally sound manner.

[Suggested rewrite: All government entities cooperate and serve the constituents in a fiscally sound manner.]

Goal LU-3:

Develop a meaningful process for citizen participation that includes participation from all segments of the island community.

[Suggested rewrite: A meaningful process for citizen participation has resulted in participation from all segments of the island community.]

Goal LU-11:

Provide appropriate land for Business/Industrial in order to provide opportunities for small manufacturing businesses on the island to expand and to provide additional employment opportunities.

[Suggested rewrite: Ample Business/Industrial land exists that provides opportunities for small manufacturing businesses on the island to expand and to provide additional employment opportunities.]

RECOMMENDATION

- 1) ☐ Rewrite all goal statements in the comprehensive plan as present tense statements of desired outcomes.
- 2) ☐ Rewrite policy statements so that they are action statements or directives and therefore include a verb at the beginning of the statement.

September 17, 2016

TO: COBI PLANNING COMMISSION

FROM: JANE SILBERSTEIN

RE: DRAFT COMPREHENSIVE PLAN/ECONOMIC ELEMENT: COMMENT

GENERAL APPROACH TO THE COMP PLAN

When work began on the comp plan nearly two years ago, I urged the Planning Commission and the Comp Plan Steering Committee to do two things: 1) expand the Steering Committee to include a diverse representation of the citizenry and 2) ensure that a holistic, systems approach to community planning be taken.

My comments on the draft plan would be different today, I believe, if more citizens were involved at the steering committee level (there are many local citizens with nationally and, in some cases, internationally recognized achievements in the realms of economics, community development, green construction, sustainability, agriculture, plant pathology, architecture and engineering, etc.), and if it was evident that the approach to the plan was based on a thorough understanding of the community as a living system.

To plan for our communities in a way that retains that which we cherish most, incorporates the well-being of future generations, and embraces a radical course correction so needed at this time, a holistic, systems approach aligned with biophysical principles is ours to choose. This approach would also be consistent with what Paul Hawken refers to as “the first rule of sustainability” which “is to align with natural forces, or at least not try to defy them.” This systemic view of a community and all of its functions recognizes that the “rules of the house” are non-negotiable biophysical principles and elements of sustainability that rest upon those principles.

To understand this approach to community planning, it helps to know that “ecology” and “economics” have the same root: “eco”, from the Greek *oikos*, or house. Ecology is the knowledge or understanding of the house, and economics is the management of the house—and it is the same house. Therefore, understanding our community as a living system—an ecosystem—will give us not only a new understanding of “economy” and “economics” but also will foster a vision of the future along with strategies for its realization that equate with resiliency, adaptability, and attunement with nature.

If we perceive ourselves and all we create as part of an ecosystem, it is easy to understand that our community is a living system and, within that system, there are nodes of wealth: social, natural and financial. All interact as a system and are linked together through nutrient cycles and energy flows, and the maintenance and health of these networks is essential to the overall health and prosperity of our community.

ECONOMIC ELEMENT

Given this context, I suggest the following changes to the draft Economic Element:

1. ECONOMIC VISION

Replace the first sentence [“Bainbridge Island has balanced economic development with stewardship of our Island’s natural resources and the needs of a diverse population.”] with the following:

“Economic development” on Bainbridge Island recognizes that the economy of a community is the composite of its wealth and resources, and the nature of “wealth” expands beyond financial capital to include both environmental and social capital in all its forms. Community wealth is therefore dependent on the strength and health of networks supporting energy flow and nutrient cycles that sustain these various forms of capital. As a result, community economics is about the flow of energy. Energy, in this context, includes intelligence, information, money, knowledge, networks, and other forms of human capital, natural resources, and all ecosystem services. Good trusteeship of the sources and flow of life-giving energy means we re-invest; we monitor our use; and we make conscious choices in how we define and create wealth, as well as how we use, convert, and transfer that wealth throughout the social-environmental system.

Retain the balance of the vision statement.

2. GOALS AND POLICIES

Re-write all goals to make present tense statements of desired outcomes to align with the definition of a “goal.”

3. CONSIDER ADDING THE FOLLOWING PRINCIPLES OF THE BUSINESS ALLIANCE FOR LOCAL LIVING ECONOMIES (source: <https://bealocalist.org/local-economy-framework/#economy-framework-wrapper>):

“Act Local First

The path to quality jobs, deeper connection and wealth-building for more neighbors is tied to the number and diversity of locally-owned businesses in a community. Support local production for local needs, celebrate the unique, and choose locally owned businesses first.

Prioritize Equity

We are all better off, when we are all better off. Build supportive services and infrastructure for the jobless and under-employed, with attention on race and zip code, so everyone can reach their full potential. Align labor, anchor institutions and businesses in creating local economies that work for all.

Regenerate Soil & Nature

If the animals, plants, soil and water we depend on are not healthy, our communities cannot be healthy. Apply holistic land management practices, embrace renewable energy and energy-efficient transit, divest from fossil fuels, and use business to restore ecosystems and reverse climate change.

Accelerate Collaboration

Coordinated support for entrepreneurs and change makers allows more of us to succeed, more quickly. Foster systems of mutual support for local businesses, and build shared infrastructure and technical assistance to advance collaboration.

Share Ownership

When ownership is held broadly, and rooted in community, there is greater resilience. Move economic control from distant corporations to local communities, and choose democratic economic models like worker ownership, land trusts, and the protection of public assets.

Shift Capital

Community Capital represents a growing movement of people and institutions keeping more of their money in their community. Invest in community-based businesses, divest from Wall Street, prioritize under-capitalized communities, and champion “living returns” reflecting the real value of healthy, equitable economies.

Co-Create Policy

Including all stakeholders in the process of making decisions leads to better, more equitable outcomes. Advocate for policies that level the playing field, particularly for local businesses, those historically oppressed, future generations, and our natural world.

Cultivate Connection

Today’s complex crises require a fundamental transition from “me” to “we.” Choose connection, awaken the hearts of entrepreneurs, and align business objectives from growth and transactions, to what we know creates deeper well-being: connection with purpose, community, awe, and compassion.”

Jane Rasely

From: Jennifer Sutton
Sent: Monday, September 19, 2016 11:24 AM
To: Jane Silberstein
Cc: Gary Christensen; PCD; Joseph Tovar
Subject: RE: Comp Plan Process Questions

The Planning Commission will receive all of the comments now, and decide what gets added or removed from the draft Plan that will be recommended to Council.

 **CITY OF
BAINBRIDGE
ISLAND**
JENNIFER SUTTON, AICP
Senior Planner
www.bainbridgewa.gov

 Please consider the environment before printing this email and any attachment. Thank you.

From: Jane Silberstein [mailto:jane.silberstein4@gmail.com]
Sent: Monday, September 19, 2016 11:10 AM
To: Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: Re: Comp Plan Process Questions

Thanks, Jennifer. How is the input actually handled? Who decides what gets used in the plan and what gets tossed?

Thanks again,
Jane

Jane Silberstein, CPT, GFS
206-551-0129
www.janesilberstein.com

Nothing holds more power over the body than the beliefs of the mind.
- Deepak Chopra in *Ageless Body, Timeless Mind*.

On Mon, Sep 19, 2016 at 11:00 AM, Jennifer Sutton <jsutton@bainbridgewa.gov> wrote:

Jane, please note that Joe cc'd the "pcd" (Planning and Community Development) email address in his response. All comments on the Plan coming to that address will be forwarded to the Planning Commissioners.



JENNIFER SUTTON, AICP

Senior Planner

www.bainbridgewa.gov

facebook.com/citybainbridgeisland/

[206.780.3772](tel:206.780.3772)



Please consider the environment before printing this email and any attachment. Thank you.

From: Jane Silberstein [mailto:jane.silberstein4@gmail.com]

Sent: Sunday, September 18, 2016 10:42 AM

To: Joseph Tovar <joe@tovarplanning.com>

Cc: Jennifer Sutton <jsutton@bainbridgewa.gov>; Gary Christensen <gchristensen@bainbridgewa.gov>; PCD <pcd@bainbridgewa.gov>

Subject: Re: Comp Plan Process Questions

Thank you for this very thorough and prompt reply.

Jane

Jane Silberstein, CPT, GFS

[206-551-0129](tel:206-551-0129)

www.janesilberstein.com

Nothing holds more power over the body than the beliefs of the mind.
- Deepak Chopra in Ageless Body, Timeless Mind.

On Sun, Sep 18, 2016 at 9:41 AM, Joseph Tovar <joe@tovarplanning.com> wrote:

Hi, Jane. Emails and attachments addressing the comprehensive plan that are sent to PCD are forwarded to the staff and Planning Commission. All of such written comments become part of the record and will be available not only for the Planning Commission's benefit, but also the Council's since the entire written record, including public comment, is part of what the Council will review.

Recordings of the verbal comments at the hearing are also available to the Planning Commissioners and City Council to review, however transcripts are not prepared and the minutes of the meeting will be more like "action minutes" rather than a detailed recounting of who said explicitly what.

Hence, my advice is always to say as much as you can say in writing and use the limited amount of time for verbal testimony to highlight the major points in your written document and offer to answer any questions the planning commissioners have about what you have said or written. Also, remember that even after next Thursday's public hearing, the City will accept written comments until 4 pm on Monday, September 26. Any comments submitted by then will also be forwarded to the Planning Commission prior to their deliberations.

Joe

On Sun, Sep 18, 2016 at 9:23 AM, Jane Silberstein <jane.silberstein4@gmail.com> wrote:

Hi Joe,

I attempted to send documents supporting my comments to the Planning Commission yesterday to BOTH the pcd address and members of Planning Commission (I know that did not conform with protocol but wanted to do so just the same). Email addresses for Planning Commissioners have obviously changed since they all bounced back. I could not find their addresses on the COBI website (a difficult site to navigate, generally). I am just mentioning this....no need to answer.

What I would like to know in as much detail as you can provide is what exactly happens to the comments submitted, especially those in writing.

Many thanks for your work,

Jane

Jane Silberstein

[206-551-0129](tel:206-551-0129)

Jane Rasely

From: joseph.w.tovar@gmail.com on behalf of Joseph Tovar <joe@tovarplanning.com>
Sent: Sunday, September 18, 2016 9:42 AM
To: Jane Silberstein; Jennifer Sutton; Gary Christensen; PCD
Subject: Re: Comp Plan Process Questions

Hi, Jane. Emails and attachments addressing the comprehensive plan that are sent to PCD are forwarded to the staff and Planning Commission. All of such written comments become part of the record and will be available not only for the Planning Commission's benefit, but also the Council's since the entire written record, including public comment, is part of what the Council will review.

Recordings of the verbal comments at the hearing are also available to the Planning Commissioners and City Council to review, however transcripts are not prepared and the minutes of the meeting will be more like "action minutes" rather than a detailed recounting of who said explicitly what.

Hence, my advice is always to say as much as you can say in writing and use the limited amount of time for verbal testimony to highlight the major points in your written document and offer to answer any questions the planning commissioners have about what you have said or written. Also, remember that even after next Thursday's public hearing, the City will accept written comments until 4 pm on Monday, September 26. Any comments submitted by then will also be forwarded to the Planning Commission prior to their deliberations.

Joe

On Sun, Sep 18, 2016 at 9:23 AM, Jane Silberstein <jane.silberstein4@gmail.com> wrote:
Hi Joe,

I attempted to send documents supporting my comments to the Planning Commission yesterday to BOTH the pcd address and members of Planning Commission (I know that did not conform with protocol but wanted to do so just the same). Email addresses for Planning Commissioners have obviously changed since they all bounced back. I could not find their addresses on the COBI website (a difficult site to navigate, generally). I am just mentioning this....no need to answer.

What I would like to know in as much detail as you can provide is what exactly happens to the comments submitted, especially those in writing.

Many thanks for your work,

Jane

Jane Silberstein
[206-551-0129](tel:206-551-0129)

Jane Rasely

From: Anne Smart <ed@bainbridgeartshumanities.org>
Sent: Monday, September 26, 2016 1:43 PM
To: PCD
Subject: AHB letter in support of the Cultural Element
Attachments: aks letter to PCD.pdf

Planning Commission,

Attached please find the letter with my comments as shared at the public hearing on September 22nd. Again, thank you for your continued support of our efforts to incorporate the suggested changes into the Cultural Element.

Anne Smart

Anne Smart, Executive Director
Arts & Humanities Bainbridge
221 Winslow Way W, Ste 201, Bainbridge Island, WA 98110 | [206.842.7901](tel:206.842.7901)
ED@AHBainbridge.org | www.AHBainbridge.org | [Facebook](#)

221 Winslow Way W, Suite 201
Bainbridge Island, WA 98110
206.842.7901
www.ahbainbridge.org

Planning Commission
City of Bainbridge Island, WA 98110

September 26, 2016

BOARD OF DIRECTORS

Re: Cultural Element, Comprehensive Plan update 2016

Patricia Bell

Below please find my comments from the public hearing held on Thursday, September 22nd at Bainbridge Island City Hall.

Jenny Coates

Kellie Shannon Elliott

Hello, I'm Anne Smart Executive Director of Arts & Humanities Bainbridge here to speak on the Cultural Element of the Comprehensive Plan.

Sandy Fischer

Barbara Magusin

First, I want to thank the Planning Commission for all your hard work and collaborative efforts in getting these essential Elements updated. Revisions have been developed over many meetings, and have brought together many people, including most importantly our loyal, partner cultural organizations.

Mike Lewars

Anne Smart

Pernell Tyus

The draft Cultural Element is much stronger for the thoughtful participation of our Directors Forum representing Bainbridge Performing Arts, The Historical Museum, Bainbridge Arts and Crafts, BIMA, the Bainbridge Library, Kidimu, Bloedel Reserve, BARN, Bainbridge Chorale and others.

ADVISORY MEMBER

Matthew Coates

While the document is in good shape, we believe there are still several language revisions that can make it stronger and more proactive still.

Anne Smart
Executive Director

The Cultural Elements Action Item #1 needs to be much stronger if it is to be a true "action item". In the opening line, we ask that the term "consider" be replaced with the directive phrase "adopt and maintain," to give added imperative to the critical policy items that follow.

Douglas Crist
Program &
Communications
Coordinator

We also ask the Planning Commission **to clarify its meaning and intent with regard to the term "designated agent."** We understand this term to mean an agency contracted with the city to implement the Cultural Element, a role that Arts & Humanities Bainbridge served very successfully for many years. We ask that the term "designated agent" or "designated agency" be clearly defined in the Comprehensive Plan, preferably in the document Glossary.

For example, "Designated Agent" is the overall term used throughout the plan for any individual/organization providing services to/for the City by contract (the designated part). Perhaps "Lead Agency" would also be appropriate in this context, a singular term used for any organization acting as *the official body* of the city in a *specific* area like enacting the Cultural Element, empowered by a cooperative contractual agreement with the City.

We're very pleased this review process has underscored the critical importance of the island's Cultural Sector to our local economy. Our galleries, museums, performance venues and the many artists they represent are tremendous economic drivers for the community.

Now we hope this review process leads to reestablishment of city funding for cultural organizations in the upcoming biennial budgeting process, a goal shared by our partner organizations and their supporters. Arts & Humanities Bainbridge looks forward to working with the City to define this public support and put the goals and policies of our newly invigorated Cultural Element into action.

Thank to the Planning Commission and the city staff for all of your hard work on these critical issues that will shape our island community for years to come.

Thank you,

Anne Smart

6550 NE Marshall Road
Bainbridge Is. WA 98110

I am here to advocate for leaving Gazzam Lake Park as an integral open space, not one crisscrossed by unnecessary roads. I am concerned that the current transportation plan includes three proposed road extensions that would negatively affect this Park: from Deer Path Lane to Marshall Road, from the end of Marshall Road down to Crystal Springs, and from Springridge to Marshall Road.

I have lived on Marshall Rd. for 42 years and have watched and contributed to the development of Gazzam Lake Park after the area was selectively logged by Alan Black in the late 1970's. Bainbridge Islanders are really fortunate to have the park that we have now - a large open space with a lake and many trails that afford Islanders with a place to be near our natural heritage and observe wildlife. The Bainbridge island MPD, BI Parks Foundation and the Land Trust and many volunteers have all played a role in the development of the Park that we see today. It is enjoyed by people with many different interests such as bird watching, walking/hiking, biking, and horseback riding.

My husband and I repeat many times to each other the thought that Bainbridge Islanders are so fortunate to have this park. We often compare it's existence to Central Park in New York City which was set aside by officials with amazing foresight in the late eighteen hundreds. Little did they realize at that time what an important resource it is today for a very large metropolitan area. Bainbridge Island is growing in density in areas set aside for future residential and commercial development. Gazzam Lake Park should be kept in the form it is now so that future residents will have the opportunity to enjoy the natural environment away from those areas of more intense human use. I urge you to eliminate the road extensions to Marshall Rd. once and for all from the Comprehensive Plan.

Regina Spoor

Jane Rasely

From: David Stout <dstout@realnetworks.com>
Sent: Monday, September 19, 2016 10:11 AM
To: PCD
Cc: Vicki Stout
Subject: 2016 COMPREHENSIVE PLAN UPDATE

I have been a resident of Fort Ward on Bainbridge for 9 years. In response to the planning commissions planned re-designation of Fort Ward I definitely believe Fort Ward should be zoned for single family homes only. Retail and multi-family housing isn't necessary nor does it make sense given the location and the nearby Lynwood center retail & high density housing. Single family homes continue to be built and purchased in FW. Kids play in the street here and we can't afford to have more traffic and out of neighborhood visitors than the park already attracts. Please listen to the citizens of Bainbridge and keep Fort Ward as a nice family neighborhood.

Regards,

David Stout | CAE / Director of Internal Audit & Facilities | RealNetworks |
(W) 206.892.6127 | (C) 206.909.0012 | dstout@realnetworks.com

"The will to win means nothing without the will to prepare."

This message (including any attachments) contains confidential information intended for a specific individual and purpose, and is protected by law. If you are not the intended recipient you should delete this message. Any disclosure, copying, or distribution of this message, or the taking of any action based on it, is strictly prohibited

Jane Rasely

From: Jennifer Sutton
Sent: Tuesday, September 20, 2016 9:42 AM
To: Mack Pearl; Jon Quitslund; Lisa Macchio; Maradel Gale; Michael Killion; Michael Lewars; William Chester
Cc: PCD
Subject: FW: comment on Human Services draft

 CITY OF
BAINBRIDGE
ISLAND
JENNIFER SUTTON, AICP
Senior Planner
www.bainbridgewa.gov

 Please consider the environment before printing this email and any attachment. Thank you.

From: Joanne Tews [mailto:jtews@helplinehouse.org]
Sent: Thursday, September 15, 2016 9:35 AM
To: Jennifer Sutton <jsutton@bainbridgewa.gov>
Subject: comment on Human Services draft

Hi Jennifer,
In looking over the draft, I see on page 203, HS-2 policy 2.2 and 2.3. they look like a duplicate.

Jane Rasely

From: Roger Townsend
Sent: Monday, September 26, 2016 1:32 PM
To: PCD
Subject: Public Comment on Comp Plan

At the outset, let me say that I commend you on an outstanding comprehensive plan. The hard work is obvious.

I will be interested to hear the continuing comments from the public. From my perspective, I would be interested in the document being more explicit with respect to the following issues:

1. Parking. I think there should be more consideration of the role of the city in making parking available and under what circumstances. In particular, the City has discussed the possibility of making additional parking available in Neighborhood Centers, which may include some element of public funding through a bond or otherwise. Is parking considered a public good to be paid for out of the public purse? If parking is to be publicly funded, at what point to Neighborhood Centers warrant public funding? Lynwood Center, for example, may see parking challenges increase with development.
2. With respect to water quality, I would like to see some emphasis on issues related to contamination of water through Rx and other household contaminants.
3. Affordable housing is emphasized in this document, which is welcomed. Should there be consideration in this document to concerns about the emergence of VRBO and AirBNB as usurping efforts to provide low cost housing where owners choose to rent out that housing through short term rentals.

Thank you for your good work.

Roger Townsend
Bainbridge Island City Council, South Ward

Jane Rasely

From: Barbara Trafton <bainbridgeparksfoundation@gmail.com>
Sent: Friday, September 23, 2016 2:53 PM
To: PCD
Subject: Comments- 2016 Comprehensive plan Update

Dear Planning Commissioners:

Thank you for your intensive efforts to create a meaningful current Comprehensive Plan for the community of Bainbridge Island.

I would like to express the gratitude of the Bainbridge Island Parks Foundation for your work on the Transportation Element section, specifically as the policies support non-motorized multi-use trails on Bainbridge.

We are pleased about the inclusion of TR 2.10 which should reinforce the opportunities for trail creation in development projects as is not now enforceable.

We suggest an addition to TR 2 regarding right-of, as part of TR 2-6 or perhaps as TR 2-11, which could have a huge impact in facilitating an expanded integrated trail system:

The City shall support the opening of unopened public right-of-ways to allow for trail construction of multi-use pathways or trails in accordance with the Non-Motorized Transportation goals for trail network connectivity and Bainbridge Island Metropolitan Parks & Recreation District trail vision plan.

Regarding Invasive Species section of the Environment Element:

The Parks Foundation supports invasive weed removal in parks. Large infestations of invasive weeds become a threat to all public lands since seed dispersal is always the strong suit of these species. One of the biggest problems on Bainbridge is when land is cleared and then left untended. It would be helpful for there to be some sort of way of requiring a developer to pay for the damages, such as a bond due with a tree clearing permit.

Language Suggestion:

EN14.2 The City shall create a plan whereby tree-clearing permits require a surety bond to cover the costs of invasive species removal in the case that cleared land areas are not properly managed and result in invasive weed infestations.

Thank you for your consideration.

