



**PLANNING COMMISSION REGULAR MEETING  
THURSDAY, JANUARY 23, 2025**

BAINBRIDGE ISLAND CITY HALL  
COUNCIL CHAMBERS  
280 MADISON AVENUE N.  
BAINBRIDGE ISLAND, WASHINGTON

AND

ZOOM WEBINAR  
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/81285913438](https://bainbridgewa.zoom.us/j/81285913438)  
OR TELEPHONE: US: +1 253 205 0468  
WEBINAR ID: 812 8591 3438

**AGENDA**

**1. CALL TO ORDER / LAND ACKNOWLEDGMENT - 6:00 PM**

We would like to begin by acknowledging that the land on which we gather is within the ancestral territory of the Suquamish, "People of Clear Salt Water." Expert fishermen, canoe builders and basket weavers, the Suquamish live in harmony with the lands and waterways along Washington's Central Salish Sea as they have for thousands of years. Here, the Suquamish live and protect the land and waters of their ancestors for future generations as promised by the Point Elliot Treaty of 1855.

**2. APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE - 6:05 PM**

**3. PLANNING COMMISSION MEETING MINUTES - 6:10 PM**

Review and approve meeting minutes.

**Minutes**

[PC Minutes 20250109 - Draft.pdf](#)

**4. CITY MANAGER REMARKS - 6:15 PM**

Blair King, City Manager, will be providing the Planning Commission with some short remarks.

**5. PUBLIC COMMENT INSTRUCTIONS - 6:25 PM**

Members of the public are encouraged to submit written public comment to the Planning Commission at any time by emailing [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov). Members of the public who wish to provide public comment in-person at a Planning Commission meeting should sign up to speak on the sign-in sheet by the Chamber doors. The Planning Commission Chair will call the people signed up on the sign-in sheet, and speakers will have up to three minutes to speak from the podium. Please speak directly into the microphone, which is adjustable. A timer on the screen will indicate when 3 minutes (or such other time set by the Chair) has elapsed. Orderly behavior and civility in remarks is expected with no clapping or booing, and no yielding of one person's time to another person.

Guidelines for public comment are provided. Remote public comment is allowed with advance notice to the Planning & Community Development Department by noon on the date of the meeting at [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov), provided that all remote commenters shall be required to display their true name. Public comment is not accepted during the balance of the Planning Commission meeting, unless a public hearing or public participation meeting is on the agenda.

#### **Public Comment**

[Instructions\\_for\\_Providing\\_Public\\_Comment\\_for all PC agendas 20250103.pdf](#)

#### **6. NEW BUSINESS - 6:35 PM**

##### **Review and Recommendation for Washington State Ferries Eagle Harbor Welding Shop Major Site Plan Review**

[Staff Report WSF Eagle Harbor Welding Shop PLN 52714 SPR\\_SSDP\\_final.pdf](#)

[2. Site Plan Copy\\_2.pdf](#)

[Excerpt from Architectural Plan Set \(60%\)\\_1.pdf](#)

[8. Project Narrative.pdf](#)

[PLN52714 SPR.pdf](#)

#### **7. UNFINISHED BUSINESS - 6:50 PM**

**Continue discussion on Winslow Subarea Plan providing follow up to requests made at the January 9, 2024, Planning Commission meeting and covering other related topics.**

[Jan 23 Planning Commission Presentation.pptx](#)

[December 3 Council Motions re Comp Plan and Winslow Subarea Plan.pdf](#)

[Groundwater Management Plan Update Memo\\_011325.pdf](#)

[City Owned Properties Map.pdf](#)

#### **8. PLANNING DIRECTOR'S REPORT - 7:50 PM**

#### **9. FOR THE GOOD OF THE ORDER - 7:55 PM**

#### **10. ADJOURNMENT - 8:00 PM**

### **GUIDING PRINCIPLES**

**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 Principle #2** - Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

**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 Principle #4** - Consider the costs and benefits to Island residents and property owners in making land use decisions.