Kind regards,
Barbara

Barbara Trafton
Executive Director

BAINBRIDGE ISLAND 
PARKS FOUNDATION
www.biparksfoundation.org
206-842-4971

Jane Rasely

From: Jennifer Sutton
Sent: Wednesday, September 14, 2016 12:31 PM
To: Mack Pearl; Jon Quitslund; Lisa Macchio; Maradel Gale; Michael Killion; Michael Lewars; William Chester
Cc: PCD
Subject: FW: UAC Comments on PC 8/5/16 draft
Attachments: UAC Comments.docx

See comments from the Utility Advisory Committee.

Jennifer Sutton, AICP
Senior Planner
www.bainbridgewa.gov
facebook.com/citybainbridgeisland/
206.780.3772

• Please consider the environment before printing this email and any attachment. Thank you.

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

From: Andrew Maron [mailto:AMaron@scblaw.com]
Sent: Wednesday, September 14, 2016 12:29 PM
To: Jennifer Sutton <jsutton@bainbridgewa.gov>
Cc: Barry Loveless <bloveless@bainbridgewa.gov>; Andy Maron <andy.maron@cobicommittee.email>
Subject: FW: UAC Comments on PC 8/5/16 draft

Hello:

Here are comments from the Utility Advisory Committee. Thanks.

Andy Maron
(206) 842-5306

City of Bainbridge Island
Memorandum

TO: Planning Commission

FROM: Utility Advisory Committee

DATE: September 12, 2016

SUBJECT: Comments Regarding PC's 8/5/16 Draft Utilities Element

In May 2016, the Utility Advisory Committee (UAC) submitted to the Planning Commission (PC) a proposed Utilities Element. Thereafter, the PC made revisions to the UAC's draft, the latest version of which was dated August 5, 2016. The UAC now has the following comments about the August 5 draft.

Utilities Element Vision. While the UAC has no objection or revision to this newly written section, the reader's understanding of the meaning of this section would be increased if the words "in 2036" were included in the title.

U 11.3. The PC's revisions inadvertently left the following word, which should be deleted.

U 11.3. Encourage new development in previously unserved water areas required to connect to existing public water systems .

...

U 14.3 (based on old E 1.3 and E 1.4). The UAC had recommended deleting the reference to a specific proposed transmission line (in E 1.4), and rather including a policy favoring improvements in electric reliability. PSE has requested E 1.4 remain. In response, the UAC suggests adding language encouraging transmission redundancy without naming specifics. Accordingly, the UAC recommends the following revision to U 14.3:

U 14.3. Encourage the electric service provide to improve reliability, with particular attention to adding transmission

redundancy and mitigating impacts on service from storms or other natural events.

U 14.4. To draw attention to the distinction between transmission and distribution lines, the UAC recommends the following revision to U 14.4:

U 14.4. Encourage undergrounding new and existing electric transmission and distribution lines, and develop a long term strategy for future undergrounding, to include maximizing opportunities with new construction, and prioritizing the work that affects the greatest number of households and businesses.

U 14.5. The UAC recommends the city encourage both the electric service provider and electricity users (residential and commercial) to use innovative technologies. Thus, the UAC recommends the following revision to U 14.5:

U 14.5. Encourage the electric service provider and electricity users to use carbon neutral electricity generation, local electricity generation, and innovative technologies, such as solar power, that are

U 14.6. The UAC recommends including customer service and support as a factor when evaluating performance of the electric service provider, as follows:

U 14.6. Periodically undertake comparative evaluations of electric service reliability, costs, environmental impact, customer service, and customer support, and evaluate opportunities

U 14.7. The UAC's draft had included encouragement of "carbon free" energy. The PC's draft substituted the word "renewable". In light of Goal U-4, which encourages "carbon neutral" utility services, the UAC suggests the following change in U 14.7:

U 14.7. Encourage new taxpayer-funded public buildings to be designed and engineered to use carbon neutral energy for

U 15.4. The PC's revisions inadvertently left in the below extra word, which should be deleted:

U 15.4. Increase visibility and outreach for special events
hard to recycle materials such as hazardous waste or polystyrene
foam.

Andrew W. Maron, Chair UAC

Jane Rasely

From: Debbie Vancil <vancild@mindspring.com>
Sent: Monday, September 26, 2016 2:43 PM
To: PCD; Jennifer Sutton; Kellie Stickney
Subject: Comprehensive Plan Cultural Element comments
Attachments: Debbie Vancil Comp Plan vancild.pdf

Planning commission,

Please include the attached comments in your recommended changes to the draft Comprehensive Plan, September 26, 2016.

Thank you,

Debbie Vancil
vancild@mindspring.com
206 842 4303

MEMORANDUM

To: City of Bainbridge Island Planning Commission

September 22, 2016

From: Debbie Vancil, former CC, PC, BPA, BAH, Dominique Cantwell, ED BPA, Anne Smart, ED A&HB.

Re: Cultural Element, Comprehensive Plan update 2016

As the city's current Comprehensive Plan (the Plan) update begins its final review with the planning commission, focus remains on the document's ability to bring *clear and direct guidance* to city's policy planning for future development. An important part of our community's ability to retain its cherished character and livability while still responding to mandates for accommodating growth, lies in the *underlying framework* in the Plan. This framework should ideally serve as a support structure for *unifying the various Elements* within. For example, the Plan's Cultural Element supports its Economic Element, which in turn supports its Human Services Element, which supports its Environmental Element, that supports its Land Use Element, and supports its Transportation and Utilities Elements, and so on.

Cultural Element purpose and intent.

It all begins with a vision for the future, shaped by the current community, based on its interests and its historical values. Although the community identifies its values throughout the Plan, it's in *the Cultural Element that these values most clearly express the unified vision in the Plan*. For this reason, the Goals and Policies in the Cultural Element should offer especially clear and consistent guidance to the other elements. This is where the community identifies itself based on existing strengths. Finally, the city defines its relationship with the community that it serves, in the Cultural Element.

Recommended changes.

Cultural Element Goal CUL-2:

This paragraph best introduces Bainbridge Island's *cultural and economic identity*, establishing its strength as a developing *regional center* for arts and humanities, a major course directive for the Plan.

- ☐ **Move second paragraph to replace first paragraph in Introduction.**

Cultural Element Implementation:

These specific word changes offer specific action verbs to give direct guidance to implementation.

- ☐ **CUL Action #1.** Change "consider financial support" to "Adopt and Maintain a financial support plan."
- ☐ **CUL Action #2.** Reverse order with CUL Action #1.
- ☐ **CUL Action #2.** Add: ". . that includes the Cultural sector, and recognizes Arts and Humanities as a major contributor to the island economy."
- ☐ **CUL Action #3.** Change "Consider" to "Include."

Economic Element implementation

These specific changes better unify two closely related element's implementation:

- ☐ **EC Action # 5.** Add: "Maintain efforts to promote and support Arts and Humanities as a major component of the island's economy, culture, and regional presence."
- ☐ **EC Action # 5.** Reverse order with EC Action #2.

Comprehensive Plan Glossary:

This addition to the Plan will provide clear policy guidance.

- ☐ **Glossary.** Define various categories and definitions for term: "Designated Agent" used throughout the Plan.
- ☐ **Glossary.** Include a definition for "Lead Agency."

The term "designated agent" is used throughout the Plan, most especially in the Cultural Element, Human Services Element, and Utilities Element. Since the city finds need to appoint designated agents to deliver short term or 'one-off' services for the city from time to time, it also finds need to partner with lead agencies who represent the city as an official body in specified departmental areas. As a policy matter, there should be a definition for various types of designated agents to describe differences and clarify policy intent.

Background: When the city government was formed in the 1990's our community was already developed. Thus, the new city did not create a Fire Department, School District, Parks District, Library, etc. The city formed legal working partnerships with already existing government agencies. The community also had thriving Arts and Culture and Human Services programs. Instead of forming a city Human Services Department and a city Arts and Culture Department the new city government continued existing programs by entering into legal partnership agreements. This was not only a matter of practicality, but professionally and economically sound policy.

That's why certain agencies like Arts and Humanities Bainbridge received consistent city funding in the city long range planning budget, as did Health and Human Services, Housing organizations, and Utilities, amongst others. These organizations served with a "lead agency" status with the city. They had legal agreements for specific services with the city, and *represented the city* as defined. They were able to 'gear up' their organizations to serve the city over a long period of time, investing in staff, equipment, establishing budgets, etc.. The city should expect to legally commit to a relationship with partnering organizations, who require predictability and certainty in their representation of the city.

The city has indicated it is still interested in having outside agencies in these areas and others, and has created a new term for outside agencies in the Plan, "designated agent." Since the Comprehensive Plan is a multi-year plan that may include numerous designated agents for various purposes, the Plan states intent for providing designated agents without identifying them by name. However, the term "designated agents" still requires definition, as there are multiple categories and types of agents. Not defining these categories confuses intent, leading to unintended circumstances in implementation.

Jane Rasely

From: Walton, Amalia R. <Amalia.Walton@MillerNash.com>
Sent: Monday, September 26, 2016 3:24 PM
To: PCD
Cc: Drobny, Franny; Steding, Doug J.
Subject: Comment letter regarding Draft 2016 Comprehensive Plan Update
Attachments: Brian comment_letter_to_planning_commission_re_comp_plan.pdf

Attached please find a comment letter written on behalf of Bevan and Peter Brian, regarding the Draft 2016 Comprehensive Plan Update. By reply email, please let us know that you have received this letter.

Thank you.

Amalia R. Walton
Counsel

Miller Nash Graham & Dunn LLP

Pier 70 | 2801 Alaskan Way - Suite 300 | Seattle, Washington 98121

Direct: 206.777.7434 | Office: 206.624.8300 | Fax: 206.340.9599

E-Mail | Web | Social | Blogs

Please consider the environment before printing this e-mail.

CONFIDENTIALITY NOTICE: This e-mail message may contain confidential or privileged information. If you have received this message by mistake, please do not review, disclose, copy, or distribute the e-mail. Instead, please notify us immediately by replying to this message or telephoning us. Thank you.

Douglas J. Steding
douglas.steding@millernash.com
206.777.7552 direct line

September 26, 2016

VIA E-MAIL
pcd@bainbridgewa.gov

Planning Commission Member:

Mike Lewars
Mack Pearl
Maradel Gale
Jon Quitslund
William Chester
Lisa Macchio
Michael Killion

Planning Commission of Bainbridge Island
280 Madison Ave. N
Bainbridge Island, Washington 98110

Subject: Comments regarding the Draft 2016 Comprehensive Plan Update

Dear Planning Commissioners:

Thank you for the opportunity to comment on the Draft 2016 Comprehensive Plan Update. Our firm represents Bevan and Peter Brian, the entrepreneurs behind High Mountain Green LLC ("Mountain Green"), a local Bainbridge Island business with plans to site a retail cannabis store on the Island. Mountain Green supports your goal of encouraging economic opportunity and access to goods and your complementary land use goal of further developing and strengthening current and future neighborhood centers.

By way of background, the Brian family has been on Bainbridge Island for over twenty years and has a rich background in farming. Bevan and Peter are dedicated to living sustainably, both in their personal lives and in their business practices. To that end, they have a strong commitment to using organic, environmentally friendly products on their land and contributing to planning a sustainable future for Bainbridge Island. In doing business on the Island, the Brian's have a desire to connect to

Portland, OR
Seattle, WA
Vancouver, WA
Bend, OR
Long Beach, CA

MILLERNASH.COM

Bainbridge through the land and the community by offering a locally owned, small business option.

Local, small businesses like the Brians are vital to fulfilling the vision of a sustainable future for Bainbridge Island, which is why the Brians strongly support this concept as one of the main components of the Economic Element of the Comprehensive Plan Update. The Framework of the Economic Element, as well as the policies and goals, fit squarely into the vision that the Brians have for their community and the reason that they desire to contribute by siting their retail cannabis store locally. As residents of the Island and entrepreneurs, they agree with the statement in the Economic Framework that "the Island's economic future *should* include enterprises that are diverse by type and scale, under local ownership; that offer a variety of employment options and that support a broad range of income and skill levels" (*2016 Comprehensive Plan, Economic Element, Framework, EC-1*) and are eager to participate in that future by establishing their small scale business that will create jobs on the Island for a range of skill levels. *2016 Comprehensive Plan, Economic Element, Framework, EC-2.*

The Brian brothers are particularly interested in the policy goals that relate land use designations back to the economic vitality of the Island. As stated in the goals and policies relating to a diversified economy, entrepreneurship must be supported by providing adequate land use designation (Policy EC 1.4) and developing and maintaining "regulations that provide support for our community's business sectors" while "encouraging the business community to look for emerging sectors." (Policy EC 1.1). The Brian's small retail cannabis business is part of just such an emerging sector, thus, given the policy of promoting emerging business sectors, (Policy EC 6.5) the Brians are hopeful that land use regulations will be changed to reflect this policy, especially through rezoning and developing Neighborhood Centers to "attract a variety of small scale retail." (Policy EC 8.2).

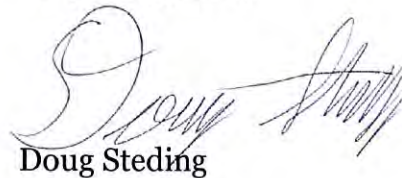
To that end, the Brians are equally supportive of the Land Use goals and policies that are presented in the Land Use Element of the draft Comprehensive Plan regarding development of the Neighborhood Centers. Existing and new Neighborhood Centers are an indispensable part of a vision for the island that includes a healthy local economy, affordable housing for everyone, a diversity of employment opportunity, and the preservation of the Island's natural resources. As stated in the Land Use Vision 2036, attracting growth to these designated centers, including Winslow, Island Center, Rolling Bay, Lynwood Center and Fort Ward, is the cornerstone of a thoughtfully and sustainably planned island. (LU 2-3). The Brians are interested in engaging in the "Special Planning Area" process that is spelled out as a policy point in the Land Use

Bainbridge Island Planning Commission
September 26, 2016
Page 3

Element of the draft comprehensive plan (Policy LU 4.2), as entrepreneurs who would like to contribute to the vitality of those centers, thus providing jobs and the opportunity for residents to patronize homegrown business.

As part of the important process of supporting the Island's sustainable growth while protecting its natural resources, the Brians hope to work with the Commission and the Council to further the policy goals discussed above of encouraging economic opportunity and access to goods by further developing and strengthening current and future neighborhood centers. They hope that, in supporting this goal, you will lean heavily on Economic Policy 1.4 and provide adequate land use designation by amending the land use code to allow their small business to align with the overall vision for the Island and locate in a designated Neighborhood Center.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Doug Steding".

Doug Steding

DJS:fd

Jane Rasely

From: Jane Rasely
Sent: Tuesday, September 27, 2016 12:32 PM
To: 'Walton, Amalia R.'; PCD
Cc: Drobny, Franny; Steding, Doug J.
Subject: RE: Comment letter regarding Draft 2016 Comprehensive Plan Update

Ms. Walton,

We have received your letter.

Thank you,



JANE RASELY
Administrative Specialist
www.bainbridgewa.gov

From: Walton, Amalia R. [mailto:Amalia.Walton@MillerNash.com]
Sent: Monday, September 26, 2016 3:24 PM
To: PCD <pcd@bainbridgewa.gov>
Cc: Drobny, Franny <Franny.Drobny@millernash.com>; Steding, Doug J. <Douglas.Steding@millernash.com>
Subject: Comment letter regarding Draft 2016 Comprehensive Plan Update

Attached please find a comment letter written on behalf of Bevan and Peter Brian, regarding the Draft 2016 Comprehensive Plan Update. By reply email, please let us know that you have received this letter.

Thank you.

Amalia R. Walton
Counsel

Miller Nash Graham & Dunn LLP
Pier 70 | 2801 Alaskan Way - Suite 300 | Seattle, Washington 98121
Direct: 206.777.7434 | Office: 206.624.8300 | Fax: 206.340.9599
E-Mail | Web | Social | Blogs

Please consider the environment before printing this e-mail.

CONFIDENTIALITY NOTICE: This e-mail message may contain confidential or privileged information. If you have received this message by mistake, please do not review, disclose, copy, or distribute the e-mail. Instead, please notify us immediately by replying to this message or telephoning us. Thank you.

Name: Robert Weschler

Address: 330 Groun Ave. NW #C6, B.I.

robertweschler@yahoo.com

Date: September 17, 2016

Comment

① TRANSPORTATION

a) Kitsap Transit

1) make more obvious node on Winslow Way - bare minimum, more visible covered bus stop w/ seating (at present, you have to step on plants to get on bus at one pole!)

2) similar bus stop in SAFEWAY parking lot

3) SHUTTLE BUS every 10-15 min from promoted

P+Ride at CASINO to Winslow + Ferry terminal (at least during evening commuter hrs.)

b) promote electric bicycles on island (to deal w/ hills)

c) actively encourage UBER/LYFT/etc. on island to provide on-demand service

d) more actively promote B.I. Ride (especially \$1-ride for youth to alleviate soccer mom traffic)

e) create bus shuttle loop Ferry - Winslow Way - Macdonald - Safeway - Ferry

f) actively promote a VISION MAP of island with bike/trails connecting everything 622 encourage recalcitrant owners of larger picture so as to gain easier access to easements) 265

g) to further alleviate bus traffic, make some of the new Kingston $\leftrightarrow$ Seattle foot ferry runs stop at least at the Squamish dock (if not also Indianola, and north B. I.)

h) in looking a Transportation Element document, give each Policy TR — a title that allows quick skimming understanding of its goal + content.

i) Regular shuttle service: Island ~~Center~~ Center — Rolling Bay

WATERFRONT PARKS

Lynnwood — Winslow

put up a natural barrier of trees or shrubs along chain link fence of WADOT ferry maintenance terminal to hide it from park.

Jane Rasely

From: Island Center <islandcenterbainbridge@gmail.com>
Sent: Friday, September 23, 2016 11:13 AM
To: Sarah Blossom; Kol Medina; Ron Peltier; Wayne Roth; Michael Scott; Val Tollefson; Roger Townsend; PCD
Subject: Island Center Neighborhood Special Area Plan
Attachments: Island Center Letter - Whealdon.pdf

September 23, 2016

Re: Island Center Neighborhood

Dear City Council & Planning Commission Members,

My name is Tom Whealdon. I am a life long island resident, business owner and land owner in the area of Island Center. I am writing to you today in support of the review and renewal of the area at Island Center.

I am concerned about the island center area as it functions today because of:

- **Safety** – Miller road is a busy highway alternative on the island and the four way stop at Miller and New Brooklyn is congested with through traffic and local area traffic to businesses. With little shoulder and business parking very close to the street the area is hazardous to pedestrians, cyclists and motorists. The safety concern is time sensitive as the area continues to become increasingly congested.
- **Amenities** – I would like to see island center become a more vibrant neighborhood center. A wider variety of businesses and services would be welcome in this centrally and conveniently located neighborhood. Amenities like playgrounds or non motorized trails and paths would add greatly to the local community.
- **Housing** – There is a lack of entry level family homes on the island. The area at Island Center is an opportunity to help address this issue and create a community within easy reach to Winslow by bike or bus at price points approachable to teachers and young families. If this area is developed with yet more large homes this opportunity will be lost.
- **Neighborhood Aesthetics** – The Island Center area is not known for its curb appeal, yet it is a highly visible centrally located neighborhood seen by many daily. The businesses in this area are vital to the island and should not be displaced, but a more appealing plan for the area more in keeping with the aesthetics of Bainbridge Island would be a welcome change.

I am urging the city to make the review of Island Center a priority. There are significant issues in this area that should be addressed by our community. If the areas surrounding the business area of Island Center are developed as they are currently zoned over the next few of years we will miss the opportunity to revitalize this area and make it a true asset to the neighborhood and island.

Sincerely,



Tom Whealdon
6549 NE New Brooklyn Rd
Bainbridge Island, WA 98110



Name: John Wiens

Address: 1531 Fort Ward Hill Rd, NE

Date: September 22, 2016

Comment

Why is Fort Ward selected as a vicinity for commercial development?

There is no place for development.

Road are 20' wide.

There is only residences in the area.



CITY OF
BAINBRIDGE ISLAND

SEP 26 2016

Dept. of Planning &
Community Development

NAVIGATE BAINBRIDGE

charting our future together

Name: Elise Wright

Address: 10799 Bill Point View, NE

Date: September ²⁶22, 2016

Please note: ~~the~~ these comments are directed primarily at the Economic element. They apply as well to Housing, Tourism + others. Please ~~coordinate~~ ^{apply} them with the other appropriate policies in other elements.

Comment 1.3, 4

Policy EC 1.7 = If "partner" with the CofC + BDA means financial support, please strike this policy.

Goal EC-5 ~~Provide~~ Provide a variety of affordable housing... please add a policy actively promoting and exploring provision of affordable housing, by providing financial

Goal EC-6 - what is the definition of "designated centers"? ~~These should not be increased until the existing are built out.~~

Policy EC 6.1 - please do not "Disneyfy" BI as has occurred at Lynasord Center.

Policy EC 6.4 - what infrastructure investments would these be?

Policy EC 6.5 - how would the City "promote" these enterprises?

Goal EC-7 -

I am apposed to public/private partnerships with CofC & BDA. These organizations promote reliance on a retail-based, tourist-based, consumer-oriented economy. The island will be better served by ~~promoting~~ ⁶²⁷attracting businesses ²⁷⁰

support to HRB

such as AVALARA that actually provide family wages, rather than the \$10/hr. possible in retail establishments, many of which provide tourist related and/or overpriced goods that do not meet the needs of residents.

Policies in this goal are all laudable.

Goal EC-8

Policy EC 8.1 If fully implementing the Winslow Master Plan means building 5 story buildings along Winslow Way and covering the "Gateway" area with ~~Ben~~ MITC buildings, this policy should be stricken.

Policy EC 8.2 ~~This is~~ encouraging far too much density, & promoting unaffordable sub-sized housing. Lower density affordable housing should be the goal.