**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 Principle #6** - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present

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

**Guiding Principle #7** - Reduce greenhouse gas emissions and increase the Island's climate resilience.

**Guiding Principle #8** - Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.



**Planning Commission meetings are wheelchair accessible. Assist listening devices are available in Council Chambers. If you require additional ADA accommodations, please contact the Planning & Community Development Department at (206) 780-3750 or [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov) by noon on the day preceeding the meeting.**

**Public Comment may be limited to allow time for the Commissioners to deliberate. To provide additional public comment, email your comment to [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov) or mail it to Planning and Community Development, 208 Madison Avenue North, Bainbridge Island, WA 98110.**



CITY OF  
BAINBRIDGE ISLAND

## Planning Commission Regular Meeting Agenda Bill

**MEETING DATE:** January 23, 2025

**ESTIMATED TIME:** 5 Minutes

**AGENDA ITEM:** Minutes

**AGENDA CATEGORY:** Minutes

**PROPOSED BY:** Planning &  
Community Development

**PREVIOUS PLANNING COMMISSION REVIEW DATE(S):**

**PREVIOUS COUNCIL REVIEW DATE(S):**

**RECOMMENDED MOTION:**

I move to approve the January 9, 2025, meeting minutes, as presented.

**ATTACHMENTS:**

[PC Minutes 20250109 - Draft.pdf](#)





## Planning Commission Regular Meeting January 9, 2025

### Meeting Minutes

#### 1) CALL TO ORDER/LAND ACKNOWLEDGMENT

Chair Ariel Birtley called the meeting to order at 6:06 PM and read the Land Acknowledgement. Present were Commissioners Ariel Birtley, Sarah Blossom, Ben Deines, Peter Schaab, Criss Garcia, and Sean Sullivan. Present on Zoom was Commissioner Alex Preudhomme. City staff present were Planning Manager HB Harper, Senior Planner Jennifer Sutton, Associate Planner Joanne Mendenhall. City Council Liaison Ashley Mathews was also present in chambers.

#### 2) APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE

Commissioner Blossom requested two changes to tonight's agenda: 1. Postpone election of Planning Commission officers to a future date, possibly in July following the new term for the Planning Commissioners, and 2. Move the item - *Planning Commission Schedule* (under the Planning Director's Report) to be discussed prior item #7 - *Winslow Subarea Boundary & Zoning District Boundaries* as the schedule could potentially impact the approach taken to the discussion on the Winslow Subarea Boundary & Zoning District Boundaries.

No conflicts of interest disclosed.

**MOTION:** I move to 1. Postpone the election of Planning Commission officers to a future date, possibly in July, following the new term for Planning Commissioners, and 2. Move the item, *Planning Commission Schedule* (under the Planning Director's Report) to be discussed before item #7 - *Winslow Subarea Boundary & Zoning District Boundaries*, as a discussion about the expectations for the schedule going forward and the time we have to discuss this could impact our approach to the Winslow Subarea Boundary & Zoning District Boundaries.

**Blossom / Schaab: The motion passed unanimously.**

#### 3) ELECTION OF OFFICERS – Removed from the agenda.

#### 4) PLANNING COMMISSION MEETING MINUTES -

[Cover Page](#)

[PC Minutes 12122024 - DRAFT.pdf](#)

**MOTION:**

I move to approve the Planning Commission meeting minutes from December 12, 2024, as presented.

**Deines / Garcia: The motion passed unanimously.**

## 5) PUBLIC COMMENT -

### Cover Page

1. Mr. Allen Philips - provided comments regarding the Comprehensive Plan
2. Ms. Mary Clare Kersten - offered comments on the DEIS and concerns about the BI aquifer
3. Mr. Allen Haugen - offered comments on the DEIS and concerns about the building heights
4. Ms. Melanie Keenan - offered comments on the DEIS and concerns about the sole source aquifer
5. Mr. Malcolm Gander - offered comments on the DEIS and concerns about the sole source aquifer
6. Mr. Robert Drury - offered comments about the DEIS and the planning process
7. Ms. Lisa Neal - offered concerns regarding the process on the DEIS and communication
8. Ms. Lynn Murphy - offered comments on island growth, where it should happen, and for whom
9. Mr. Joe McMillan - requested to defer action on the WSP Zoning and to seek additional input from the community
10. Ms. Olivia Hull - from Race, Equity Advisory Committee (REAC) - requested that the Planning Commission use an equity lens when arriving at solutions for the community
11. Mr. David Cordaro - concerned about growth management on the island, concerned about the aquifer, managing waste-water, and island traffic
12. Mr. John B. Tappen - expressed concern / need for comprehensive water planning & management
13. Mr. Ron Peltier - encouraging the Planning Commission to slow down and make quality recommendation for the DEIS
14. Mr. Jim Halbrook - expressed concerns about the DEIS, and plans for BI growth

## 6) PUBLIC HEARING -

### Ordinance No. 2025-01 related to Electric Vehicle Charging Zoning Code Amendments

#### Cover Page

#### Ordinance No. 2025-01 Regarding EV Parking.pdf

#### Final\_EV\_Charging\_Infrastructure\_CCAC\_July\_17th\_2024.pdf

Chair Birtley opened the Public Hearing at 7:08 PM and introduced Associate Planner Joanne Mendenhall, who provided a summary of the proposed ordinance amendments.

#### Public Comments:

1. Ms. Rachel Hofer - member of the Helpline House Board offered comments on the number of spaces required for EV Charging
2. Ms. Mev Hoberg - member of the Helpline House Board - urges the PC to accept the proposed amendments to the EV charging code.

Chair Birtley closed the Public Hearing at 7:34 PM.

**MOTION:** I move to recommend approval of Ordinance 2025-01 to the City Council for consideration at a future City Council meeting.

**Sullivan / Garcia: The motion passed unanimously.**

8) **PLANNING DIRECTOR'S REPORT -**

Planning Commission Schedule for Winslow Subarea and Comprehensive Plan Updates

[Cover Page](#)

[Plan\\_Completion\\_Schedule.pdf](#)

Planning Manager HB Harper offered comments on the schedule of the Draft Environmental Impact Statement (DEIS)/Comprehensive Plan, talked about the stated timeline and the constraints. Also stated that a motion by the Planning Commission on the item *7-Winslow Subarea Boundary & Zoning District Boundaries* is to be tabled until further action from the City Council takes place. Discussion on this issue by the Planning Commission followed.

7) **NEW BUSINESS -**

Winslow Subarea Boundary and Zoning District Boundaries

[Cover Page](#)

[25 01 02 DRAFT Preferred Alternative Framework Diagram\\_V2.pdf](#)

Planning Manager HB Harper along with Senior Planner Jennifer Sutton presented information on the Winslow Boundary & Zoning District Boundaries.

**MOTION:** I move to request that the Planning staff bring back to the Planning Commission:

1. A review of the TDR program, and what may be needed to improve or complete the program,
2. A matrix for how the number of affordable units was derived using the implementation plan from the housing action plan,
3. City owned land that's undeveloped or otherwise available for housing.

**Blossom / Deines: The motion passed unanimously, 5-0. Absent were Commissioners Sullivan and Preudhomme.**

Commissioner Blossom also noted a typo (5%) in the DEIS needing correction: In the DEIS, 3.2-29 and right above table 3.2-13, it says, "For purposes of generating these numbers the inclusionary zoning framework, assumes that **5%** of units in new multi-family residential buildings will be required to be affordable."

9) **FOR THE GOOD OF THE ORDER -** Nothing offered.