Goal EC-10

~~add a policy (10.3) that~~

Policy EC 10.2 - add "practices [that ~~promote~~ encourage affordable housing] in corporate green building..." etc.

Goal EC-11 Tourism

Policy EC 11.2 - All the businesses that serve the commercial needs of island residents* are long-gone from Winslow (Vern's, Dry Cleaners, Hardware, Tindleys, etc.) Part of the reason is lack of parking since the Big Dig. Part is the emphasis on serving tourists from the Cruise ships who walk off the ferries. This is not sustainable.

Goal EC-14 Agriculture - Wonderful goal + policies
High Priority Actions - as noted, please remove EC 1.7 from the list
EC Action #3: Please add "Increase acquisition / implementation of an ISLAND-WIDE NETWORK of non-motorized transportation trails."
~~pathways~~ to policy EC 11.1 & policy EC 6.7

Per the comments of Whitney Reavick, ED of the Housing Resources Board

Jane Rasely

From: colleen <ctitos@gmail.com>
Sent: Thursday, September 22, 2016 5:23 PM
To: PCD
Subject: Zoning in Ft Ward

Good Evening. We live at 1912 Parkview Dr in Ft Ward and absolutely **do not** want commerical zoning in the area. WE are also concerned about the design school traffic. We have small roads, small/big kids, one way in and one way out. It is not conducive to commercial zoning.

Respectfully,

Colleen and Joe Titos

--

Colleen Titos
ctitos@gmail.com
253-249-3605 cell

City of Bainbridge Island City Council Agenda Bill



PROCESS INFORMATION

Subject: 8:15 PM Islandwide Transportation Plan, AB-16-148 - Public Works (Pg. 630)	Date: 10/18/2016
Agenda Item: UNFINISHED BUSINESS	Bill No.: 16-148
Proposed By: Public Works Director Barry Loveless	Referrals(s):

BUDGET INFORMATION

Department: Public Works	Fund:
Expenditure Req: N/A	Budgeted? Budget Amend. Req?

REFERRALS/REVIEW

:	Recommendation:
City Manager: Yes	Legal: N/A Finance: Yes

DESCRIPTION/BACKGROUND

Action Item:

Public Works staff to update City Council on the draft Islandwide Transportation Plan (IWTP) update.

Background:

The City has been working on updating the Islandwide Transportation Plan concurrently with the Transportation Element of the Comprehensive Plan. The Planning Commission is currently reviewing the IWTP with recent discussions during their September 7th and October 5th meetings.

To view the current Plan, please visit: www.bainbridgewa.gov/708/

RECOMMENDED ACTION/MOTION

Informational only.

City of Bainbridge Island

City Council Agenda Bill



PROCESS INFORMATION

Subject: 8:35 PM Develop Scope of Work and Professional Services Agreement with ESA for Suzuki Ecological Assessment, AB 14-118 - Executive (Pg. 631)	Date: 10/18/2016
Agenda Item: UNFINISHED BUSINESS	Bill No.: 14-118
Proposed By: Doug Schulze, Executive	Referrals(s):

BUDGET INFORMATION

Department: Executive	Fund: General Fund	
Expenditure Req: TBD	Budgeted? No	Budget Amend. Req? Yes

REFERRALS/REVIEW

:	Recommendation:	
City Manager: Yes	Legal: Yes	Finance:

DESCRIPTION/BACKGROUND

Previously, the City Council directed staff to prepare a Request for Proposal (RFP) for an ecological assessment of the Suzuki Property. During the process of developing the RFP, it was determined that a more effective process would be to develop a Request for Qualifications (RFQ), which would allow the City to select a consultant and develop the Scope of Work in conjunction with the consultant.

The Environmental Technical Advisory Committee has reviewed and ranked the Statements of Qualifications received in response to the RFQ. Based on ETAC's review and ranking, ESA is the recommended consultant for completion of the Suzuki Ecological Assessment. The City Council is asked to authorize the City Manager to initiate work with ESA to develop a scope of work and professional services agreement for Council consideration at the October 25th meeting.

In an effort to facilitate the development of the scope of work, the City Council is asked to confirm the following interest statements:

1) In general, the City Council seeks a recommendation from the consultant to determine where development could occur on the property;

More specifically, the City Council has an interest in:

- 2) protecting and preserving old growth trees on the property;
- 3) protecting the existing pond located on the west side of the property; and
- 4) protecting hydrologic functions (aquifer recharge areas) on the property.

RECOMMENDED ACTION/MOTION

I move that the City Council authorize the City Manager to begin developing a scope of work and a professional services agreement with ESA for the Suzuki Ecological Assessment and forward to Unfinished Business on October 25, 2016.

ATTACHMENTS:

Description	Type
▣ ETAC Suzuki RFQs 101316	Backup Material
▣ ESA (Environmental Science Associates)	Backup Material
▣ The Watershed Company	Backup Material

TEAM	Overall Ranking	ETAC/S OW?	Certified Arborist	Rank	Habitat Biologist	Rank	Hydrologist	Rank	Aquatic Biologist	Rank	GIS	Rank	Past Experience	Rank	Past COBI Experience	Rank
ESA	1	N	Katie Hogan		Jim Keany	1	Eric Schniewind	2	Pete Lawson	1	Jonny Kemp		Oak Tree Habitat Mgmt Plan -- good example of terrestrial habitat work	2	Open Space Plan by Jim Keany -- very relevant to prioritizing habitat versus development	1
													Birch Bay Watershed Characterization -- more sw than gw		Sound to Olympics Trail -- environmental and permit support (level of involvement not clear)	
													Bellevue Airfield Park -- inventory and tagging of trees prior to construction			
Watershed	2	N	Katy Crandall		Sarah Sandstrom	3	Al Wald	1	Sarah Sandstrom	2	Amber Raynsford		Ecological Assessment for Vashon Arts Center -- good relevant work on habitat (with buffers) versus development	1	Ecological Assessments for two BI private residences -- very relevant but tiny projects (2 person-weeks total)	2
			Mike Foster										Ecological Assessment for Darington Trail -- avoiding impacts to old trees with trail			
Confluence	3	Y	Katie Hogan		Chris Berger		NO		Lauren Odle	3	NO		Ovenell Farm Wetland Delineation -- only wetland delineation (not part of Suzuki project)	3	Habitat Management Plan for Winslow Grove -- mitigation for potential impacts to stream buffer and tree removal (small; 4 person-weeks)	3
					Kerrie McArthur	2							Env Permitting for Industrial Development -- wetlands mitigation and permitting (not too relevant to Suzuki)			
Herrera	4	N	Julia Munger		Shelby Petro		NO		NO		NO		Eastgate Interceptor env permitting -- env review of floodplain and trees	4	Manitou Beach Restoration -- marsh and freshwater habitat assessment (no details on costs)	4
					Alicia Higgs	4							I-5 Corridor Reinforcement -- pant survey, habitat, wetlands		Wyatt/Bucklin baseline -- assessment of wetlands and buffers (no details on costs)	
													Lake Hills Trunk and Interceptor -- assessment of sewer alignment			
McLennan	5	N	Katie Hogan		Juan Rovalo	5	NO		NO		NO		Ecological Assessment of a small island somewhere	5	NONE	5
													Assessment of trees in Mazatlan Forest			
Names in RED -- very junior staff; less than 3 years experience in the field of expertise presented for Suzuki project																

City of Bainbridge Island

Ecological Assessment Services for Suzuki Property



09.23.16 | Statement of Qualifications



5309 Shilshole Avenue NW
Suite 200
Seattle, WA 98107
206.789.9658 **phone**
206.789.9684 **fax**

www.esassoc.com

September 23, 2016

Gary Christensen
City of Bainbridge Island
Department of Planning & Community Development
280 Madison Avenue North
Bainbridge Island, WA 98110

Subject: Ecological Assessment Services for Suzuki Property

Dear Gary:

The proposed "Suzuki Farm" development is a unique opportunity to create affordable, energy efficient, and community-centered housing on Bainbridge Island, while maintaining ecological features that are important to the Island's natural environment. A thorough and scientifically-defensible ecological assessment of the property will provide the baseline of existing conditions needed to start the development design process and meet City Council goals.

Environmental Science Associates (ESA) is thrilled to have this opportunity to work with you on this project. Our wildlife and fisheries biologists have extensive experience in evaluating terrestrial and aquatic habitats and species throughout the Puget Sound region, and regularly support site development proposals and plans. We also are familiar with your community and its ecological resources, as our project team has provided habitat assessments for several other projects on Bainbridge Island.

In addition, our biologists, working closely with our GIS staff, bring added value to the project by developing written and visual materials that will effectively translate scientific findings and ecological concepts to decision makers and the public-at-large. This ability to not only categorize ecological resources, but to place them in an understandable context, will aid in effective communication and outreach.

For this important effort we propose to team with Tree Solutions, Inc., a firm that has successfully worked as the arborist on over 20 projects for the City. Our team is available and motivated to conduct the work in an efficient and cost-effective manner. Serving as your project manager, I will bring my ecological assessment experience and leadership skills to ensure our enthusiasm and commitment are evidence in every step of the process and in the quality of the final products. Overall, our team has the expertise and experience you require and the commitment to work with you to efficiently achieve the project goals.

We look forward to your review of our Statement of Qualifications and thank you for your consideration. Please contact me at 206.789.9658 or amerrill@esassoc.com if you have any questions or would like additional information.

Sincerely,
ESA

A handwritten signature in blue ink that reads "Adam Merrill". The signature is fluid and cursive, with the first name "Adam" and last name "Merrill" clearly distinguishable.

Adam Merrill
Project Manager & Senior Scientist

Section 1

Firm Profile

Prime Consultant

Environmental Science Associates (ESA) is a multidisciplinary environmental consulting firm founded in 1969 with local offices in Seattle and Portland. ESA's Seattle office staff specialize in:

- Fisheries & wildlife biology;
- Wetland/riparian ecology;
- Watershed planning;
- Land use planning;
- Mitigation & restoration design;
- Public outreach;
- Water resources engineering;
- Permitting & regulatory compliance;
- State & National Environmental Policy Act (SEPA & NEPA) documentation;
- Geomorphology & hydrology;
- Floodplain dynamics;
- Cultural resources services; and
- Geologic Information Systems (GIS) analysis.

We understand federal, state, and local laws, policies, and regulations, and work well with government agencies, tribes, and other stakeholders on projects of varying size and complexity.

ESA's fisheries and wildlife biologists are skilled at conducting surveys and habitat assessments for fish, amphibians, birds, and small and large mammals. We offer expertise in evaluating a wide variety of wildlife habitats and species for projects in urban and rural environments across the region. Our biologists regularly support site development proposals and plans, conduct wildlife evaluations, and assess habitat conditions for both public and private sector clients. ESA also assists local government in developing policies, regulations, and other strategies for managing fish and wildlife habitat, ranging from site-specific management recommendations to regionally-recognized habitat management plans.



ESA has teamed with Tree Solutions, Inc. to provide the suite of services necessary for the Suzuki Property ecological assessment.

Subconsultant

Tree Solutions, Inc. is a Seattle-based environmental consulting firm that focuses on tree management throughout the Pacific Northwest. Tree Solutions Inc. is a Washington corporation, originally established as Scott D. Baker Consulting Arborists in 2001, and incorporated in April 2003. Tree Solutions currently has ten employees, all in the Pacific Northwest, offering these specialized services:

- Tree risk evaluation, diagnostics, health management, & retention;
- Tree inventories, management plans, restoration and planting plans;
- Tree and landscape appraisals; and
- Tree treatments: growth regulators, systemic insecticides and fungicides.

Section 2

Team Qualifications

ESA offers the City of Bainbridge Island a team of experts in wildlife habitat assessment, fisheries biology, arboriculture, and GIS data analysis and mapping. The team will be led by Adam Merrill, who will be your primary point of contact. Adam's extensive experience in analyzing ecological data and reviewing development proposals for compliance with environmental regulations provides him the insight to adeptly guide decision making on this project. He will effectively facilitate internal and client communication and ensure the delivery of a habitat assessment that meets the City's objectives.

Adam will be supported by the team members as shown below; team member resumes are attached to this SOQ.

Key Staff



Adam Merrill | Project Manager & Senior Scientist

Adam has over 12 years of experience in natural resource management in the Pacific Northwest, with a focus on science-based land use planning. He manages and supports a diverse set of interdisciplinary projects involving environmental permitting and compliance, aquatic habitat and watershed restoration, and community land use planning. For municipal clients throughout the Puget Sound region, Adam regularly provides expert third-party review of development proposals, to ensure compliance with cities' wetland, stream, and wildlife habitat regulations. As evident through his watershed characterization and land use planning work, Adam is adept at gathering and analyzing habitat and species data to develop workable strategies to accommodate development while maintaining habitat quality. Adam is highly experienced working closely and directly with clients, staff from regulatory agencies, and the public on complex and controversial projects.



Jim Keany | Wildlife Habitat Biologist

Jim brings over 32 years of experience in environmental research, with an emphasis on wildlife management, natural resources inventories, and restoration ecology. He has a diverse background with experience in terrestrial habitat surveys; landscape level analysis; wetlands inventory, delineation and mitigation; and endangered species surveys and biological assessment preparation. Jim has conducted hundreds of wildlife surveys and habitat assessments throughout the northwest, from small sites to comprehensive habitat assessments covering thousands of acres. Jim's primary role for the Suzuki Property ecological assessment project will be to develop the habitat assessment protocols and lead the field data collection effort. Additionally, Jim will assist Adam in using the collected data to develop specific recommendations to protect ecological features and wildlife species, based upon the proposed development design.

Pete Lawson | Fisheries Biologist

Pete is a senior fisheries biologist with over 19 years of experience managing and executing projects in the disciplines of fisheries biology. He has performed extensive field studies and has knowledge of the life history and ecology of Pacific salmonids and the relationships of these species with physical instream habitat. Pete has assessed and characterized physical and chemical fish habitat parameters and is well versed in habitat and population-level assessment techniques. He has designed mitigation to offset project impacts to instream, riparian, and wetland habitat. Pete's role in this project will be to assess the habitat conditions of the onsite stream, and assist Adam in developing recommendations for onsite riparian habitat and downstream fish resources.



Eric Schniewind | Geologist

Eric has over 20 years of experience as a geologist, hydrogeologist, and hydrologist with projects completed throughout the west coast in Washington, Oregon, and California. His projects have included aquifer recharge storage basins, groundwater management plans, septic systems, County-wide planning evaluations, and stormwater management features. Eric has analyzed and reviewed a wide variety of geotechnical issues and hazards in preparation of environmental review documents that range from site specific studies to watershed-based evaluations. For this project, Eric will analyze the aquifer recharge potential of the Suzuki Property, and provide recommendations for avoiding potential impacts to reservoirs.



Jonathan Kemp | GIS Analyst

Jonathan (Jonny) is a GIS Analyst bringing 4 years of experience in analyzing visual data, spatial analytics, and providing GIS support for a variety of projects. Jonny possesses a unique agility in learning software and techniques to solve new and challenging spatial problems. Using ESRI and Open Source Geospatial software he has performed spatial analysis and created dynamic maps and graphics suited specifically toward each project's needs. Johnny will support the ecological assessment efforts by managing the geospatial data collected for this project, as well as producing the survey map and figures that will support the written report.



Katie Hogan, CA | Certified Arborist

Katie is an associate with Tree Solutions, Inc. She brings 4 years of consulting experience. Katie has studied native forest dynamics and pathology in Washington, Oregon, California, and Utah. She specializes in plant pathogens, habitat quantification, native and rare plant identification, field sampling techniques, and fire ecology. She strives to practice interdisciplinary environmental management and hopes to increase community awareness through education and research. She is an ISA Certified Arborist (PN-8078A) and ISA Qualified Tree Risk Assessor.



Recent Relevant Project Examples

The following recent project examples demonstrate our team's experience with projects that represent many of the same capabilities required for the Suzuki Property ecological assessment project. Our team has a track record of delivering high-quality work products on-time and within budget. Please feel free to contact the references listed at the end of this section to verify their level of satisfaction with our past performance.



Client: Taylor Development

Key Staff & Role

- Jim Keany, Project Manager

Budget: \$5,000 (Phase I) &
\$67,480 (Phase II)

Reference

Kevin O'Brian, Taylor Development,
425.869.1300, ko@taylordev.com

Oak Tree Habitat Management Plan & Preserve

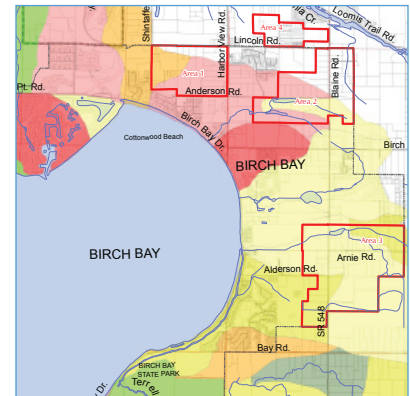
Description of the Work: A developer in Thurston County proposed construction of single-family residences on a 200-acre site containing Garry oak habitat. Rare Garry oak habitats are regulated as a type of critical area by Thurston County, and are therefore a major issue in terms of planning a residential development and proposing mitigation measures. ESA managed and participated in a reconnaissance of the property to map the quality and extent of oak habitats. ESA then applied a scoring system developed by the Washington State Department of Natural Resources to evaluate the quality of oak habitats based on factors such as invasive species, oak canopy coverage, surrounding land uses, and others. The rating system was applied as a cost-effective, rapid assessment tool to provide data for the long-term oak habitat management plan. After approval of this method by the County, ESA assisted the client with an oak tree survey and development of an oak habitat management plan that included preserving oak stands, removal of over-topping conifers, weed control, and restoration of select areas.

Currently ESA is assisting with creation of an Oak Tree Preserve at a development site in Thurston County. Services include creation and implementation of a Habitat Management Plan, as well as baseline and long-term habitat monitoring. In addition to authoring the improved Habitat Management Plan for the Oak Tree Preserve Site, ESA staff also oversaw baseline environmental monitoring on-site to determine habitat quality and made recommendations to preserve important habitat components and improve degraded habitat. ESA's staff is slated to conduct long-term environmental monitoring on this site to document site success.

Birch Bay Watershed Characterization

Description of the Work: ESA led an Ecology- and EPA-funded pilot study of the Birch Bay watershed in Whatcom County. This project was one of several efforts sponsored by the multi-agency Watershed Group as part of the state’s “Mitigation That Works” initiative. This study applied watershed characterization tools developed by Ecology and habitat assessment models developed by the Washington Department of Fish and Wildlife (WDFW) to identify priority areas for restoration, protection, and development. The project used remote sensing techniques to assess and map wetland and riparian conditions throughout the watershed. A key component of the pilot study was development of several build-out scenarios that examined expected changes in impervious surface due to proposed zoning and planned growth. The pilot study produced a set of detailed recommendations for preserving and restoring water flow and water quality processes and maintaining high quality habitats that exist within the watershed.

Subsequently, ESA managed a second EPA grant to implement the pilot study recommendations. This phase of the project, called the Birch Bay Action Plan, involved developing market-based strategies that created incentives for voluntary restoration and protection efforts and creating new watershed-specific development standards that more accurately reflect the environmental opportunities and constraints in the watershed.



Client: Whatcom County

Key Staff & Role

- Adam Merrill, Watershed Scientist

Budget: \$255,000

Reference

Peter Gill, Wyoming Water Development Office (formerly with Whatcom County), 307.777.6327, peter.gill@wyo.gov

Bellevue Airfield Park

Description of the Work: Tree Solutions, Inc. completed three phases of work for the Bellevue Airfield Park.

- **Phase I Inventory:** Tree Solutions reviewed all pertinent documents prior to inventory; tagged all significant trees on site 8-inches in diameter or greater; and collected data for each tree (DSH, species, health condition, structural condition, and tree risk unrelated to development). Phase I deliverables included an arborist report, table of trees, and site map with tree ID numbers using survey as the base.
- **Phase II Planning/Permitting:** For this second phase, Tree Solutions reviewed construction plans and discussed tree hazards that may be caused by construction; identified moderate and high risk trees posed by construction, in addition to tree protection zones; and assisted with the development process as needed. Phase II deliverables included a tree protection plan/arborist report addendum and other paperwork required for permitting and an amended table of trees that included risk potential and a proposed action for the tree (removal, retention, etc.).
- **Phase III Construction:** Tree Solutions served as an on-call arborist for tree protection during construction activities. Phase III deliverables included an arborist memo for each site visit documenting the unique situation and solution.



Client: Walker Macy Landscape Architects (prime consultant)

Key Staff & Role

- Katie Hogan, Certified Arborist

Budget: \$13,625

Reference

Chelsea McMann, Walker Macy Landscape Architects, 503.228.3122, cmccann@ealkermacy.com

Section 3

Past Experience with the City

The ESA team has over 20 years of experience working on Bainbridge Island, including several projects for the City. Most recently, ESA provided environmental and permit support services to the City in support of the Sound to Olympics Trail, Phase 2 project. Our work included an analysis of potential project impacts to vegetation, fish, and wildlife in the project vicinity; wetland identification and classification; and permit support services. All work was conducted in accordance with the City's Critical Areas Ordinance and other relevant land use codes.

In addition, ESA recently provided environmental documentation and permitting lead support for the Eagle Harbor Beach Sewer Main Replacement Project. ESA authored the SEPA checklist for the project, facilitated an expedited permitting and approval process, and prepared federal, state, and local permit applications. These projects, along with the others listed on this page, have given us in-depth experience and familiarity with local conditions, codes and practices, and Bainbridge Island stakeholder groups.

Tree Solutions, Inc. has worked as the arborist consultant on over twenty projects for the City of Bainbridge Island, including right-of-way improvements along Winslow Way and the development of the Bainbridge Waterfront Park. Their team is highly knowledgeable about local conditions in both shoreline and inland areas across the island. They have worked steadily on both residential and development projects on Bainbridge Island and bring an immense understanding of the history and forest characteristics unique to the City.

Examples of ESA & Tree Solutions' Projects with the City

- Eagle Harbor Beach Sewer Mains Replacement Project
- Sound to Olympics Trail Project, Phase 2
- Waterfront Park & City Dock Design Project
- Martin Property Wetland Evaluation
- On-Call Environmental Services 1999 - 2000
- Right-of-Way Tree Assessment, Wyatt Way Improvements
- Right-of-Way Tree Assessment, Hidden Cove Road Improvements
- Tree Assessment for Olympic Vista Homes
- Tree Assessment for City of Bainbridge Island City Hall
- Waterfront Park Renovation & Vegetation Management Plan
- Right-of-Way Tree Assessment, Nisqually Way Improvements

Section 4

Demonstrated Experience with Biological & Ecological Data Acquisition & Documentation

Wildlife

ESA's staff includes scientists who conduct site evaluations to determine wildlife use, map habitats, and conduct species surveys. ESA's wildlife biologists work with our planners to address single and multi-species issues on all types of projects. They have extensive experience with state and federally listed species, which includes conducting technical studies; preparing Biological Assessments (BAs) and Habitat Management Plans (HMPs); and contributing to environmental impact statements (EISs), watershed assessments, and other documents necessary for permitting projects. They are skilled in studies of mammals, birds, reptiles, amphibians, and their habitats throughout the Pacific Northwest and have addressed wildlife issues for capital improvement and residential development projects.



Fisheries

ESA's fisheries biologists have conducted spawning surveys, assessed in-stream habitat, determined stream type, evaluated water quality, determined fish presence, and developed and implemented stream and riparian restoration plans. Our expertise includes knowledge concerning salmon, trout, and warm water fish and their habitats, as well as marine ecosystem experience. Our scientists have contributed to multiple Best Available Science (BAS) reports for a variety of project types and have worked closely with engineers on design features to avoid and minimize project impacts on fish and aquatic species.



Aquifer Recharge

ESA's in-house staff includes geologists, hydrogeologists, hydrologists, and environmental planners who bring experience with aquifer recharge storage basins, groundwater management plans, site specific and watershed area planning evaluations, and stormwater management features.



Arboriculture

Tree Solutions, Inc. provides a science-based, objective approach to tree evaluation and management, grounded in years of experience with tree pruning and removal, land development, and landscaping. With six highly-skilled arborists on staff, Tree Solutions has the capacity to complete projects on deadline while accommodating a variety of budgets.

This page is intentionally left blank.

Attachments

■ Key Staff Resumes

This page is intentionally left blank.



Adam Merrill

Project Manager & Senior Scientist

EDUCATION

M.S., Resource Management, Central Washington University

B.S., Environmental Science, Western Washington University

12 YEARS OF EXPERIENCE

CERTIFICATION/REGISTRATION

Fluvial Ordinary High Water Mark (OHWM) Certification

Washington State (Eastern and Western) Wetland Rating System (Revised) Certifications

Adam has over 12 years of experience in natural resource management in the Pacific Northwest, with a focus on science-based land use planning. He has managed and supported a diverse set of interdisciplinary projects involving environmental permitting and compliance, aquatic habitat and watershed restoration, and community land use planning. He has performed hundreds of wetlands delineations and assessments and has successfully assisted clients with obtaining Corps Section 404 permits, Ecology 401 water quality certifications, and development permits from local agencies. He has also authored NEPA/SEPA compliance documents, Shoreline Master Program regulations, and critical areas regulations. Adam is highly experienced working closely and directly with clients, staff from regulatory agencies, and the public on complex projects.

Relevant Experience

Birch Bay Watershed Action Plan, Whatcom County, WA. *Task Lead.* ESA and a collaborative group of local, state, and federal agencies applied watershed characterization concepts to develop the *Birch Bay Watershed Characterization and Watershed Planning Pilot Study*. ESA provided assistance to Whatcom County to develop the “Birch Bay Watershed Action Plan,” a suite of tools used to implement the watershed planning and land use recommendations detailed in the pilot study. For this project, Adam was the primary author of a watershed-wide wetland and stream buffer mitigation plan and a Low Impact Development handbook, customized for the environmental conditions of the watershed. He also provided technical support for the development of public education materials and the selection of future aquatic habitat restoration sites.

Riverfront Public Amenities & Environmental Restoration, Everett, WA. *Wetlands Specialist.* ESA is supporting the City’s construction of a 2.5-mile trail system, new 3-acre waterfront park, and over 30 acres of stream and wetland enhancements. The project is part of a public/private partnership that will redevelop on the 240+ acre Riverfront parcels on the Snohomish River in south Everett, an old mill site. ESA completed wetland delineations and functional assessments for all on-site wetlands, prepared conceptual plans for proposed restoration work, and helped the City prepare grants to fund portions of the project. On-going work includes assisting with the Master Plan for the project, preparing required environmental permits for the City’s portion of the project, and preparing wetland and stream restoration and design documents. Adam conducted wetland delineations, co-authored the wetland mitigation plan, and wrote technical memoranda analyzing the potential impacts to plants, animals, streams, and wetlands resulting from the project.

Cedar River Watershed Vegetation Surveys, King County, WA. *Lead Biologist.*

Adam was a lead biologist in two long-term vegetation surveys of the Cedar River watershed. ESA assisted Seattle Public Utilities with a systematic vegetation survey of the 90,546-acre watershed using standard scientific methods and permanent sample plot (PSP) protocols for vegetation sampling. The upland vegetation survey was conducted at 69 permanent sampling plots located in forested areas throughout the watershed. The riparian vegetation survey was conducted at 30 permanent plots in the lower watershed. Project activities included tree age and height determination, coarse woody debris (CWD) measurements, shrub and herb identification, GPS use, and measuring canopy cover. In addition to his field work duties, Adam trained field personnel on the sampling protocol and led field crews.

Pierce County Invasive Species & Lake Management Project, WA. *Biologist.*

ESA inventoried over 1,000 acres of Pierce County-owned properties to document the presence and approximate extent of invasive plant species, concentrating on aquatic, wetland, and riparian species. Site-specific information was collected on GPS units and linked to an Access database. Adam conducted invasive plant field surveys and evaluated wildlife habitat suitability.

Sapphire Skies – Forest Ridge Streams & Wildlife Habitat Study, Cle Elum, WA.

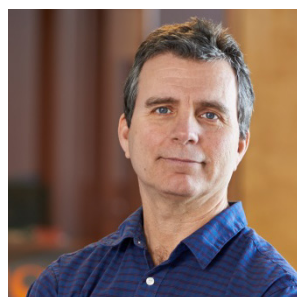
Biologist. ESA performed a wildlife habitat study for the proposed Forest Ridge residential development and prepared a technical report to support Kittitas County Critical Area permit requirements. The study area encompassed approximately 483 acres of interior mixed conifer forest, streams, and wetlands within South Cle Elum ridge north of the City of Cle Elum. Adam conducted field reconnaissance for streams, plants, and overall wildlife habitat.

Meadow Springs Residential Development, Kittitas County, WA. *Wetlands*

Specialist. Adam served as wetlands specialist for this project that required wildlife and wetland studies near Cle Elum, Washington. The 250-acre project area contained undeveloped conifer forest, extensive wetlands, and required expertise in eastern Washington flora and proficiency in the use of Ecology's Wetland Rating System for Eastern Washington. Adam conducted wetland delineations, evaluations, and preparation of a wetland technical report to support permit applications.

Birch Bay Berm & Pedestrian Trail Design, Whatcom County, WA. *Task Lead.*

ESA is assisting Whatcom County with a soft shore berm and pedestrian trail project along Birch Bay. The overall goals of the project are to reduce storm/flood damage, improve pedestrian safety, enhance shore access, improve stormwater drainage, and protect water quality while improving natural coastal geologic and ecological process. Adam is coordinating the environmental reporting and permitting for the project, in support of a NEPA review, Corps Sections 10 and 404 review, Ecology Section 401 water quality permit, WDFW Hydraulic Project Approval, and Whatcom County critical areas review.



Jim Keany

Wildlife Habitat Biologist

EDUCATION

M.S., Wildlife Ecology,
Frostburg State College,
University of Maryland
Appalachian
Environmental
Laboratory

B.S. Natural Resource
Management, Rutgers
University.

32 YEARS OF EXPERIENCE

CERTIFICATIONS

USFWS Habitat
Evaluation Procedures
(HEP)

USFWS Wetland
Classification System

USFWS Sampling
Techniques and
Sampling Design

US Soil Conservation
Service, Soil Erosion
and Sedimentation
Control Analysis

Society of Northwest
Vertebrate Biologists,
Terrestrial Amphibian
Sampling Procedures

USFWS Marbled
Murrelet Monitor
Certification

PROFESSIONAL AFFILIATIONS

The Wildlife Society

Society of Northwest
Vertebrate Biologists

Washington Native
Plant Society

Society for
Conservation Biology

Jim brings over 32 years of experience in environmental research and consulting with an emphasis on natural resource inventories, restoration ecology, and wildlife management. He has a diverse background with experience in endangered species surveys and biological assessment preparation; wetlands inventory, delineation and mitigation; terrestrial habitat surveys; fisheries and stream surveys; and landscape level analysis.

Relevant Experience

Open Space Plan, Bainbridge Island, WA. *Project Manager / Lead Ecologist.* While with another firm, Jim assisted the City of Bainbridge Island with development of a priority open space plan that has been used to update the City's Comprehensive Plan. The island's population is continuing to grow and the City reviewed appropriate areas to increase infrastructure and density as well as how to best preserve habitat connectivity and sensitive natural resource sites. Jim conducted habitat mapping and GIS modeling to analyze environmental sensitivity and development vulnerability across the island to identify priority areas for long-term preservation. The study concentrated on sites with a high biodiversity value and areas that facilitate habitat corridor connections between existing protected open spaces. In addition, Jim investigated the range of conservation strategies that have been used on Bainbridge Island and throughout Washington State to preserve valuable open space. The conservation strategy portion of the report recommended options for conserving open space including conservation easements, transfer of development rights, and fee purchase. Jim co-led several workshops and public meetings to both inform the public about the process and to gather community information on valuable open spaces.

Marine Nearshore Habitat Connectivity Project, Bellingham, WA. *Project Manager.* ESA helped the City of Bellingham assess habitat connectivity along the nearshore in conjunction with a Master Plan for the downtown waterfront. ESA assessed habitat connectivity on two axes: along the intertidal shoreline and between the marine riparian zone and the marine shoreline. ESA researched habitat connectivity issues in the nearshore environment and then developed a simple model that evaluated connectivity in each of the 28 sub-units of the City's shoreline. As project manager and lead ecologist, Jim led the team in developing the model, choosing evaluation elements (juvenile salmon, sediment input/transport, organic material transport, etc.), applying the model, and interpreting the results. A report was prepared that provided background on habitat connectivity and described the methods used for developing the model. Team members presented the model results at the annual meeting of the Society of Northwest Vertebrate Biologists Conference.

Oak Tree Reserve Habitat Management Plan, Olympia, WA. *Project Director.* ESA is assisting Taylor Development with the creation of an Oak Tree Preserve at a development site in Thurston County. Services include creation and implementation of a Habitat Management Plan, as well as baseline and long-term habitat monitoring. Jim directed authorship of the improved Habitat Management Plan for the Oak Tree Preserve Site. He also oversaw baseline environmental monitoring on-site to determine habitat quality and made recommendations to preserve important habitat components and improve degraded habitat. ESA's staff is slated to conduct long-term environmental monitoring to document site success.

McCormick Woods/Calvinwood/Square Lake Park Preserve, Kitsap County, WA. *Project Biologist.* Jim worked with the Washington State Parks Department, Kitsap County, and the McCormick Land Company in a unique public/private partnership to create an environmental learning center and associated trails network on 200 acres of land on 3 parcels. Jim's responsibilities included providing a complete characterization of the natural systems of the area, both biological and geophysical. Jim also provided a summary of the baseline studies and alternatives at public meetings. A final master plan report documented a preferred alternative and development costs.

Endangered Species Act Lands Inventory, Northern WA. *Project Manager/ Lead Ecologist.* Jim conducted baseline natural resource surveys on land parcels purchased by Seattle City Light (SCL) to protect and enhance federally listed threatened salmonids in several northern Washington watersheds. Seventeen parcels ranging in size from one to 1,300 acres were surveyed including vegetation association mapping, weed inventories, wildlife habitat assessments, rare plant habitat assessments, aquatic habitat assessments, and road and trespass inventories. Vegetation association mapping was conducted by interpreting aerial photographs and developing GIS maps that were field verified. The study sites were located in the Skagit, Sauk, Cascade, and Tolt River basins. The information will be used to develop management plans for each site.

Cougar Mountain Regional Park Wildlife and Habitat Studies, King County, WA. *Project Manager/Lead Ecologist.* Jim was responsible for mapping vegetation communities, conducting wildlife surveys, and summarizing existing carnivore information for the 250,000-acre park for the King County Department of Parks and Recreation. The data generated from the natural resource studies were used to develop a park master plan and further land acquisition priorities. Primary issues included reduction of conflicts between large mammals and hikers; maintaining habitat connectivity for bear, bobcat, and cougar; and trail realignment to avoid sensitive features.

Olympia Wildlife Habitat Inventory, Olympia, WA. *Project Manager.* Jim inventoried, mapped, and evaluated the relative value of wildlife habitat within the City of Olympia's Urban Growth Management Zone. Aerial photographs were used to map upland and wetlands within the 28 square mile study area, and then entered into a GIS database. Jim prepared a technical memorandum on issues of managing wildlife habitat in fragmented landscapes, devised a system to evaluate the relative value of available habitat, and presented results to the public and state and federal resource agencies. A final report presented strategies for open space conservation and connectivity, and recommendations for land acquisition and management.



Pete Lawson

Fisheries Biologist

EDUCATION

M.S., Environmental Science, Western Washington University

B.S., Biology, Western Washington University

19 YEARS OF EXPERIENCE

CERTIFICATION/REGISTRATION

Washington Department of Transportation
Biological Assessment
Qualified Senior Author

PROFESSIONAL AFFILIATIONS

American Fisheries Society

Pete is a senior fisheries biologist with over 19 years of experience. He has performed extensive field studies and has knowledge of the life history and ecology of Pacific salmonids and the relationships of these species with physical instream habitat. Pete has assessed and characterized physical and chemical fish habitat parameters and is well versed in habitat and population-level assessment techniques. He has experience in Endangered Species Act issues, including expertise in the coordination and preparation of Section 7 biological assessments and/or evaluations (BAs/BEs). He is also adept in the preparation of a wide range of local, state and national environmental documentation such as Critical Areas Studies, NEPA/SEPA documents (EISs and EAs), and Habitat Conservation Plans (HCPs). Pete has designed mitigation to offset project impacts to instream, riparian, and wetland habitat and he has designed and participated in biological and physical habitat monitoring in support of capital improvement and restoration projects. Pete also has an academic background in aquatic toxicology and risk assessment techniques, and brings a unique multi-disciplinary approach to complex environmental remediation, restoration, and rehabilitation projects.

Relevant Experience

City of Bainbridge Island Sewer Plan Update, WA. *Senior Scientist.* Pete led environmental documentation and permitting for the Eagle Harbor Beach Mains Replacement project for the City of Bainbridge Island. The project consisted of failing sewer mains located along the beach in Eagle Harbor. ESA's staff facilitated an expedited permitting and approval process so the project could be constructed during the allowed work window. ESA's staff authored the SEPA checklist for the project, and prepared the federal, state, and local permit applications, including Section 404, 401, hydraulic project approval, shoreline substantial development, and NPDES Construction Stormwater General permit.

Sound to Olympics Trail, Phase 2, Bainbridge Island, WA. *Senior Scientist.* Pete participated in the alternative analysis and permitting process to construct a 0.8 mile segment of the regional Sound to Olympics Trail, parallel to SR 305 on Bainbridge Island, Washington. Pete conducted a site reconnaissance to identify natural resources in the analysis including habitat quality of forests, wetlands, and streams within the project area. He also evaluated several existing stream crossings, including fish passage status. Once an alternative was selected, Pete assisted in the permitting process, including preparation of multiple discipline reports to support the NEPA process.

Diane's Faithful Lane Subdivision, Puyallup, WA. *Senior Scientist.* ESA assisted the City of Puyallup Planning Services Department by conducting a third party environmental review for a project to develop 14 single-family residential lots in the Diane's Faithful Lane Subdivision, adjacent to Deer Creek, a perennial salmon-bearing stream. The City requested this review in response to an application to

construct an additional home within the subdivision, and in anticipation of additional residential construction in the future. Pete reviewed the potential impacts of the project under the local Critical Areas and the floodplain development code, as well as the projects consistency with FEMA Region X's Regional Guidance for NFIP compliance with the Endangered Species Act.

Pioneer Crossing Project, Puyallup, WA. *Senior Scientist.* ESA assisted the City of Puyallup Planning Services Department by conducting a third party environmental review for a development of a parcel through construction of five buildings, parking areas, and site landscaping with integrated rain gardens for stormwater treatment on the site. The site is currently cleared, graded, and tilled for agricultural use. Pete reviewed the potential impacts of the project under the local Critical Areas and the floodplain development code, as well as the projects consistency with FEMA Region X's Regional Guidance for NFIP compliance with the Endangered Species Act.

Illahee Basin Assessment, WA. *Senior Scientist.* Pete helped conduct a watershed characterization, surface water management plan, and aquifer protection plan for the Illahee Creek watershed. While the riparian areas of Illahee Creek and its tributaries are generally intact and in relatively good condition, the stream channels have been affected by increased stormwater and sediment inputs from surrounding urban development. Pete conducted physical and biological field evaluations of the watershed, including stream habitat surveys and wetland delineations, to identify existing problems and the processes that are contributing to degraded in-stream habitat conditions. The development of the watershed surface water management plan included recommendations for specific projects designed to prevent future degradation in the watershed, correct existing problems, and sustain Illahee Creek as a productive salmon-bearing stream.

SR 522 Preliminary Stream Investigations, WA. *Fisheries Biologist.* This large transportation project involved road widening and bridge improvements along highway SR 522 from the Snohomish River to the City of Monroe. While with another firm, Pete performed multiple stream surveys on the streams and rivers crossed by the project corridor in order to characterize their existing habitat conditions and fish use. He helped author a report summarizing the streams and fisheries resources that may potentially be affected by the project.

East Lake Sammamish Trail Plan- Interim Trail FEIS & Master Plan DEIS, King County, WA. *Fisheries Biologist.* This project involved preparation of a two separate environmental impact statements (EISs) for a highly controversial project involving the creation of a walking/biking/equestrian trail on the east shore of Lake Sammamish. Pete co-authored the sections of the EISs dealing with fish and aquatic resources. He conducted stream habitat assessments and verified stream classifications and fish barriers in order to characterize fish presence or absence, and identified streams that would benefit from habitat/culvert improvements as part of the trail construction process.



Eric Schniewind

Geologist & Hydrogeologist

EDUCATION

B.A., Geological
Sciences, UC Santa
Barbara

20 YEARS OF EXPERIENCE

Eric has over 20 years of experience as a geologist, hydrogeologist, hydrologist and hazardous materials specialist with projects completed throughout the west coast in Washington, Oregon, and California. His projects have included aquifer recharge storage basins, groundwater management plans, septic systems, County-wide planning evaluations, and stormwater management features. Eric has analyzed and reviewed a wide variety of geotechnical issues and hazards in preparation of environmental review documents that range from site specific studies to watershed-based evaluations.

Relevant Experience

Strand Ranch Groundwater Aquifer Recharge Basin, Rosedale-Rio Water District, Bakersfield, CA. *Hydrogeologist.* Eric provided the hydrogeologic analysis for the environmental review of a new proposed aquifer recharge basin on the Kern River Fan. Issues included groundwater mounding, effects to water levels on neighboring pumping wells from pumping recharged water, and water quality.

Kern River Water Allocation Plan, Bakersfield, CA. *Hydrogeologist.* ESA prepared the Program EIR for Kern Delta Water District's Water Utilization Program. The Program will optimize use within the District service area of Kern River water and reapportion how water is used for aquifer recharge storage and groundwater pumping. The project would potentially result in decreased access to Kern River water supply by subordinate water rights holders. Previous environmental analysis resulted in a lawsuit, brought by North Kern Water District and the City of Bakersfield against the District, was recently resolved in the Superior Court of California. The resulting Statement of Decision requires that the Kern Delta Water District evaluate the utilization of the water pursuant to the California Environmental Quality Act (CEQA). The ESA team includes specialized support from Todd Engineers to analyze the Water Utilization Program's impacts on groundwater and neighboring water districts.

Clark County Comprehensive Plan, WA. *Geologist/Hydrologist.* ESA assisted Clark County with a major update of their Comprehensive Plan to comply with the GMA by June 2016. ESA prepared the EIS to evaluate impacts and identify mitigation strategies. Eric evaluated geology and soils related hazard conditions including a characterization of soils suitable for groundwater recharge.

Sandy River Pipeline Project, Portland OR. *Water Quality/Hazardous Materials Specialist.* Eric provided consultation of a contaminated plume discovered in tunneling spoils on this large construction project immediately adjacent to the Sandy River. In addition, Eric provided technical assistance on retained dewatering water with constituents that were outside of discharge requirements. ESA is currently providing monitoring for this long-term construction project and enforcing required Best Management Practices (BMPs) to protect water quality.

Willamette Falls Legacy Project, Clackamas County, OR. *Project Manager/Hydrologist.* Eric managed the initial evaluation of stormwater conditions for this 23-acre industrial property along the Willamette River that is evaluating potential development scenarios; development options would include alterations to existing stormwater treatment onsite. Project work included evaluation of existing stormwater management as well as opportunities onsite infiltration to improve offsite stormwater runoff quality to nearby receiving waters through implementation of BMPs such as bioswales, rooftop drain filters, and treatment planters.