10) **ADJOURNMENT - 9:18 PM**

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Ariel Birtley, Chair

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Renee Argetsinger, Clerk to the Planning Commission



CITY OF  
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## Planning Commission Regular Meeting Agenda Bill

**MEETING DATE:** January 23, 2025

**ESTIMATED TIME:** 10 Minutes

**AGENDA ITEM:** Public Comment

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** Planning &  
Community Development

**PREVIOUS PLANNING COMMISSION REVIEW DATE(S):**

**PREVIOUS COUNCIL REVIEW DATE(S):**

**RECOMMENDED MOTION:**

Instructions for Providing Public Comment

**ATTACHMENTS:**

[Instructions\\_for\\_Providing\\_Public\\_Comment\\_for all PC agendas 20250103.pdf](#)



## PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Members of the public are encouraged to submit written public comment to the Planning Commission at any time by emailing [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov). For members of the public who wish to provide public comment in-person, at a Planning Commission meeting:

1. Sign up to speak on the sign-in sheet by the Chamber doors. The Planning Commission Chair will call the people signed up on the sign-in sheet
2. Speakers will have up to three minutes to speak from the podium. Please speak directly into the microphone, which is adjustable. A timer on the screen will indicate when 3 minutes (or such other time set by the Chair) has elapsed, and there is no yielding of one person's time to another person.
3. Orderly behavior and civility in remarks is expected with no clapping or booing, Guidelines for public comment are provided.
4. Remote public comment is allowed with advance notice to the Planning & Community Development Department by noon on the date of the meeting at [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov), provided that all remote commenters shall be required to display their true name on Zoom.
5. Public comment is not accepted during the balance of the Planning Commission meeting, unless a public hearing or public participation meeting is on the agenda.

### Instructions for Providing Public Comment Remotely

1. Contact the Planning & Community Development Department at [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov) no later than Noon on the day of the meeting. State which meeting you would like to make a public comment and provide your true name.  
**IMPORTANT:** No remote public comment will be accepted without first registering at the email address above.
2. Join the Zoom webinar by following the link posted on the agenda and on the City's website calendar. Sign into Zoom. You will need to enter and display your true name on Zoom.
3. The Chair will indicate when it is time for you to make a public comment.

**Excerpts from the Governance Manual regarding public comment (although “City Council” is mentioned below, this information applies equally to Planning Commission):**

## **5.6 Respect and Decorum**

It is the duty of the Presiding Officer and Councilmembers to maintain dignity and respect for their offices, City staff, and the public. While the Council is in session, the Councilmembers shall preserve civility, order and decorum. No member of the public shall, by conversation or otherwise, delay, disrupt, or interrupt the proceedings of the Council, nor engage in any of the prohibited behavior described below. Councilmembers and the public shall obey the proper orders of the Presiding Officer of the meeting.

### **5.6.1 Orderly Behavior and Civility in Remarks**

Any person disrupting the business of the Council, either while addressing the Council or attending the proceedings, shall be asked to leave, or be removed from the meeting. Continued disruptions may result in a point of order by the Presiding Officer or a Councilmember pursuant to the Council’s parliamentary rules, or a recess, forced removal, or adjournment as described elsewhere in this manual. Disruptive behavior includes, but is not limited to, the following:

- (a) Speaking without being recognized by the Presiding Officer.
- (b) Continuing to speak after the allotted time has expired.
- (c) Speaking on an item at a time not designated for discussion by the public of that item, such as speaking on a quasi-judicial item at a time other than during a public hearing or closed record proceeding on the matter.
- (d) Throwing objects.
- (e) Speaking on an issue that is not a public topic, in violation of Section 9.12.2.
- (f) Speaking in favor of or in opposition to a ballot proposition or a candidate for public office, provided, that public comment is allowed when the City Council is considering taking a collective position in favor of or in opposition to a ballot proposition as authorized in RCW 42.17A.555.
- (g) Impersonating a City Councilmember or a member of the City staff.
- (h) Shouting or otherwise engaging in loud or boisterous behavior.
- (i) Continuing to make repetitive remarks after being requested not to do so by the Presiding Officer or a majority of the City Council.
- (j) Attempting to engage the audience rather than the Council, e.g., asking audience members to stand, clap, boo or otherwise express collective support or opposition to any matter.