Grand Ronde Elder Housing, Grand Ronde, OR. *Hydrologist.* Eric provided technical data on stormwater pollutants anticipated for a proposed housing development. The project called for converting a large area of pervious surfaces to impervious surfaces that would drain directly into a creek that is habitat for protected aquatic species. The initial work also included an evaluation of potential stormwater quality concerns during the construction phase.

Dairy Digester & Co-Digester Facilities' Waste Discharge Requirements, Central Valley RWQCB, EIR, CA. *Hydrologist/Hydrogeologist.* This Program EIR was prepared to evaluate the environmental effects from the development of dairy manure digester and co-digestion facilities within the Central Valley Region. Eric analyzed the potential water quality impacts to surface waters and groundwater from land application of post-processing solid digestate and liquid effluent throughout the Central Valley region where water quality impairments already exist. Among the potential pollutant loadings considered were nitrates, salts, heavy metals, pathogens, antibiotics, and growth hormones.

Irvine Ranch Water District EIR, CA. *Geologist and Hydrogeologist.* Eric provided technical analysis for the Hydrology section of an EIR that involved extensive regional characterization of ASR operations. The principal technical issues involved in this groundwater banking project included potential impacts of constructing groundwater recharge ponds, installing new groundwater extraction wells, pumping effects on neighboring wells, and potential impacts on groundwater supplies.



Jonathan Kemp

GIS Analyst

EDUCATION

M.S., Geography,
Western Washington
University

B.A., Natural Resource
Management, Western
Washington University

4 YEARS OF EXPERIENCE

SOFTWARE EXPERIENCE

ESRI stack, Adobe Suite,
R, SPSS, QGIS, Mapbox,
Leaflet, Excel Macros,
Wordpress.

SCRIPTING EXPERIENCE

R, CSS, Python, HTML,
JavaScript.

Jonathan “Jonny” Kemp is a GIS Analyst bringing 4 years of experience in analyzing visual data, spatial analytics, and providing GIS support for a variety of projects. Jonny possesses a unique agility in learning software and techniques to solve new and challenging spatial problems. Using ESRI or Open Source Geospatial software he has performed spatial analysis and created dynamic maps and graphics suited specifically toward each project’s needs. Jonny also possesses excellent research, writing, and cartographic skills. Most recently for his Masters research, Jonny became proficient in data management using MongoDB to create a repository for community resilience data and metadata.

Relevant Experience

City of Duvall Watershed-Based Planning Project, WA. *GIS Analyst.* ESA helped the City of Duvall secure Ecology National Estuary Program grant funds to develop watershed-based land use planning tools, including a stormwater strategies plan. ESA is working with the City and partners to complete a subbasin characterization extending throughout the City and surrounding areas. Characterization is being completed by ESA’s multi-disciplinary team consistent with Ecology’s Puget Sound-wide characterization. ESA will interpret characterization results to answer key land-use management questions that the City is facing: identification of “development capacity” for Duvall’s subbasins, including focus on hydrologic and water quality implications; and effective approaches to manage and improve stormwater runoff from existing and future development. ESA will develop a stormwater strategies plan that prioritizes areas to target stormwater capital investment by using a watershed-based framework that integrated watershed processes with higher resolution hydrologic, habitat, and infrastructure elements. Specific objectives of the project include the development of low-impact development and stormwater management strategies consistent with watershed processes, and initial steps toward prioritization of capital improvements and stormwater retrofit projects. Jonny worked to provide summary statistics on characterization results for various Policy Analysis Units. He worked to develop a mapbook highlighting the relevant results in relation to the city of Duvall. Jonny has also worked within Excel, Arcmap, Illustrator, and InDesign to help create stormwater strategy summary sheets.

Skagit Climate Consortium (SC²) 2015, Skagit County, WA. *GIS Analyst.* ESA worked closely with SC² scientists to produce dynamic flood visualization tools to allow users to interact with sea level rise and flood modeling scenarios for the Skagit river system. Using interactive web mapping tool, users can compare flooding scenarios for the 2040s and 2080s with the current regulatory floodplain mapped by FEMA (<http://www.skagitclimatescience.org/flood-scenario-map/>). We also used the projected future flood levels to create a 3D Google Earth flyover, which was incorporated into a narrated video about climate change and flood

risks in the Skagit Valley. In order to help communicate the impact of major floods on communities, we produced a set of photo visual simulations of flooding at recognizable locations in the Skagit Valley. Jonny helped *SC²* scientists convert clunky raw model outputs to rich visualizations that could be deployed to a custom built web mapping application. Jonny's knowledge of HTML and Wordpress was vital in integrating the content produced by ESA into the existing *SC²* website. In addition to providing technical GIS assistance, Jonny also attended the Northwest Climate Conference where he held a tools café to present *SC²* to the scientific community.

Birch Bay Drive & Pedestrian Facility & Beach Nourishment, Whatcom County, WA. *GIS Analyst.* The seaside community of Birch Bay has experienced significant beach erosion since the Corps excavated gravel from the Bay in the 1950's and created a sediment deficit that altered the natural beach erosion and accretion processes. Bulkheads, riprap revetments, and groins constructed to stabilize the beach and protect Birch Bay Drive and adjacent development from scour and flooding have not been successful and have lowered the quality of the Bay's recreational amenities and habitat. As an alternative to constructing additional shore protection structures, ESA is designing a sustainable 1.6-mile soft shore protection berm to reduce storm/flood damage, improve pedestrian safety, enhance shore access, improve stormwater drainage, and protect water quality while improving natural coastal geologic and ecological processes. Jonny has been key in providing high quality figures. These figures illustrate the alignment of the soft shore protection berm, critical geotech locations, and relevant archeological find concerns.

City of Edmonds Critical Areas Ordinance (CAO) Update, King County, WA. *GIS Analyst.* ESA is preparing an update to the City's BAS report to reflect current scientific research applicable to the Edmonds area, is reviewing the existing critical area regulations for consistency with the updated BAS report, and will recommend changes to the City's critical area regulations needed for consistency with the current scientific thinking and legal requirements, while recognizing the urban environment and state agency guidance. The consultant will also significantly assist the City with the State Environmental Policy Act (SEPA) review of the updated critical area regulations. Jonny aided in initial analyzing the city's current CAO to identify key areas that need to be updated. Specifically Jonny was instrumental in finding gap areas of potential wetlands. To accomplish this, a supervised flow analysis using LIDAR and the latest NAIP aerial satellite imagery was used.

Mukilteo Watershed Based Stormwater Plan, WA. *GIS Analyst.* The City of Mukilteo is experiencing unnaturally high peak stream flows, low summer flows, and decreased water quality associated with increased levels of development. Alterations in the natural hydrologic regime and introduction of pollutants lead to higher rates of erosion and degraded habitat. To address these issues, ESA worked with the City and its project partners, City of Everett; Snohomish County Conservation District, Snohomish County Airport (Paine Field), the Mukilteo School District and Washington State Department of Ecology, have developed a Stormwater Strategy Plan to prioritize and implement regional, watershed-based stormwater strategies. Jonny worked closely with hydrologist to update drainage basin information based on the best available data.



Katie Hogan, CA

Certified Arborist

EDUCATION

B.A., Environmental Studies, University of Washington

CERTIFICATIONS/REGISTRATION

ISA Certified Arborist, #PN-8078A

ISA Qualified Tree Risk Assessor

PROFESSIONAL AFFILIATIONS

International Society of Arboriculture (ISA)

ISA Pacific Northwest Chapter

EXPERTISE

- Forest inventory and assessments
- Plant pathogen and insect identification
- Tree preservation on construction sites
- Tree risk assessments
- Plant and tree identification
- Landscape and vegetation management
- Native plant restoration
- Tree valuation and appraisal
- Stormwater assessments
- Aerial tree assessments
- Advanced decay testing

Katie is an associate with Tree Solutions, Inc. She brings 4 years of consulting experience. Katie has studied native forest dynamics and pathology in Washington, Oregon, California, and Utah. She specializes in plant pathogens, habitat quantification, native and rare plant identification, field sampling techniques, and fire ecology. She strives to practice interdisciplinary environmental management and hopes to increase community awareness through education and research. She is an ISA Certified Arborist (PN-8078A) and ISA Qualified Tree Risk Assessor.

Relevant Experience

Winslow Grove, Bainbridge Island, WA. *Certified Arborist.* Katie inventoried, assessed, and appraised over 600 trees; reviewed utility plans to determine minimum tree protection areas; and prepared an arborist report with tree retention and protection recommendations.

Wyatt Way Project, Bainbridge Island, WA. *Certified Arborist.* Katie documented tree identification number, trunk diameter, species, root crown/flare diameter, critical root zone diameter, branching height, drip lines, risk potential, grove status, management recommendations, preservation value, species disturbance tolerance, storm damage notes, and basic health and structural condition.

Bellevue Airfield Park, Bellevue, WA. *Certified Arborist.* Katie inventoried and assessed over 900 trees in an undeveloped area. She provided recommendations for developing a park and trail system in a manner that would have the least impact on overall forest health.

City of Sammamish On-call Arborist, Sammamish, WA. *Certified Arborist.* Katie assessed overall forest condition including identification of root disease pockets and high retention value trees and understory. She also prepared a report and site map depicting forest characteristics.

University of Washington North Campus Housing Project, Seattle, WA, *Certified Arborist.* Katie inventoried and assessed campus trees; prepared a report and detailed tree protection specification. She also followed-up with site inspections to assess tree protection and improvements that should be implemented.

University of Washington Bothell Campus, Bothell, WA. *Certified Arborist.* Katie inventoried trees in an area of proposed development and assessed trees for risk pre- and post-development, and produced an appraisal value for the trees.

Redmond Town Center, Redmond, WA. *Certified Arborist.* Katie prepared an arborist report per City of Redmond Municipal Code including trees that will be removed, retained, and impacted by proposed development. She engaged in extensive correspondence with the project team regarding tree retention and tree planting recommendations.

Seattle Public Schools Meany Middle School, Seattle, WA. *Certified Arborist.* Katie inventoried trees; prepared documents for removal of hazardous trees; and met with the project team to determine methods for installing utilities and removing existing impervious surfaces around trees without impacting tree health and structure.

City of Bellevue On-call Arborist, Bellevue, WA. *Certified Arborist.* Katie provided numerous appraisals for trees illegally removed or damaged using the Guide for Plant Appraisal. She conducted basic and advanced risk assessments of trees within City of Bellevue property.

Kirkland Residential Stormwater Outreach Program Yard-Smart Rain Rewards, Kirkland, WA. *Certified Arborist.* Katie conducted site visits with homeowners to provide recommendations for installing green stormwater infrastructure. She also trained and oversaw outreach staff and reviewed reports.

Maple Ridge, Renton, WA. *Certified Arborist.* Katie inventoried and assessed over 1,000 trees to determine the development potential for this site.

Faul LLC, Seattle, WA. *Certified Arborist.* Katie assessed this site for hazardous trees, high-value trees, and native understory species. She provided low impact development recommendations for ecologically sensitive development and met with the contractor and project team onsite to assure that valuable trees and plants would be retained during site clearing.

City of Bellevue Parks Northwest Team Building, Bellevue, WA. *Certified Arborist.* Katie conducted a bi-annual course and ground level inspection of a zip line course. She assessed the potential risk to the course from surrounding trees and provided recommendations to maintain healthy forest conditions (such as mulching and native plantings).

Brookacres HOA, Edmonds, WA. *Certified Arborist.* Katie provided a complete bi-annual inspection of this HOA to update the annual tree management plan. She provided recommendations for maintaining healthy forest conditions and produced risk assessments and removal applications.

Villa Academy Playfield Construction, Seattle, WA. *Certified Arborist.* Katie inventoried trees within the surrounding area of proposed playfield construction. She identified exceptional trees and groves; reviewed plans and provided tree protection recommendations; reviewed proposed landscape plans; and provided recommendations for species and planting.

Northshore Utility District Finn Hill Meadows, Kirkland, WA. *Certified Arborist.* Katie provided site inspection during excavation for a sewer line near a large conifer tree to determine whether the tree could be retained; she also provided recommendations for monitoring the tree.



BALANCING THE
NEEDS OF
PEOPLE &
THE ENVIRONMENT

STATEMENT OF QUALIFICATIONS FOR

CITY OF BAINBRIDGE ISLAND

ECOLOGICAL ASSESSMENT SERVICES FOR
SUZUKI PROPERTY

Gary Christensen, Director of Planning & Community Development
Department of Planning & Community Development
City of Bainbridge Island
280 Madison Avenue North
Bainbridge Island, WA 98110

Re: RFQ for Ecological Assessment Services for Suzuki Property

Dear Mr. Christensen,

The City of Bainbridge Island (City) seeks an ecological assessment of its Suzuki property, an almost 14 acre parcel known to the surrounding community as a rich wildlife corridor containing large, native trees. A successful assessment will provide the City with an understanding of the parcel's conditions that will enable it to move forward with a project that is in adherence to its community's environmental values.

Since our founding in 1982, The Watershed Company has worked to limit the impact of development on our natural resources, empowering clients with the science and design to **balance the needs of its people and environment**. Our multidisciplinary staff provides thorough and cost-effective assessments and mitigation recommendations for residential developers and public agencies alike, for both single design projects and as an on-call consultant to the cities of Kirkland, Sammamish, Bellevue, WSDOT, and the Port of Seattle.

As project manager, I look forward to continuing to work with the City in helping find ecologically-friendly solutions to its development needs. Additional information on our experience, including that on Bainbridge Island, and approach can be found in the enclosed statement of qualifications. If you have any questions, feel free to call me at (425) 822-5242.

Regards,



Sarah Sandstrom, CFP, PWS
Project Manager

Table of Contents

A. Firm Overview.....	1
B. Team Qualifications.....	4
C. Firm Experience.....	15

Project Manager

Sarah Sandstrom, CFP, PWS

The Watershed Company
750 6th Street South
Kirkland, WA 98033

Phone: (425) 822-5242

Email: ssandstrom@watershedco.com

Website: watershedco.com

FIRM OVERVIEW

Section A

BALANCING THE NEEDS OF PEOPLE AND THE ENVIRONMENT

Project Understanding. The City of Bainbridge Island's (City) undeveloped and wooded Suzuki Property is a cherished community parcel, known to neighbors for its mature conifers, rich wildlife, and clean water. To provide affordable housing for its residents, the City seeks to develop this property in an ecologically-responsible manner befitting its local environmental values and regulations. A thorough ecological assessment and inventory will provide the City with the information needed to do this successfully.

About The Watershed Company. For over three decades, The Watershed Company has helped Puget Sound cities balance the needs of its people and environments, providing natural resources assessment, critical area and buffer mitigation design, and mitigation and restoration plans that help meet project goals while protecting natural resources.

Our multidisciplinary focus on our region's environment provides a "one-stop shop" for municipalities seeking regulatory agency approval and ecologically-minded design for community improvements and development projects.

WHY CHOOSE WATERSHED?



Watershed planners reviewed Kitsap County's Best Available Science (BAS) and wrote the County and City of Bainbridge Island's Cumulative Impacts Analysis (CIA) reports – documents that not only speak to the City's past environmental conditions, but also to its future goals.



Our PM, Sarah Sandstrom, put this knowledge to use earlier this year as part of two residential projects. For each, we conducted ecological site assessments to ensure that proposed development met the City's code requirements and achieved "no net loss of ecological functions."



In addition to Sarah, our team is composed of two ecologists certified in Wetland Science and Arboriculture with extensive experience providing detailed assessments and tree inventories on an on-call capacity for agencies like Puget Sound Energy and the cities of Bellevue and Shoreline.



We regularly work with regulators like Washington Departments of Ecology and Fish and Wildlife. As such, our staff understands what kind of information is needed to quickly gain regulatory approval and move projects forward in a cost-effective manner.

Turn to the next page for more information on our project team.

For more information on our firm's experience, turn to page 9.

TEAM QUALIFICATIONS

Section B

EFFICIENT ASSESSMENT, JUSTIFIABLE DECISIONS

Our ability to be an efficient environmental consultant for the City of Bainbridge Island lies in our team's multidisciplinary abilities and cultural commitment to a continuing dialogue on progress and budget.

Our team will be led by Sarah Sandstrom, an experienced project manager and scientist familiar with local ecological from her work on both the City of Bainbridge Island and Kitsap County's CIA and local residential development projects.

Mike Foster and Katy Crandall will conduct the ecological assessment of the Suzuki property. As accredited wetland scientists and International Society of Arboriculture-certified arborists, Mike and Katy are able to provide holistic assessments that detail the site's ecology and protect its trees and habitat during development. Mike and Katy recently completed inventories and assessments for residences on Mercer Island and in the City of Shoreline.

Kenny Booth will provide permitting and regulatory compliance, as needed. A Watershed Principal, Kenny has over 12 years of experienced with land use planning and permit processing for both public and private projects.

Al Wald will provide the aquifer recharge assessment. Formerly with Ecology, Al has over 25 years of experience in water resource studies and has examined critical aquifer recharge areas as part of Watershed's planning efforts for the City of Woodinville and Benton County.

Amber Raynsford will provide GIS support and Mitigation Design guidance. Amber has over ten years of experience with landscape architecture, mitigation design, geospatial analysis, and land use planning.



Sarah Sandstrom, CFP, PWS
Project Manager

Resume can be found on page 3.



Mike Foster, PWS, ISA Certified Arborist and Tree Risk Assessor
Ecologist, Arborist

Resume can be found on page 4.



Katy Crandall, WPIT, ISA Cert. Arborist
Ecologist, Arborist

Resume can be found on page 5.



Kenny Booth, AICP
Permitting and Regulatory Compliance

Resume can be found on page 6.



Al Wald, CHG
Aquifer Recharge

Resume can be found on page 7.



Amber Raynsford, PLA, GISP
GIS Analyst and Mitigation Design

Resume can be found on page 8.

The Watershed Company project team..

Our team's resumes can be found on the following pages. Additionally, our team is supported by a multidisciplinary bench of 20 ecologists, wetland scientists, arborists, planners, landscape architects, fisheries biologists, and environmental engineers.



Sarah Sandstrom, CFP, PWS

Certified Fisheries Biologist and Wetland Scientist

ROLE

Project Manager

EDUCATION

Master of Science in Aquatic and Fishery Sciences, 2008, University of Washington, Seattle, Washington

Bachelor of Science in Biology (Concentration in Marine Biology), 2001, Duke University, Durham, North Carolina

CERTIFICATIONS

Certified Fisheries Professional, 2013

Professional Wetland Scientist, 2014

"Senior Writer" for WSDOT Biological Assessments, 2013

University of Washington Extension, Wetland Science and Management Certification, 2010

Advisory Board, University of Washington Extension Wetland Science and Management Program

CONTINUING EDUCATION

Pacific Northwest Conservation Banking Training, 2013

Wetland Rating Training for Western Washington, 2015

Science base and tools for assessing stream project proposals, 2009

Sarah is an experienced project manager specialized in leading multidisciplinary teams of scientists to expedite project delivery through thorough assessment of resources and their potential impacts. Sarah previously reviewed Kitsap County's Best Available Science and was the main author of the County and City of Bainbridge Island Shoreline Master Plan updates' Cumulative Impacts Assessments. Her understanding of local conditions and regulations has helped the City of Bainbridge Island find ecologically-friendly solutions to recent residential development projects.

Residential Property Ecological Assessment and Mitigation Recommendation, City of Bainbridge Island.

Sarah, as project manager, developed a habitat management plan as part of a private Bainbridge Island resident's effort to renovate and expand their shoreline home without impacting the parcel's critical saltwater habitat and a large, mature forest. Sarah conducted a field analysis, wrote the final report, and coordinated with the client and project landscape architect to develop a design alternative that conserves the most sensitive ecological features and mitigates for impacts while cumulatively achieving no net loss of ecological function.

Residential Property Ecological Assessment and Mitigation Recommendation, City of Bainbridge Island.

Sarah, as project ecologist, provided technical guidance as part of a private Bainbridge Island resident's effort to renovate and expand their shoreline home without impacting the parcel's protected upland and marine areas. With Watershed's help, the residents were able to build improvements that achieved no net loss of shoreline ecologic function and complied with local regulatory ordinances and research.

Shoreline Master Program Cumulative Impacts Analysis, City of Bainbridge Island and Kitsap County.

Sarah was the lead author on the Cumulative Impacts Analysis (CIA) reports assessing whether the County and City's SMPs met the standard of no net loss of ecological functions. In support of CIA development, Watershed provided comments on draft SMPs and the County's Shoreline Restoration Plan. For the County SMP, we also reformatted the document, updated graphics, and provided input on organization. The CIAs were well-received by the County, City, and Ecology.

Comprehensive Plan Environmental Impact Statement (EIS), Kitsap County. In support of the County's 2016 Comprehensive Plan Update, Watershed contributed to the development of a supplemental EIS. Sarah prepared a summary of existing water resources conditions and compared those to potential future conditions of the different alternatives and UGA boundaries. The review included a description of existing surface water regulations and programs, as well as a consideration of impervious surface estimates under the different alternatives.

Ecological Assessment, Cape Disappointment State Park, Washington State Parks. Sarah was the lead author of an ecological assessment completed for Cape Disappointment State Park, in Pacific County, Washington. The biological assessment addressed all federally threatened and endangered species and critical habitats within the project area. The report focused on the evaluation of potential effects of tree removal and noise production on nesting and foraging marbled murrelets in marine and terrestrial habitats.



ROLE

Ecologist, Arborist

EDUCATION

Wetland Science and Management Certification Program, 2006, University of Washington, Seattle, WA

Bachelor of Science in Biology, 2001, Western Washington University, Bellingham, WA

REGISTRATIONS & LICENSES

Professional Wetland Scientist (PWS), Society of Wetland Scientists Certification, 2016

Sedge Rush and Grass Identification, 2007, NW Coastal Training, Olympia, WA

Certified Arborist, International Society of Arboriculture

Qualified Tree Risk Assessor, International Society of Arboriculture

Mike Foster, PWS, ISA Certified Arborist

Ecologist, ISA Certified Arborist

Mike brings ten years of arboriculture, mitigation design, wetland delineation, and native plant expertise to his position as lead arborist at The Watershed Company. His skill at tree identification and tree risk assessment is combined with an in-depth understanding of local ordinances and policies for tree retention and mitigation requirements. A strong background in wetland regulation, Northwest plants and field research allows him to provide accurate and knowledgeable information in a variety of settings. Before joining The Watershed Company, he operated a native plant landscaping business, giving him practical skills on plant installation and maintenance to promote survival.

Darlington Trail Ecological Assessment and Mitigation Plan, Washington State Department of Natural Resources. Mike provided an ecological assessment, mitigation plan, and client communication to the Washington State Department of Natural Resources (DNR) and Evergreen Mountain Bike Alliance in support of their effort to create a 20-mile non-motorized trail system in unincorporated Snohomish County. Mike's field assessment found that nearly half of the reviewed area contained wetland critical area and was overall dominated by mature native tree stands. Working with firm landscape architects, Mike provided a GIS map of the project's critical areas and created a mitigation plan that proposed "buffer averaging" and a strategic trail separation to help DNR develop a regulatory compliant design that showcased the land's natural beauty while protecting its wetlands and streams.

Modernization and Expansion, Ardmore Elementary School, Bellevue School District, Bellevue, Washington. Mike identified vegetation and performed post-construction mitigation monitoring as part of Watershed's environmental services for Bellevue School District's modernization and expansion of Ardmore Elementary School. Surrounded by residential development, the site was determined to have two palustrine wetlands buffered by a healthy forest that contained red alder, black cottonwood, and pacific willow trees and a combination of native and invasive understory vegetation. As part of his monitoring effort, Mike assessed the status of the new plantings, existing snags, and wetland site conditions. He also responded to District questions related to tree removal permitting and plant substitution.

West Beach Creek Culvert Replacement, Orcas Island. Mike provided tree retention planning, mitigation design, and construction monitoring as part of the restoration and enhancement of local stream, estuary, riparian, and wetland habitats. The design includes finding the most feasible and cost effective culvert replacement alternatives, preparing engineering drawings in AutoCAD/Civil3D, revegetation and tree retention design, gravel placement, and estuary design.

East Link Segment "A" Critical Areas Assessments, Tree Inventory, and Environmental Permitting, Sound Transit. As project arborist, Mike led a comprehensive tree inventory along a proposed 6 ½ mile light rail segment from Seattle to Bellevue, gathering data on species, size and health, and GPS-located all significant trees for inclusion in design and construction documents.. Watershed is currently leading project environmental permitting, including final critical areas review for wetlands, wildlife and significant trees as well as mitigation design for tree impacts.



Katy Crandall, WPIT, ISA Certified Arborist

Wetland Biologist, Ecologist, Arborist

ROLE

Ecologist, Arborist

EDUCATION

Bachelor of Science in Environmental Science, 2008, Western Washington University, Bellingham, Washington

REGISTRATIONS & LICENSES

Wetland Science and Management Certification, 2013, University of Washington Extension, Seattle, WA

CERTIFICATIONS

Certified Arborist, International Society of Arboriculture

Marbled Murrelet Monitor, United States Department of Fish and Wildlife, 2015

Katy uses her combined experience and background in wildlife and wetland ecology to assess infrastructure impacts on critical areas. She has experience with restoration, mitigation and wildlife research and is an ISA Certified Arborist. Prior to joining The Watershed Company, Katy spent a year implementing wetland, stream, and buffer restoration projects throughout unincorporated King County with the Washington Conservation Corps. Katy most recently conducted a tree inventory and designed a tree protection plan for a Mercer Island residential client.

Darlington Trail Ecological Assessment and Mitigation Plan, Washington State Department of Natural Resources. Katy provided an ecological assessment to the Washington State Department of Natural Resources (DNR) and Evergreen Mountain Bike Alliance in support of their effort to create a 20-mile non-motorized trail system in unincorporated Snohomish County. Katy conducted a field assessment that found that nearly half of the reviewed area contained wetland critical area and was overall dominated by mature native tree stands. Her findings, documented in a Critical Areas Report, helped DNR develop a regulatory compliant trail design that showcased the land's natural beauty while protecting its wetlands and streams.

Wetland Delineation and Habitat Assessment Services, Bennett Elementary School, Bellevue School District, Bellevue, Washington. Katy conducted field visits, coordinated with Watershed and City staff, and drafted the final report as part of Watershed's wetland delineation study and habitat assessment of the City's 9.3 acre Bennett Elementary School campus. Katy conducted a habitat assessment of the areas surrounding the school facilities that included a site evaluation of the school facilities, parking lots, a sand field, and a playground area, and included specific local regulatory considerations. Katy's report included a detailed wetland delineation map for survey use and a reference overlay sketch of the habitat. Watershed's final report determined the site provided a significant forested habitat corridor for the City-classified "species of local importance."

Nesting Bird Surveys for Seattle Arboretum Loop Trail, City of Seattle. Katy determined the locations of active bird nests within vegetation removal areas, as part of the City's compliance with MBTA regulatory guidelines during the pre-construction of its new Arboretum Loop Trail. Field work activities include avian point-count surveys and nest searches, with active bird nests being monitored through the breeding season. Katy's effort and expertise helped reduce the project's impact on local wildlife.

E230kv Route Reconnaissance and Delineation, Puget Sound Energy. As part of the Energize Eastside project, PSE proposes to upgrade their transmission system in order to increase capacity and provide more dependable power for Eastside communities. Watershed, including Katy, is currently delineating, GPS-locating and mapping, all jurisdictional wetlands and streams present in this 24-mile long corridor that spans five jurisdictions from Redmond to Renton. In addition, Watershed is conducting a detailed vegetation inventory of trees and large shrubs located in the corridor.



Kenny Booth, AICP

Senior Planner, Principal

ROLE

Permitting and Regulatory Compliance

EDUCATION

Bachelor of Science (BS) in Geography, 1999, University of Idaho, Moscow, ID

REGISTRATIONS & LICENSES

American Institute of Certified Planners (AICP), American Planning Association certification, 2008

Kenny is a permitting expert with over 12 years of experience guiding Washington municipalities through local, state, and federal permitting processes. Kenny's in-depth regulatory knowledge and relationships with agencies—such as the Washington Department of Fish and Wildlife (WDFW), Department of Ecology (Ecology), and the United States Army Corps of Engineers (Corps)—has helped project teams design and construct habitat-friendly improvements for numerous counties and cities, including the cities of Vashon, Lake Forest Park, Mountlake Terrace, Bellevue, and Issaquah.

Arts Center Ecological Assessment and Mitigation Plan, Vashon Allied Arts, City of Vashon.

Kenny was the permitting lead as part of Watershed's support of Vashon Allied Arts' (VAA) project to develop a new arts center and surrounding parking space. With Watershed's help, VAA was able to decipher their tight critical area buffers and develop a design that enhanced the property's ecological function and complied with local, state, and federal environmental regulations. Kenny coordinated with the client, provided regulatory guidance to Watershed ecologists, acquired needed permits, and drafted the project's Critical Areas Report.

Various Private Developments, City of Sammamish. Kenny has worked on dozens of private development projects within the City over the last 9+ years. Work includes extensive critical area and shoreline permitting for residential development, including local, state, and federal permitting. As part of this work, Kenny has gained a broad understanding of the City's critical areas and shoreline regulations, as well developed key relationships with City staff. This work has also resulted in extensive coordination with state and federal agencies and numerous appearances in front of the City's Hearing Examiner

On-Call Environmental and Permitting Services, City of Bellevue Parks and Community Services.

Kenny has been the project manager and client contact for Watershed's on-call contract and work order assignments on \$280,000 worth of permit and environmental services for parks projects in the City of Bellevue, managing more than 25 different task orders since 2008. Work has included stream evaluation and monitoring, wetland delineation and restoration, landscape design, permit review and GIS assistance. Permits have been obtained from local, state, and federal regulators for vegetation removal, trail and bridge construction, waterfront improvements and wetland restoration projects.

Modernization and Expansion, Cherry Crest Elementary School, Bellevue School District, Bellevue, Washington. Kenny provided permitting support as part of Bellevue School District's modernization and expansion of Cherry Crest Elementary School. Located near a state park, Watershed's landscape and mitigation plans helped preserve the area's value as an urban wildlife refuge, maintaining intact forested sections and planting native and drought-resistant trees and shrubs throughout developed sections and parking areas. Kenny reviewed the City's municipal code, provided regulatory-related guidance during the drafting of the restoration plan, and wrote the project's critical areas report



Al Wald, CHG

Geologist, Hydrogeologist

PROFESSIONAL EXPERIENCE

Aquifer Recharge

EDUCATION

Master of Science, Forest Hydrology, University of Washington, 1975

Bachelor of Science, Renewable Natural Resources Management, University of California Davis, 1971

REGISTRATIONS & LICENSES

Geologist, Hydrogeologist, Washington State

PUBLICATIONS

Methods for Assessing Wetland Functions, Vol 2 - Depressional Wetlands in the Columbia Basin of Eastern Washington, Part 1, Ecology

High Flows for Fish and Wildlife in Washington, WDFW, 2009

Riverine Erosion Hazard Areas Mapping Feasibility Study, FEMA

Al has over 30 years of experience as a hydrologist and hydrogeologist with extensive project work on streams and rivers, wetlands, shorelands, and fish and wildlife habitats in Washington. He brings a background in both groundwater and surface water processes, floodplains and high flows, ordinary high water mark delineation, channel morphology, and applied principles of basin hydrology. Before joining The Watershed Company, Al was senior hydrologist with the Department of Ecology, Washington State Department of Transportation (WSDOT), and Department of Fish and Wildlife (WDFW). He has taught in professional educational programs, including Ecological Significance of High Flows and Delineation of Ordinary High Water Marks (OHWM).

Al has extensive experience providing field assessments in Kitsap County, having conducted groundwater studies in Seabeck and Big Beef Creek for WDFW. He has also contributed critical aquifer recharge areas as part of Watershed's planning efforts for the City of Woodinville and Benton County.

Hydrologic Analyses and Field Assessments, WDFW Habitat Program. Al has conducted hydrologic analyses and field assessments for PHABSIM and IFIM instream flow studies on alluvial rivers in Washington. Project experience includes serving as instream flow representative in interagency negotiations for FERC relicensing of the Snohomish PUD, Jackson Hydroelectric Project on the Sultan River. Al has provided technical assistance and authored a WDFW publication on developing flow recommendations for high flows, sediment and wood transport, whitewater recreation, and water quality requirements. He served as lead hydrologist for the WDFW Water Team in the Habitat Program and contributed analysis and discussion on integrated approaches to riverine resource stewardship.

Riverine Erosion Hazard Areas Mapping Feasibility Study, FEMA. Al was a co-author of this channel migration study for FEMA Technical Services Division, Hazard Study Branch. The purpose of the study was to evaluate the technological feasibility of mapping riverine erosion hazard areas based on erosion rates, historical channel patterns, and potential avulsion paths. The study evaluated geomorphic and engineering methods and mathematical models to predict spatial and temporal changes in channel migration zones.

Hoh River Reach Analysis, WSDOT. Project manager for geomorphic and engineering analysis of potential erosion problems from the Hoh River along Highway 101 on Washington's Olympic Peninsula. The project included mapping historic channel migration zones, identification of existing and future problem sites, developing an action plan for each site and triggers for action, scour depth calculations, and recommended bank stabilization techniques.

Implementation of Shoreline Management Requirements, Department of Ecology Shorelands Program. Al provided project assistance and instruction for delineation of OHWM for shoreline projects and served as project lead for investigation of shoreline jurisdictions, including the Ecology/USGS studies for determination of upstream shoreline boundary points on streams and rivers in Washington. He was a co-author and project investigator for the interagency assessment of wetland functions for depressional wetlands in the Columbia Basin of eastern Washington.



Amber Raynsford, PLA, GISP

Senior Landscape Architect, GIS Analyst

PROFESSIONAL EXPERIENCE

GIS Analyst and Mitigation Design

EDUCATION

Master of Landscape Architecture, 2010, Florida A&M University, Tallahassee, FL

Bachelor of Fine Arts, 2005, Florida State University, Tallahassee, FL

REGISTRATIONS & LICENSES

Licensed Landscape Architect, State of Washington, No. 1376, Exp. 12/2017

Certified Geographic Information Systems Professional (GISP), No. 44530, Exp. 11/2018

Certified Real Estate Clock-hour Instructor, No. I4393, Exp. 4/2017

CONTINUING EDUCATION

- Stormwater LID: Site Planning, Assessment, & Layout (WA Ecology)
- Contract Specification Writing (WSDOT)
- WA Invasive Plant Identification and Reporting (PNW-IPC)
- LEED 101: Green Building Basics & LEED for Neighborhood Development (USGBC)

Amber has over 10 years of experience helping project teams and municipalities visualize and select mitigation measures. Amber brings experience with landscape architecture, geospatial analysis, land use planning, and graphics that is focused in the areas of natural resources management and parks and recreation. She manages Watershed's landscape architecture team and coordinates in-house GIS capabilities. She is adept at using GIS, CAD, and Adobe design software cooperatively to produce presentation-quality deliverables, including maps and visuals.

Darlington Trail Ecological Assessment and Mitigation Plan, Washington State Department of Natural Resources. Amber provided an illustrated map of critical areas as part of Watershed's ecological assessment and mitigation plan of Washington State Department of Natural Resources (DNR) and Evergreen Mountain Bike Alliance's project to create a 20-mile non-motorized trail system in unincorporated Snohomish County. Watershed's finding helped DNR develop a regulatory compliant trail design that showcased the land's natural beauty while protecting its wetlands and streams.

Arts Center Ecological Assessment and Mitigation Plan, Vashon Allied Arts, City of Vashon. Amber created CAD maps of critical areas as part of Watershed's support of Vashon Allied Arts' (VAA) project to develop a new arts center and surrounding parking space. With Watershed's help, VAA was able to decipher their tight critical area buffers and develop a design that enhanced the property's ecological function and complied with local, state, and federal environmental regulations.

Wetland Delineation and Habitat Assessment Services, Odle Middle School, Bellevue School District. Amber, as landscape architect, coordinated with field ecologists on a wetland delineation at a public school campus. Her contributions including coordinating with field ecologists, downloading GPS field data and migrating it into CAD, and producing an exhibit illustrating wetlands and wetland buffer areas.

Shoreline Restoration Design and Permitting, Madison Estates Homeowner's Association (MEHA), Cosmos Development Company. Amber was landscape architect for the restorative design of four residential parcels along Lake Washington as part of MEHA's improvements of its shoreline. Amber helped develop landscape plans that improved shoreline habitat, aesthetics, and usability with native trees and plants, spawning gravel, and other improvements.

Lower Nooksack Floodplain Design Charette. Whatcom County. Amber, as landscape architect, worked with Watershed water resources staff to develop coordinated posters and handouts presenting design alternatives for the Nooksack River floodplain. Using output from a 3D hydrologic flood model, Amber assisted in creating maps detailed conditions over a range of flood mitigation scenarios. Amber also assisted in preparing detailed cost estimates for each scenario, using CAD and GIS to generate cut and fill volumes for levee construction and demolition. The maps illustrated a number of complex improvement configurations so they could be clearly interpreted and understood by project stakeholders.

FIRM EXPERIENCE

Section C

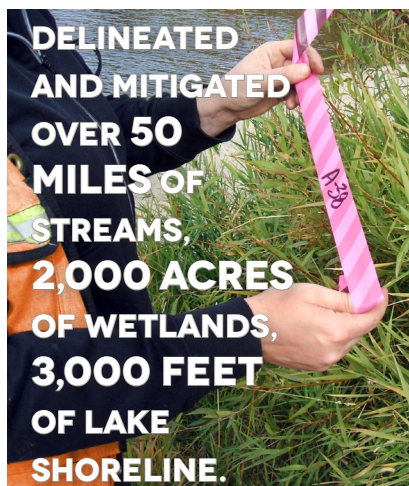


On the following pages, we demonstrate our experience performing assessments and providing mitigation design recommendations on projects similar to scope and goals outlined in the City's RFQ.

In addition to this experience, Watershed is an active partner to the cities of Kirkland, Sammamish, Redmond, Mercer Island, and others, helping each with ecological assessment, environmental permitting, and mitigation design. We are currently an on-call consultant to the cities of Bellevue, Sammamish, and Kirkland for environmental services, as well as WSDOT and the Port of Seattle.

Our reputation for technical expertise and customer service amongst these agencies has been built on the quality and responsiveness of our work. We encourage you to contact the references found in each project description for additional information on our service quality.

WATERSHED'S EXPERIENCE BY THE NUMBERS



Two Residential Properties— Ecological Assessments and Mitigation Recommendations

City of Bainbridge Island

Key Staff Involved and Role:

Sarah Sandstrom, Project Manager and Ecologist

Overall Budget: \$3.3k, \$4.1k

Reference:

Christy Carr, Senior Planner

ccar@bainbridgewa.gov, (206) 780-3719

Similarities to this project:

- Bainbridge Island development project.
- Ecological Assessment—including habitat, wetland, and streams—and conditions inventory.
- Provided mitigation recommendations that followed the City's Shoreline Master Program's requirement of "no net loss of ecological function."

The Watershed Company provided an ecological assessment and a vegetation mitigation plan as part of a private resident's effort to renovate and expand their shoreline home without impacting the parcel's protected upland and marine areas. With Watershed's help, the residents were able to design improvements—including adding a second story, replacing the existing deck with a patio, and removing and replacing an existing storm drain pipe—that achieve no net loss of shoreline ecologic function and comply with local regulatory ordinances and research, including Bainbridge Island Shoreline Master Program (SMP).

Prior to conducting an in-person ecological assessment of the project area, Watershed scientists coordinated with the project's architect and geotechnical engineering consultant, Aspect Consulting, to review

plans for the .48-acre site. Of particular concern was an aging and potentially leaking stormwater pipe, located along the upland slope, which threatened eroding the shoreline habitat. Noting the steepness of the upland slope as a potential landslide hazard area due to its impermeable soil conditions, Watershed staff worked with the landscape architect to develop a regulatory compliant and habitat-friendly design that saw the pipe replaced within its existing blueprint.

Other recommendations included measures on how to avoid impacting the nearby trees and a planting plan that mitigated the expansion's new driveway and sidewalks by enhancing the ecological function of the site's shoreline habitat, removing invasive species and adding new native vegetation that would improve water quality and contribute to stormwater filtration and slope stability.



Watershed PM Sarah Sandstrom conducted a site assessment and worked with the client's landscape architect to create an SMP-compliant alternative buffer approach.

Along with these recommendations, Watershed's assessment provided the City and client with a concise summary of the residential development's impact to the shoreline's ecological functions and a clear explanation as to how the proposed mitigation measures would improve them, as well how each related to the City's Municipal Codes, approved stormwater pollution prevention plan, and CIA and Nearshore Assessment Summary of BAS—the latter two of which were developed by The Watershed Company during the City's SMP update.

Watershed provided a similar assessment and mitigation plan for another residential shoreline development site earlier that year. Tucked within a parcel that included a critical saltwater habitat and a

large, mature forest, Watershed was able to inventory the existing conditions—including trees, wetlands, and wildlife—and provide the client with an aggressive site-specific management plan that enabled development while protecting the site's natural environment.

Working with the client and the project's landscape architect, we helped guide the design toward an alternative shoreline buffer approach that allowed the planned development; improved the land's wildlife, vegetation, and water quality; and cumulatively achieved "no net loss of ecological function."

Arts Center Ecological Assessment and Mitigation Plan

Vashon Allied Arts, Vashon Island

Key Staff Involved and Role:

Kenny Booth, Permitting and Regulatory Compliance
Amber Raynsford, GIS Analyst and Mitigation Design

Overall Budget: \$71k

Reference:

Kirk Robinson, The Robinson Company (construction firm)
bkrobinson@robinson-co.com, (206) 441-8872

Similarites to this project:

- Development project within an active wildlife corridor that had high public interest from environmental community.
- Ecological assessment—including habitat, wetland, and streams—and conditions inventory.
- Collaborated with client to create mitigation design that enabled development while enhancing local ecology.



The Watershed Company provided an ecological assessment and mitigation plan in support of Vashon Allied Arts' (VAA) project to develop a new arts center and surrounding parking space. The center of Vashon Island's art community, VAA's new building would help the group meet a growing demand for classroom and exhibition space while demolishing unused structures. Tight wetland buffers and concern from the community's passionate environmental community for the area's use as a wildlife corridor necessitated a thorough ecological analysis to both protect the site's habitat and gain community acceptance of the new development. With Watershed's help, VAA was able to decipher their tight critical area buffers and develop a design that enhanced the property's ecological function and complied with local, state, and federal environmental regulations.