- (k) Booing, hissing, or otherwise disrupting the comments of another speaker.
- (l) Using racial slurs or other slurs directed at the color, creed, religion, ancestry, gender, sexual orientation, gender expression or identity, national origin, citizenship or immigration status, or mental, physical, or sensory disability of any individual or group, under circumstances where such words constitute “fighting words” under constitutional law.
- (m) Refusing to modify conduct after being advised by the Presiding Officer that the conduct is disrupting the meeting or disobeying any other lawful order of the Presiding Officer or a majority of the City Council.

#### **5.6.2 Permission Required to Address the Council**

Persons other than Councilmembers and Administration shall be permitted to address the Council only upon recognition and introduction by the Presiding Officer of the meeting.

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#### **9.12.2 Subjects – Whether or Not on the Current Agenda**

Public comments received during the public comment period may be on any public topic, whether or not on the agenda, but a comment on the subject that is covered by a public hearing at that meeting must be made during the period of the public hearing. All public comment shall be made consistent with Section 5.6.

#### **9.12.3 Use of Microphones**

Comments shall be made directly into the microphone, as it is necessary for the public record and for the audience to hear all proceedings. No comments shall be made from any other location.



CITY OF  
BAINBRIDGE ISLAND

## Planning Commission Regular Meeting Agenda Bill

**MEETING DATE:** January 23, 2025

**ESTIMATED TIME:** 15 Minutes

**AGENDA ITEM:** Review and Recommendation for Washington State Ferries Eagle Harbor Welding Shop Major Site Plan Review

**AGENDA CATEGORY:** Review and Recommendation

**PROPOSED BY:** Planning & Community Development

**PREVIOUS PLANNING COMMISSION REVIEW DATE(S):**  
Public Participation Meeting May 9, 2024

**PREVIOUS COUNCIL REVIEW DATE(S):**

**RECOMMENDED MOTION:**

I move to recommend approval of Washington State Ferries Eagle Harbor Welding Shop PLN52714

**SUMMARY:**

The applicant requests approval to construct a 6,400 square foot building for ferry maintenance in the Water-Dependent Industrial Zone. No departures are requested. Staff recommends approval of the project as conditioned. A link to the full project file is in the subject line of the staff report.

**BACKGROUND:**

The applicant requests the Planning Commission review and recommend approval to the planning director for a Major Site Plan Review project to construct a 400 square foot building to house the welding shop at 497 Harborview Drive on a 5.56 acre site. Staff is also processing a Shoreline Substantial Development Permit along with this Major Site Plan Review. The project also requires design review. The project had a preapplication conference on January 9, 2024. The Design Review Board recommended approval of the project on July 1, 2024. A SEPA comment period was held in August/September 2024, and the City expects to issue a Mitigated Determination of Nonsignificance with the Notice of Decision.

**ATTACHMENTS:**

[Staff Report WSF Eagle Harbor Welding Shop PLN 52714 SPR\\_SSDP\\_final.pdf](#)

[2. Site Plan Copy\\_2.pdf](#)

[Excerpt from Architectural Plan Set \(60%\)\\_1.pdf](#)

[8. Project Narrative.pdf](#)

[PLN52714 SPR.pdf](#)





## DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

### STAFF REPORT

**Date:** January 14, 2025  
**To:** Planning Commission  
**From:** HB Harper, Planning Manager  
**Project:** Washington State Ferries (WSF) – Eagle Harbor Welding Shop  
Site Plan and Design Review (major) and Shoreline Substantial Development Permit  
**File Number:** [PLN52714 SPR/SSDP](#)

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**Summary of Request:** The applicant requests approval to construct a 6,400 square foot building to house the welding shop.

**Recommendation:** Approval of the request subject to conditions in this report

**Background:**

The Environmental Protection Agency listed the Wyckoff property / Eagle Harbor as a Superfund Site in 1987 and began cleanup actions in 1991. The EPA divided the site into four operable units. The Eagle Harbor Maintenance Facility is located within the West Harbor Operable Unit.