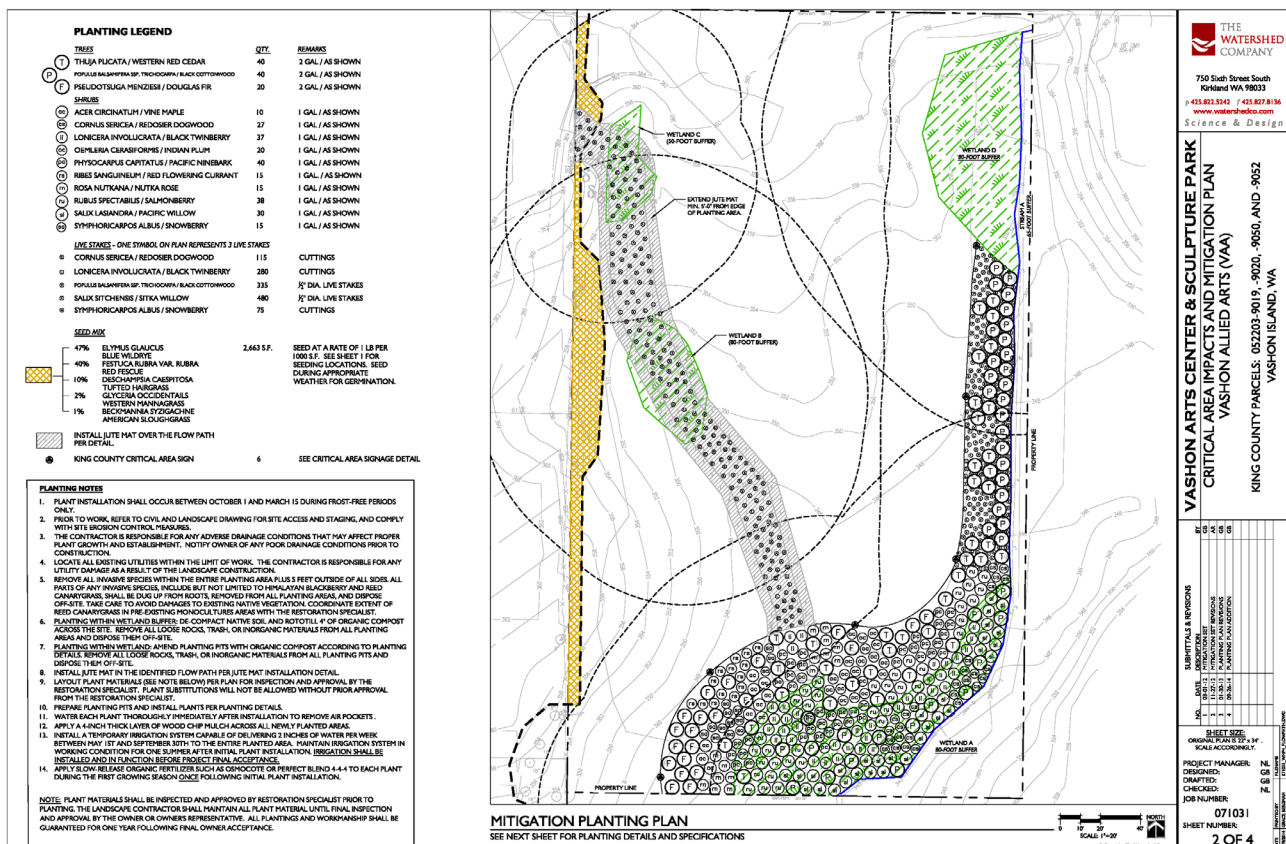
Prior to visiting the project site, Watershed staff reviewed public records—including King County Critical Areas Ordinance—to determine the current knowledge about the project site's sensitive areas and habitat. Watershed staff then screened the area for wetlands and wildlife, as well examined its vegetation, soils, and hydrology, and classified the areas according to local and state regulations.

By leaving physical markers, taking extensive photographs, and providing detailed reports and an aerial CAD illustration of the site's different critical areas, Watershed was able to provide VAA a functional map and inventory of their property's ecology.

Our ecologists' findings included four wetlands and a stream that composed nearly the entire unused eastern parcel of the property, as well as part of the developed west side. Although home to several kinds of animals, the wetlands were found to be partially separated by reed canarygrass and other herbaceous species that functionally limited the area's use as a wildlife corridor.

Working with staff landscape architects, Watershed ecologists developed a plan that, among other aspects, focused project development to the parcel's western side while strengthening the eastern side's ecological functionality by removing the reed canarygrass and replacing it with a structurally and compositionally diverse native plant assemblage. The new vegetation—including native trees and shrubs—enhances the riverine wetlands' water quality and builds the corridor's travel cover, attracting local wildlife.

In addition to the above findings and mitigation measures, our report outlined permitting requirements. Watershed staff helped VAA acquire the necessary permits and reviewed construction bids and provided monitoring of the construction period to make certain the planting plan and mitigation measures were properly executed. Our scientists are currently in the final year of a 3-year monitoring period.



Among other documentation, Watershed provided VAA with a clear mitigation planting plan that called for replacing the site's non-native reed canarygrass with more ecologically-beneficial native trees and shrubs.

Ecologist and Arborist Katy Crandall conducts an assessment in one part of the 80-acre area.



Darlington Trail Ecological Assessment and Mitigation Plan

Washington State Department of Natural Resources

Key Staff Involved and Role:

Mike Foster, Ecologist and Arborist

Katy Crandall, Ecologist and Arborist

Amber Raynsford, GIS Analyst

Overall Budget: \$22.5k

Reference:

Glenn Glover, Lead Recreation Planner

glenn.glover@dnr.wa.gov, (360) 902-1604

Similarities to this project:

- Undeveloped and wooded project site.
- Ecological assessment—including habitat, wetland, and streams—and extensive conditions inventory.
- Contains large, native conifers.
- Collaborated with client to create mitigation design that avoided impacts to the site's critical areas.

The Watershed Company provided an ecological assessment and mitigation plan to the Washington State Department of Natural Resources (DNR) and Evergreen Mountain Bike Alliance in support of their effort to create a 20-mile non-motorized trail system in unincorporated Snohomish County. Looking to avoid impacting the ecology of two particular Forestry-zoned parcels, DNR desired an extensive inventory and analysis of the wetlands, wildlife, and vegetation of the 80-acre area. Our multidisciplinary staff of arborists-ecologists conducted a thorough and efficient review and helped DNR develop a regulatory compliant trail design that showcased the land's natural beauty while protecting its wetlands and streams.

Prior to visiting the project site, Watershed staff reviewed public records— USDA Natural Resources Conservation Service Soil maps, Snohomish County's public GIS database, the WDFW Priority Habitat and Species online data –to determine the current knowledge about the region's sensitive areas and habitat.

Over the course of three weeks, Watershed conducted and assessment and inventory that found nearly half of the reviewed area contained wetland critical area—including patches of permanent and seasonal ponding—and was overall dominated by mature native tree stands of Douglas Fir and Western Red Cedar. A Critical Areas Report, summarizing our findings and including detailed data sheets, was provided to DNR, along with in a GIS-based map of site's different critical areas.

The included mitigation plan avoided impacts to the area's wildlife and large trees through the proposed use of "buffer averaging," thereby increasing the buffer area in the topographically flatter and more ecologically active areas, while "shrinking" the buffer area where trail construction near the area's steep slopes was determined to not affect the buffer functions. It also proposed strategically separating the trails by use to both increase the visitors' enjoyment of the trail's natural environment and limit their ability to cut through the nearby vegetation and erode the hillside.

City of Bainbridge Island

City Council Agenda Bill



PROCESS INFORMATION

Subject: 9:05 PM Budget Discussion: Finance and Administrative Services Department 2017-2018 Budget Request (Pg. 675)	Date: 10/18/2016
Agenda Item: UNFINISHED BUSINESS	Bill No.:
Proposed By: Ellen Schroer, Director of Finance and Administrative Services	Referrals(s): September 20, 2016

BUDGET INFORMATION

Department: Finance	Fund:	
Expenditure Req:	Budgeted?	Budget Amend. Req?

REFERRALS/REVIEW

:	Recommendation:	
City Manager:	Legal:	Finance:

DESCRIPTION/BACKGROUND

This is the first of two department budget-related discussions that will occur at this Council meeting. This item reserves time for discussion of the 2017-2018 budget requests for the Finance and Administrative Services Department.

RECOMMENDED ACTION/MOTION

Information and discussion

ATTACHMENTS:

Description	Type
2017-2018 Proposed Budget Detail - Finance and Administrative Services Dept	Backup Material



FINANCE & ADMINISTRATIVE SERVICES

CITY OF BAINBRIDGE ISLAND
2017 PROPOSED BUDGET - ALL FUNDS
FINANCE, IT & ADMINISTRATIVE SERVICES

	2016 AMENDED	2017 PROPOSED	2017 to 2016 VARIANCE	% VARIANCE
Salaries	1,111,477	1,222,703	111,226	10.01%
Benefits	428,964	485,122	56,158	13.09%
SALARIES & BENEFITS	1,540,441	1,707,825	167,384	10.87%
Supplies	23,000	23,500	500	2.17%
Computer Equipment & Software	52,530	78,600	26,070	49.63%
SUPPLIES	75,530	102,100	26,570	35.18%
Professional Services	87,989	77,000	(10,989)	(12.49%)
Communication	-	36,500	36,500	100.00%
Travel	5,600	5,600	-	- %
Training	14,000	15,000	1,000	7.14%
Advertising	1,030	1,100	70	6.80%
Operating Leases	41,600	52,000	10,400	25.00%
Repair & Maintenance	187,060	224,100	37,040	19.80%
All Other Miscellaneous	4,000	6,200	2,200	55.00%
SERVICES & CHARGES	341,279	417,500	76,221	22.33%
TOTAL OPERATING EXPENDITURES	1,957,250	2,227,425	270,175	13.80%
Capital Equipment	150,000	35,000	(115,000)	(76.67%)
OTHER EXPENDITURES	150,000	35,000	(115,000)	(76.67%)
To Other Funds and Sub-Funds	5,874,959	8,453,108	2,578,149	43.88%
OTHER USES	5,874,959	8,453,108	2,578,149	43.88%
TOTAL NON-OPERATING EXPENDITURES	6,024,959	8,488,108	2,463,149	40.88%
TOTAL EXPENDITURES	7,982,209	10,715,533	2,733,324	34.24%



FINANCE AND ADMINISTRATIVE SERVICES

The Finance and Administrative Services Department provides financial services such as cashiering and utility billing to citizens as well as administrative and technology central support to the City's five operating departments. The department has four primary functions: Accounting and Audit, Budget and Operations, Information Technology, and citywide Financial Planning.

The Accounting and Audit group completes all required financial reporting and audit functions. This group also performs periodic reporting and maintains the information on the City's financial transparency web portal.

The Budget and Operations unit collects money on behalf of the City through utility billing and accounts receivable. This group also performs functions such as payroll and invoice processing. This group monitors financial performance throughout the year, and prepares adjustments as needed for Council consideration and approval.

The Information Technology (IT) unit provides technical support, systems administration, web, and GIS/mapping maintenance services. IT manages and procures computers, phone, and software for all City departments, and sets the strategic direction for technology use in the City's programs and services.

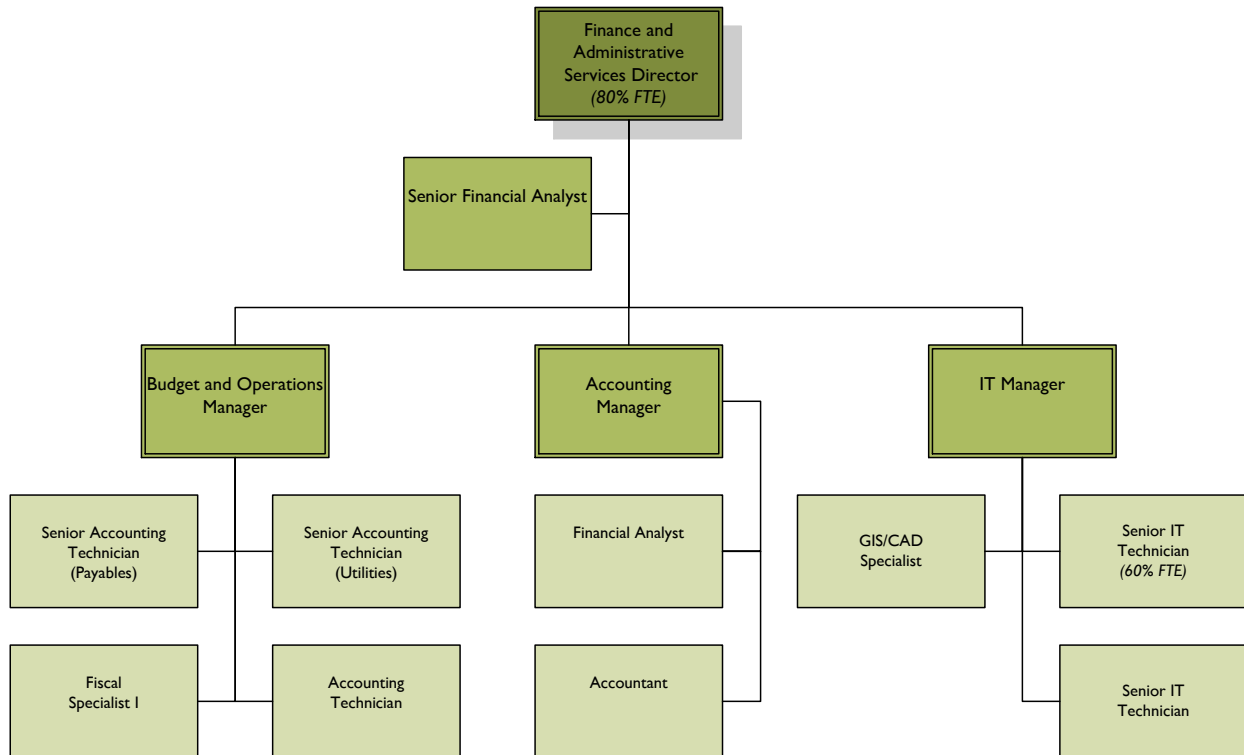
The Financial Planning staff work with both budget and accounting functions. This group's primary focus includes forecasting revenue and monitoring capital and operating spending. Forecasting is done both for same-year analysis and with a two to six-year outlook.

BUDGET NOTES AND CHANGES – FINANCE AND ADMINISTRATIVE SERVICES

- Increase existing Financial Analyst position from 0.5 FTE to 1.0 FTE to support financial reporting and transparency efforts, in particular to increase the City's timely and comprehensive use of the OpenGov platform.
- Add 1.0 FTE Accountant position to provide additional capacity to process the increasing number of financial transactions, assist with the administration of the new utility tax, and improve consistency of financial records.
- Provide funding for software and process support for transition to online payroll processing.
- The 2017-2018 budget transfers the funding for televising City Council meetings from the General Government budget to the Finance and Administrative Services budget. This transfer does not change budgeted spending, but shows in Finance and Administrative Services as an increase to Communication as compared to 2016.



ORGANIZATIONAL CHART – FINANCE AND ADMINISTRATIVE SERVICES



PRIORITY BASED BUDGETING RESULTS – FINANCE AND ADMINISTRATIVE SERVICES



Good Governance

SERVICES PROVIDED – FINANCE AND ADMINISTRATIVE SERVICES

- Maintains financial operations, policies, processes, and controls for the City.
- Staffs City Hall front desk, providing cashiering, information and reception services.
- Manages and maintains financial records in conformity with Generally Accepted Accounting Principles (GAAP) and in compliance with local, state, and federal laws.
- Administers payroll, accounts payable, business licensing, utility billing, general ledger maintenance, cash management, long-term debt, and all internal financial controls.
- Prepares, monitors, and reports on the City's budget and Capital Improvement Plan.
- Provides Information Technology backbone, systems administration, user support, and data security for the City.
- Manages City mapping and Geographic Information Systems (GIS) data, creating maps and datasets to support City and community objectives.

ACCOMPLISHMENTS AND HIGHLIGHTS FOR 2016 – FINANCE AND ADMINISTRATIVE SERVICES

- Completed review and update to citywide financial policies, including adoption of new language demonstrating compliance with best financial management practices.
- Implemented significant new Government Accounting Standards Board (GASB) guidance related to showing pension liabilities.
- Updated Priority Based Budgeting Resource Alignment Diagnostic Tool and Fiscal Health Model.
- Updated and published Budget in Brief document to provide budget synopsis.
- Supported implementation of new Mobile Computer Terminal hardware for police officers.
- Implemented use of cloud-based GIS system, including replacement of Public GIS access via City website.
- Implemented usage of tablet-based GIS data collection system, enabling mobile access to update geometry and data attributes of City datasets. First projects included water quality stream and wetland analysis, and disaster assessment during Emergency Preparedness drill.
- Implemented cloud-based video streaming and archive service for City Council meetings.
- Implemented methodology for redundant network routing to internet during unexpected service provider outages.



OBJECTIVES FOR 2017 – 2018 – FINANCE AND ADMINISTRATIVE SERVICES

- Participate in Law and Justice Center project planning and financing.
- Increase internal and external use of financial transparency portal, especially OpenGov functionality.
- Receive Certificate of Achievement for Excellence in Financial Reporting from GFOA.
- Receive Distinguished Budget Award from GFOA.
- Increase use of Help Desk support software within Information Technology group and across the City.
- Implement new utility tax across island-wide water and sewer providers.
- Implement online timesheet functionality and integrate with MUNIS Financial System.
- Implement new Equipment Rental and Revolving fund.
- Expand usage of cloud-based GIS system.
- Expand usage of tablet-based GIS data collection system. Potential projects relate to City utility systems.

City of Bainbridge Island

City Council Agenda Bill



PROCESS INFORMATION

Subject: 9:25 PM Budget Discussion: Executive Department 2017-2018 Budget Request (Pg. 682)	Date: 10/18/2016
Agenda Item: UNFINISHED BUSINESS	Bill No.:
Proposed By: Doug Schulze, City Manager	Referrals(s): September 20, 2016

BUDGET INFORMATION

Department: Executive	Fund:	
Expenditure Req:	Budgeted?	Budget Amend. Req?

REFERRALS/REVIEW

:	Recommendation:	
City Manager:	Legal:	Finance:

DESCRIPTION/BACKGROUND

This is the second of two department budget-related discussions of the meeting. This item reserves time for discussion of the 2017-2018 budget requests for the Executive Department.

RECOMMENDED ACTION/MOTION

Information and discussion only.

ATTACHMENTS:

Description	Type
2017-2018 Proposed Budget Executive Department	Backup Material



EXECUTIVE

CITY OF BAINBRIDGE ISLAND
2017 PROPOSED BUDGET - ALL FUNDS
EXECUTIVE

	2016 AMENDED	2017 PROPOSED	2017 to 2016 VARIANCE	% VARIANCE
Salaries	1,020,622	1,031,978	11,356	1.11%
Benefits	381,090	369,535	(11,555)	(3.03%)
SALARIES & BENEFITS	1,401,712	1,401,513	(199)	(0.01%)
Supplies	30,400	47,300	16,900	55.59%
SUPPLIES	30,400	47,300	16,900	55.59%
Professional Services	751,500	601,000	(150,500)	(20.03%)
Community Services	612,491	544,000	(68,491)	(11.18%)
Communication	1,600	8,150	6,550	409.38%
Travel	8,500	10,700	2,200	25.88%
Training	28,500	34,600	6,100	21.40%
Advertising	16,000	17,400	1,400	8.75%
Operating Leases	22,300	19,500	(2,800)	(12.56%)
Repair & Maintenance	3,000	3,000	-	- %
All Other Miscellaneous	181,500	196,550	15,050	8.29%
SERVICES & CHARGES	1,625,391	1,434,900	(190,491)	(11.72%)
Intergovernmental Services	2,000	2,500	500	25.00%
INTERGOVERNMENTAL & INTERFUND	2,000	2,500	500	25.00%
TOTAL OPERATING EXPENDITURES	3,059,503	2,886,213	(173,290)	(5.66%)
Capital Equipment	44,817	100,000	55,183	123.13%
OTHER EXPENDITURES	44,817	100,000	55,183	123.13%
TOTAL NON-OPERATING EXPENDITURES	44,817	100,000	55,183	123.13%
TOTAL EXPENDITURES	3,104,320	2,986,213	(118,107)	(3.80%)



EXECUTIVE

The Executive Department establishes direction for the City organization as a whole and functions as a coordination and communication hub. The Executive Department seeks to implement the policy and operational decisions developed by City Council. It also works to help City departments continually improve the manner in which they do business with the public, expand the service delivery achieved by approved budgets, and produce positive results for key projects and initiatives. The Executive Department works to identify external trends that will impact City operations in the future, in order to anticipate potential impacts and develop proactive responses that will ensure long-term sustainability.

The department provides service in seven main areas: city management, legal, city clerk, public records, human resources, emergency preparedness and community engagement.

The City Manager balances policy directives and resources to protect and preserve the health, safety, welfare, and quality of life for the community. From managing the day-to-day operations of the City organization to providing leadership and guidance on organizational policy and direction, this office serves as the City's chief executive officer and official spokesperson.

The City Attorney provides legal advice to the City Manager, City Council, and City Departments. This office reviews ordinances, resolutions, contracts, and other legal documents for compliance with local, State and Federal law and to protect and advance the City's interests. The City Attorney also manages litigation and the retention of outside legal resources.

The Public Records function manages City responses to requests for public records, records retention and records management. This area also works to provide citywide guidance on policies and practices related to public records, and ensures compliance with State training requirements.

The City Clerk supports the City Council and administration. The City Clerk prepares and publishes a wide variety of official documents, including official legal notices for public hearings, City Council meetings, and advertisements for bids, City Council agenda materials and minutes, and updates to the Bainbridge Island Municipal Code.

The Human Resources function provides policy direction on human resource management issues and manages programs that attract, develop, retain and engage a skilled and diverse workforce. Human Resources supports the City Manager and department directors to minimize risk and maximize employee productivity in areas including recruiting, retention, performance management, compensation, benefits, labor relations and training and development.

The Emergency Preparedness function organizes and implements training, planning, outreach, and other activities that encourage City staff readiness in the event of significant community events. This function also interacts extensively with community partners and the general public to encourage a high level of citizen readiness and awareness. The Emergency Preparedness Coordinator leads the effort to identify and provide necessary emergency supplies and equipment to City staff, and to recommend and implement the components and organization of the City's Emergency Operations Center (EOC).