Maintenance facility contamination was the result of shipyard and landfill operations; metals, especially mercury, were the primary contaminant concern. Remediation work took place from 1996 to 1998, including stabilization and solidification of contaminated upland soils with a cement system, a tidal barrier system, an upland drainage system to intercept shallow groundwater, and an asphalt concrete cap to limit surface water seepage. Although remediation reduces potential exposure, contamination remains on-site and must be addressed in accordance with the Model Toxics Control Act (MTCA).

**State Environmental Policy Act (SEPA) review:** The project is subject to SEPA review. The City as lead SEPA agency will issue a SEPA threshold determination; staff recommends issuance of a mitigated Determination of Nonsignificance, as conditioned in this report.

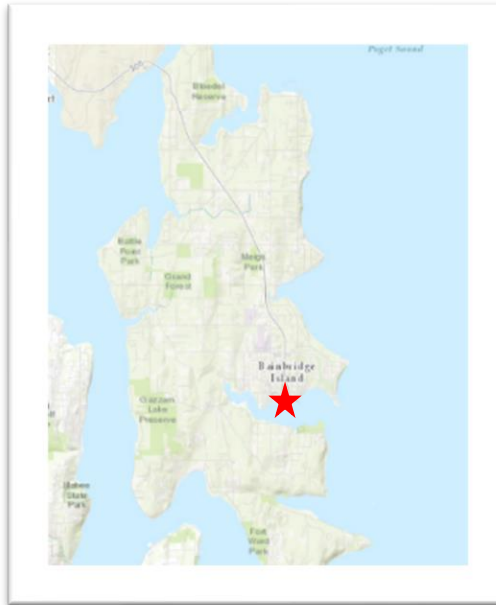
**Part I: Land Use Process / Application History**

| Date:           | Action:                                                              |
|-----------------|----------------------------------------------------------------------|
| January 9, 2024 | Preapplication conference held                                       |
| April 8, 2024   | Design Review Board (DRB) – Conceptual Review meeting held           |
| May 9, 2024     | Public Participation meeting held                                    |
| July 1, 2024    | DRB – Design Guidance / Final Review and Recommendation meeting held |
| July 22, 2024   | Application submitted                                                |
| August 19, 2024 | Application deemed complete                                          |
| August 24, 2024 | Notice of Application / SEPA Comment Period issued                   |

## Part II: General Information and Site Characteristics

|                                                                                                  |              |                                         |                                |                              |                    |  |
|--------------------------------------------------------------------------------------------------|--------------|-----------------------------------------|--------------------------------|------------------------------|--------------------|--|
| Assessor's Record Information:                                                                   |              |                                         |                                |                              |                    |  |
| Tax lot numbers                                                                                  |              | 262502-3-112-2004 and 262502-3-113-2003 |                                |                              |                    |  |
| Site Address                                                                                     |              | 497 Harborview Drive                    |                                |                              |                    |  |
| Owner of record                                                                                  |              | Washington State Ferries                |                                |                              |                    |  |
| Site size                                                                                        |              | 5.56 acres                              |                                |                              |                    |  |
| Use:                                                                                             |              |                                         |                                |                              |                    |  |
| Boat Repair Facility                                                                             |              |                                         |                                |                              |                    |  |
| Zoning Designation and Comprehensive Plan Designation:                                           |              |                                         |                                |                              |                    |  |
| Water Dependent Industrial                                                                       |              |                                         |                                |                              |                    |  |
| Shoreline Environment                                                                            |              |                                         |                                |                              |                    |  |
| Upland Designation                                                                               |              | Urban                                   |                                |                              |                    |  |
| Water Designation                                                                                |              | Aquatic                                 |                                |                              |                    |  |
| Geomorphic Class                                                                                 |              | Spit / Barrier / Backshore              |                                |                              |                    |  |
| Geomorphic Shore Type                                                                            |              | Modified                                |                                |                              |                    |  |
| Access:                                                                                          |              |                                         |                                |                              |                    |  |
| Access is via Harbor View Drive.                                                                 |              |                                         |                                |                              |                    |  |
| Public Services:                                                                                 |              |                                         |                                |                              |                    |  |
| Police                                                                                           |              | City of Bainbridge Island               |                                |                              |                    |  |
| Fire                                                                                             |              | Bainbridge Island Fire District         |                                |                              |                    |  |
| Water / Sewer                                                                                    |              | City of Bainbridge Island               |                                |                              |                    |  |
| Surrounding Properties - Use, Zoning, Comprehensive Plan and Shoreline Environment Designations: |              |                                         |                                |                              |                    |  |
|                                                                                                  | Use          | Zoning                                  | Comprehensive Plan Designation | Shoreline Upland Environment | Water Environment  |  |
| North                                                                                            | Undeveloped  | Mixed Use Town Center (MUTC) / Gateway  | Gateway                        | Urban                        | Aquatic            |  |
| East                                                                                             | Multi-family | R-14                                    | Urban Multi-family R-14        | Urban                        | Aquatic            |  |
| South                                                                                            | Eagle Harbor | -                                       | -                              | -                            | Aquatic            |  |
| West                                                                                             | Eagle Harbor | MUTC - CORE                             | CORE                           | -                            | Priority Aquatic A |  |
|                                                                                                  | Public Park  |                                         |                                | Island Conservancy           |                    |  |