Community Engagement manages the development, implementation and control of effective communication with citizens, staff and Council, with the goal of increasing the understanding of and support for city priorities, messages and programs. Working with the City Manager, department directors and staff, proactive outreach strategies for public participation are initiated, designed and implemented. This function is also responsible for support and engagement related to citizen advisory committees, volunteers and other community groups whose activities intersect with City functions.

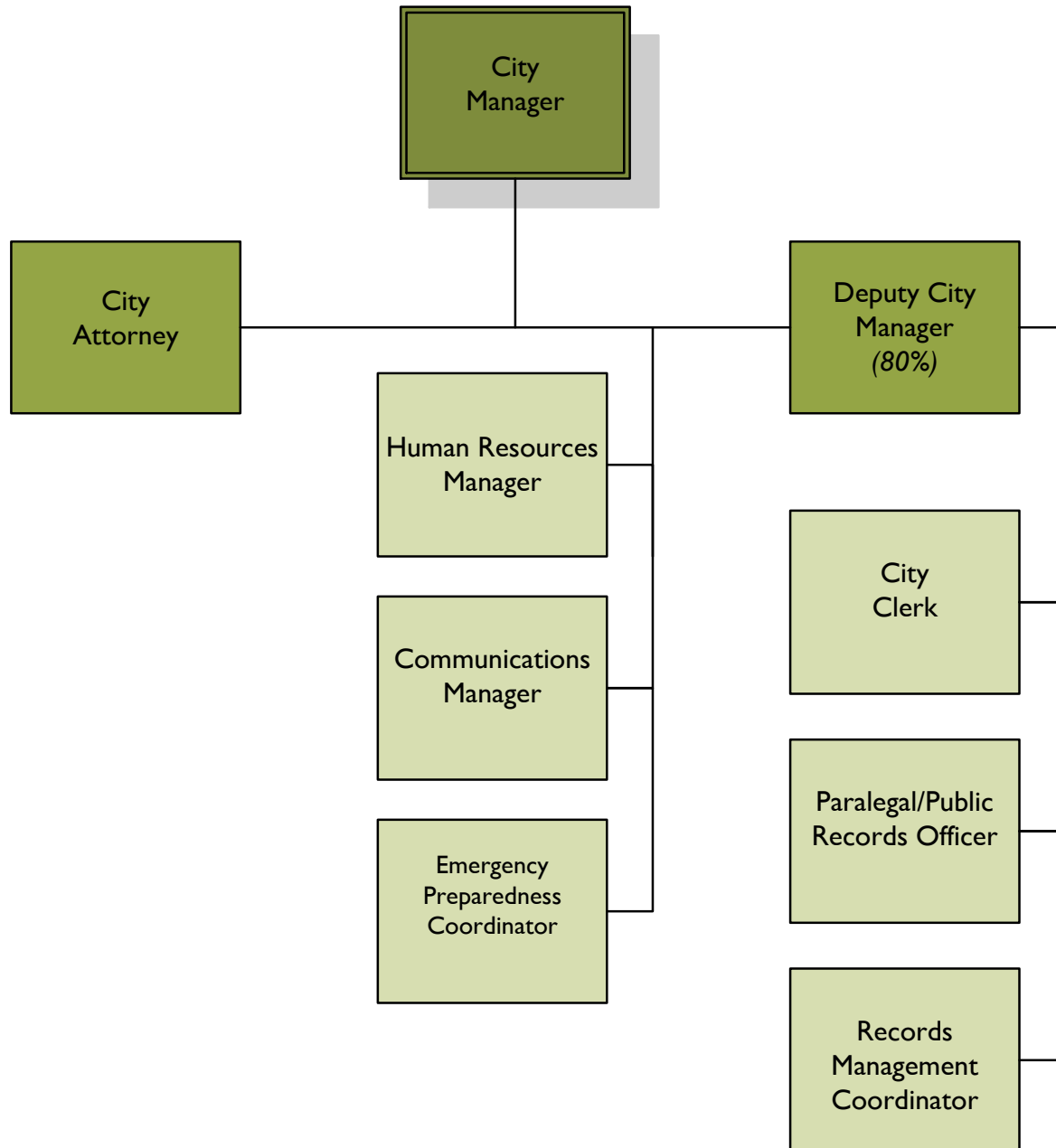


BUDGET NOTES AND CHANGES – EXECUTIVE

- The 2017-2018 budget includes funding for increased activities related to Emergency Preparedness, led by the Executive Department. In particular,
 - Adjust duties of existing staff to provide for fulltime Emergency Preparedness Coordinator, increasing time spent on this function to 1.0 FTE. Retain Civil Service Commission functions with this position and distribute administrative duties to other current staff.
 - Provide increased funding to the annual program budget for emergency preparedness
 - Provide one-time capital funding to initiate an AM radio station
- Add 0.05 FTE to existing 0.75 FTE Deputy City Manager position to adjust schedule to four full days per week
- Adjust Professional Services budget to include funding for the annual program budget for community services to support consulting services to facilitate and assess biennial human services awards, and eliminate funding for one-time 2016 efforts. Full detail on the professional services budget is included on Page 66.
- Provide one-time funding for Suyematsu Farm historic preservation planning project.
- Provide funding for Neighborhood Matching Grant program.



ORGANIZATIONAL CHART – EXECUTIVE



PRIORITY BASED BUDGETING RESULTS – EXECUTIVEGreen, Well-Planned
CommunityHealthy and Attractive
CommunityReliable Infrastructure
and Connected Mobility

Safe City



Vibrant Economy



Good Governance

SERVICES PROVIDED – EXECUTIVE

- Assist City Council in the development of the City's strategic goals and implement work programs.
- Manage the day-to-day operations of the City organization by directing and supervising all departments of the City.
- Provide legal advice to the City Manager, City Council, City Departments, and various boards, committees and commissions through direct consultations and written legal opinions.
- Manage litigation and supervise the preparation of ordinances, resolutions, contracts, and other legal documents ensuring compliance with local, State, and Federal law adequate for the protection of the City.
- Oversee communication efforts citywide, to both internal and external audiences. Deliver content through a variety of channels, including social media.
- Facilitate emergency preparedness within the City organization and throughout the broader community.
- Support citizen volunteer efforts and actively seek opportunities to improve and expand citizen engagement with City activities.
- Prepare City Council agenda packets and official City Council minutes.
- Oversee the preparation, publication, codification, and filing of legal notices and ordinances in accordance with established procedures and legal requirements.
- Support citizen committees and commissions, including annual appointments, public meeting notices, and publication of committee agendas and minutes.
- Manage and administer City funding to a wide range of community service programs including housing, human services, public art, and economic development.
- Coordinate, monitor, and respond to public records requests pursuant to the Revised Code of Washington and City procedures, including review of records to determine responsiveness and need for redaction and privilege log.
- Plan, organize, control, and manage the Human Resources operations and programs of the City including recruitment/selection, compensation/classification, training/development, labor relations, safety, personnel records, policy development, and general management assistance.



- Manage, inventory, store, and dispose of City records in conformity with State law.

ACCOMPLISHMENTS AND HIGHLIGHTS FOR 2016 – EXECUTIVE

- Supported City Council consideration of development options for Suzuki property.
- Supported City Council consideration of options related to a municipal electric utility.
- Supported ongoing planning process to replace the Police Station and Municipal Court.
- Supported extensive public engagement process to complete the Comprehensive Plan Update.
- Continued work with community and businesses to review Downtown parking options.
- Expanded emergency preparedness, and coordinated relocation of City Emergency Operations Center to City Hall.
- Hired a new Director of Planning and Community Development and a new City Attorney.

OBJECTIVES FOR 2017 – 2018 – EXECUTIVE

- Support priority implementation activities identified within update to the City's Comprehensive Plan.
- Select site, complete design and initiate construction for planned Law and Justice Center to support Police and Municipal Court.
- Complete surplus process for City's Suzuki property and select development team.
- Complete consideration of options for municipal electric utility.
- Support Council consideration of significant transportation project portfolio and funding options.
- Develop proposal for downtown parking/Town Square project.
- Continue participation in regional planning for SR 305 corridor.
- Expand City website functionality and content, continue work to integrate with OpenGov and other transparency platforms.

City of Bainbridge Island

City Council Agenda Bill



PROCESS INFORMATION

Subject: 9:45 PM Lodging Tax Advisory Committee Appointment, AB 16-119 - Mayor Tollefson (Pg. 690)	Date: 10/18/2016
Agenda Item: NEW BUSINESS	Bill No.: 16-119
Proposed By: Mayor Tollefson	Referrals(s):

BUDGET INFORMATION

Department: Executive	Fund:	
Expenditure Req:	Budgeted?	Budget Amend. Req?

REFERRALS/REVIEW

:	Recommendation:	
City Manager:	Legal: Yes	Finance: N/A

DESCRIPTION/BACKGROUND

In August, the City Council appointed four members of the Lodging Tax Advisory Committee to participate in the upcoming review of proposals for 2017 funding. One of the members can no longer serve on the committee, which created a vacancy for a lodging representative. This appointment will fill that vacancy with an eligible candidate and allow the committee to proceed in its work.

RECOMMENDED ACTION/MOTION

I move the City Council confirm the appointment of _____ to the Lodging Tax Advisory Committee, to serve as a lodging representative for a term ending upon completion of the 2017 funding recommendations.

ATTACHMENTS:

Description	Type
□ Bartlett - LTAC	Backup Material
□ Fischer - LTAC	Backup Material

From: noreply@civicplus.com
To: [Roz Lassoff](#)
Subject: Online Form Submittal: Citizen Advisory Group Application
Date: Tuesday, October 11, 2016 10:09:44 PM

Citizen Advisory Group Application

Step 1

Please complete the form below if you are interested in serving on a committee or commission. Please note: once submitted, this application becomes a public record. Your address and contact information will not be shared.

Applicant Name Zoe Bartlett

Email

Phone

Address

City Bainbridge Island

State Washington

Zip 98110

Current Employer Self employed

Current Position Owner, Guest Cottage at Pleasant Beach

I am interested in serving on one of the following advisory groups (select all that apply): Lodging Tax Advisory Committee

Experience & Qualifications

Have you served on any city advisory groups in the past? No

If so, please indicate which groups: *Field not completed.*

Please share your qualifications for this appointment (skills, activities, training, Currently a lodging owner; Former owner of a local business that supported both tourism and locals; Former Board Member of BIDA; Past Executive in the Global Travel Mgt field; Former Hotelier

education) if any:

Please share your
community interests
(groups, committees,
organizations) if any:

Field not completed.

Feel free to attach your
resume (optional):

Field not completed.

Type the Year

2016

How did you hear
about the volunteer
opportunity?

Other - See below

Other

BILA

Email not displaying correctly? [View it in your browser.](#)

From: noreply@civicplus.com
To: [Roz Lassoff](#)
Subject: Online Form Submittal: Citizen Advisory Group Application
Date: Monday, October 10, 2016 12:42:11 PM

Citizen Advisory Group Application

Step 1

Please complete the form below if you are interested in serving on a committee or commission. Please note: once submitted, this application becomes a public record. Your address and contact information will not be shared.

Applicant Name Sandy Fischer

Email

Phone

Address

City Bainbridge Island

State Washington

Zip 98110

Current Employer Fischer Bouma Partnership

Current Position President

I am interested in serving on one of the following advisory groups (select all that apply): *Field not completed.*

Experience & Qualifications

Have you served on any city advisory groups in the past? No

If so, please indicate which groups: I have coordinated closely with many community groups and public boards when I directed Winslow Tomorrow Planning Process for Mayor Darlene. K.

Please share your qualifications for this appointment (skills, Island Resident since 2003 Former City of Bainbridge Director of Special Projects-Mayor's Office (3 years) Co-owner Fletcher bay Landing Guest House Through my professional planning and design work am very familiar with the Community, the City of

activities, training, education) if any:

Bainbridge processes and policies. Have completed many Community Economic Development Plans Completed Main Street Training Completed facilitation and dispute resolution training Have led numerous Community Planning and design processes and have facilitated many strategic planning meetings Principal and Leader of Global Design Studio (EDAW/AECOM) Founder and President of own firm 1983-2003 and 2012-present

Please share your community interests (groups, committees, organizations) if any:

Current Board Member- AHB Current Public Art Committee Co-Chair Current BILA Member- Operate Fletcher Bay Landing Guest House Current BIMA Member Current Bloedel Member Current Chamber of Commerce Member Sustainability- Former BGI Student Member-APGA (Public Gardens) Member-ASLA (Landscape Architecture) Member APA national and state (American Planning Association) Regularly attend DRB Meetings representing clients Led APA Conference tour of Downtown Bainbridge in 2015 Current Member of 2 UW Professionals Councils Past Positions State (Michigan) and County (Kitsap) Arts Councils, State of Montana Air Quality Board, Chair of Non Motorized Transportation Committee (Yellowstone County,MT) Member-Billings MT. Downtown Association. Transportation Board- Yellowstone County,MT Member State of Montana Licensing Board State of MT representative on national CLARB- Council of Landscape Architecture State Boards. Member of CLARB National Examinations Committee. WASLA Board Member

Feel free to attach your resume (optional):

[Fischer_resume_2016.pdf](#)

Type the Year

2016

How did you hear about the volunteer opportunity?

Other - See below

Other

BILA

Email not displaying correctly? [View it in your browser.](#)



Sandy Fischer, Partner

EDUCATION

Coursework-Sustainable Business
 Bainbridge Graduate Institute
 M.A. Michigan State University
 B.L.A. Michigan State University

PROFESSIONAL REGISTRATIONS

Registered Landscape Architect,
 State of Washington
 MT, WY, MI - Inactive

AFFILIATIONS

American Society of Landscape Architects
 ASLA
 Washington Chapter WASLA
 American Planning Association, APA
 Urban Land Institute, ULI
 Member UW Professionals Council

PAST EMPLOYMENT

AECOM, Principal
 City of Bainbridge Island, Director
 EDAAW, Design Director
 Fischer & Associates, Owner
 Rocky Mt. College Adjunct Professor
 Wirth Associates, Landscape Arch.
 JJR, Landscape Designer

AWARDS

ASLA, NATIONAL AWARD

Merit Award, ASLA, Integrating Habitats
 Competition, 2011

WASLA, CHAPTER AWARD

Honor Award, WASLA, Integrating
 Habitats, 2010

PERSONAL BIO

Sandy's 30 year career as a landscape architect and community planner has focused on leading teams, advocating for livable communities, designing attractive places and shaping enduring landscapes. She has held senior director positions in local government, international consulting firms and her own practice. Sandy currently serves on the Public Art Committee and the Board of Arts & Humanities Bainbridge.

Sandy enjoys collaborating with interdisciplinary teams on challenging projects and idea driven solutions. Clients appreciate her ability to balance vision and pragmatism to produce plans and designs that are actionable and catalytic. Her community plans have effectively guided change in new and existing; rural and urban; local and international communities. She has worked with diverse clients and communities on visioning, spatial plans and policy frameworks.

Sandy has a diverse and award winning design portfolio of built projects in the Northern Rockies and Pacific Northwest regions. Sandy seeks to understand each site within a larger context of ecology, time, culture and community values. She enjoys collaborating, learning and teaching. Sandy often works with scientists, engineers, designers and artists to gain an understanding of and creatively express the unique history, culture and geography of the places and the people she is entrusted to work with.

With a reputation for being an effective leader of stakeholder engagement processes and a planner who "likes to get things built," Sandy has implemented elements of downtown and community plans including streetscapes, urban and rural parks, land conservation plans, greenways, trails, waterfronts, transport facilities, campuses, cultural facilities, office parks, and residential, mixed-use, waterfront, and transit-oriented neighborhoods.

Representative Project Experience

LANDSCAPE ARCHITECTURE

CULTURAL & HISTORIC PLACES

Buffalo Bill Historical Center - Draper Museum, Joseph Henry Sharp,
 Plains Indian Museum Courtyard, and New Entrance, Cody, WY
 Montana State Capitol Site Renovation, Helena, MT
 Snoqualmie Falls Park, Snoqualmie WA*
 Fort Lewis Garrison Historic District & Pendleton Ave, JBLM, WA*
 Billings Historic District Depot Renovation, Billings MT
 Snow Lodge at Old Faithful, Yellowstone National Park
 Yellowstone Art Museum, Billings, MT

INSTITUTIONS & CIVIC

Kingston Community Center, Kingston, WA
 Kitsap Regional Library, Silverdale Branch, Silverdale, WA
 Bainbridge Island Fire Stations, Bainbridge Island, WA
 Mount Lake Terrace Civic Campus, Mountlake Terrace, WA*
 East Capitol Campus Plaza, Olympia, WA*
 International Embassies, Various Locations*
 Deaconess Billings Clinic, Multiple Projects. Billings, MT
 Wells Fargo Operations Center, Billings, MT
 University of Mt. Family Housing, Missoula MT
 MSU Physical Sciences & Engineering Building, Bozeman, MT



REGIONAL AWARDS

Metro Integrating Habitats Competition,
2nd Place 2008
People's Choice Award, 1st Place, 2008

Governors Smart Community Award
"Downtown Bainbridge Island Winslow
Tomorrow Vision" 2006

PSRC Vision 2020 Award
Winslow Tomorrow Plan, 2007

APA - WASHINGTON CHAPTER AWARDS

Merit Award, "Port Orchard Down-
town Economic Development Plan", 2006

Honor Award, "Tollgate Farm Central
Meadow Master Plan," 2005

ASLA- AWARDS IDAHO MT CHAPTER

Design Honor Award, "Master Plan", Peaks
to Plans Park at MSU 2001

Honor Award Communications "Laurel
TCSP Plan" 2003

Presidents Award of Excellence
Planning and Analysis, Bikenet Plan and
Implementation, 2001

Honor Design Award "Scott Residential
Design" 2001

Presidents Excellence Award
Communications "Peaks to Plans Park
Sketchbook" 1999

Design Award, Deaconess Medical Center
Campus Plan 1998

Honor Design Honor Award, Montana
Avenue Streetscape 2001

COMMUNITY RECOGNITIONS

YMCA Salute to Women, 2001

Chamber of Commerce "Established Small
Business of the Year Award" 2002, Billings
MT

PUBLICATIONS

Landscape Architecture Magazine
-BikeNet
-Seattle Waterfront Charrette*
-2011 ASLA Awards Issue

Sonoran Institute
Best of The West-3 projects
Scenic America Solutions
Scenic Solutions-4 Projects
Rural Towns Symposium

Shoreline Community College Student Union Building, WA*
GSA SYLPOE Border Crossing, San Ysidro, CA*
Fort Harrison Master Plan & Design of Multiple Projects, MT
Multiple Armed Forces Reserve Centers, MT & WA*

PARKS & RECREATION

Snoqualmie Falls Park Master Plan, Snoqualmie, WA
Concept Plans for Fish Park, Netshed and Waterfront Park, Poulsbo, WA
Mt. St Helens Visitor Center, WA
Swords Park Master Plan, Restoration Plans, Interpretive Site Plans, and
Trail Design Phases 1 & 2, Billings, MT
Peaks to Plains Park at MSU Billings, MT
Valley West Subdivision Park, Bozeman, MT
Multiple Community, Neighborhood and Subdivision Parks, MT
Mountain and Gateway Parks, Miyun, China*
Meydenbauer Bay Park & Land Use Master Plan, Bellevue, WA*
Waterfront Park Master Plan, Bainbridge Island, WA
Richmond Waterfront Park, Richmond, BC*
Everett Waterfront, LEED-ND Assessment

MOBILITY

Shiloh Road Visual Assessment & EIS, Billings, MT
Rockvale to Laurel EIS & Visual Assessment, MT
Highway 93 & 35 Reconstruction - Evaro to Poulson, MT
Multiple Interstate Rest Areas, Interchanges & Corridors, WA*, MT
Multiple Visual Assessments using FHWA Methodology, MT

COMMUNITY PLANNING

PARK, RECREATION & OPEN SPACE MASTER PLANS

BikeNet Non-Motorized Transportation Plan, Billings, MT
Parks 2020 Park, Recreation & Open Space Plan, MT
Colstrip Comprehensive Park Plan & Community Plan, Colstrip, MT
Duvall Park and Trail Comprehensive Plan, Duvall WA*
North Kitsap Trail Feasibility Study, North Kitsap, WA
Missoula Comprehensive Park Plan, Missoula, MT
Isthmus Park Feasibility Study, Olympia, WA*
Tollgate Farm Central Meadow Master Plan, North Bend, WA*
Meydenbauer Bay Park and Land Use Master Plan, Bellevue WA*
Mountlake Terrace Facility Assessment & Civic Campus Plan, WA*
Joint Public Works Facility Master Plan, WA*
Fort Harrison Master Plan, Helena MT
Garrison Historic District Master Plan, JBLM, WA
Monterey Station USCG Master Plan, CA*
Quilcene Complete Streets, Quilcene, WA
Puyallup Tribe Community Center Master Plan, WA*
Western Montana Veteran's Cemetery Master Plan & PH1 Construction*
Leach Botanical Garden Master Plan, Portland, WA

REGIONAL, COMMUNITY AND ECONOMIC DEVELOPMENT PLANS

Joint Base Lewis McChord Growth Coordination Plan JBLM, WA*
Winslow Tomorrow Downtown Plan, Bainbridge Island WA
Ferry Gateway Urban Design Master Plan, Bainbridge, Island, WA
Downtown Economic Development Plan, Port Orchard WA*
Downtown Urban Design Framework Plan & Guidelines, Billings MT
Mill Bay Community Plan, Malahat BC*
South Billings & East Downtown Urban Renewal Master Plans, MT*
Tainjin Olympic Village Master Plan, Tainjin, China*
Fish Street Corridor - Street, Park & Land Use Plan, Miyun, China*

Note: Asterisks indicates projects completed at AECOM or EDAW. Sandy merged her practice into EDAW in 2003. In 2005 EDAW was acquired by AECOM. Sandy served as AECOM Design and Planning Practice Principal and Studio Director until 11/2011 when she re-initiated her practice.