### Vicinity Map



### Project Area and Surrounding Development / Shoreline Oblique / ECY



### Part III: Comprehensive Plan Guiding Principles, Goals and Policies

The Comprehensive Plan designation for the site is Water Dependent Industrial. Comprehensive Plan policies, along with implementing regulations in the Municipal Code, are used to evaluate the proposal and weigh project impacts.

#### A. Land Use Element: Water-Dependent Industrial District

- Policy LU 11.1: 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 11.4: Carefully consider regional and statewide needs for industrial facilities in reviewing new proposals, as well as in allocating shorelines for such development. Coordinate such reviews or allocations 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 11.5: Encourage expansion or redevelopment of existing, legally established industrial areas, facilities, and services with the possibility of incorporating mixed use development over the addition or location of new or single-purpose industrial facilities.
- Policy LU 11.7: Require new or expanded industrial development to provide physical access to shorelines when such public access does not cause significant interference with operations or hazards to life and property. Require as much visual access to the shoreline as possible.

#### B. Economic Element: Public / Private Partnerships

- 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 7.9: Support and enhance our waterfront, including docks and maritime services that attract visitors and residents.
- Policy EC 15.1: Promote manufacturing and business/industrial employment as an important source of family wage jobs on Bainbridge Island.

#### *Staff comment:*

*A boat repair facility is proposed, and these facilities are among the primary intended uses in the Water-dependent Industrial District. The applicant states that the existing welding shop facility is deficient, and the new shop supports the WSF 2040 Long Range Plan, which includes converting the ferry system to hybrid-electric to reduce carbon emissions, and follows mandates from the State legislature<sup>1</sup>. The project involves redevelopment of an existing, legally established industrial area, and provides gainful industrial employment on the Island.*

*Washington State Ferries follows safety and security plans approved by the United States Coast Guard, who requires maritime agencies to adopt maritime security measures which involve defense, law and treaty enforcement, and counterterrorism activities. While visual access to the shoreline is provided to the public, physical public access would significantly interfere with maintenance facility operations and pose hazard to the public.*

<sup>1</sup>[ESHB 2358, SSB 6932, RCW 47.60.375](#)

#### Part IV: Public Comment

Four public comments were received. Commenters are primarily concerned that the project may adversely impact water views from the adjacent Eagle Harbor Condominiums, that reduced water view decreases property values, that lighting at night may disrupt sleep, that increased noise and activity is incompatible with the residential district in which the condominiums are located, that the welding facility could disrupt marine life, that prolonged exposure to construction noise and dust can negatively impact human quality daily human lives, and that the project in general adversely impacts human quality of life.

##### *Staff Comment:*

*While there are provisions in the Shoreline Master Program (SMP) to address public visual access, there are no view provisions for multi-family residential development. The Municipal Code regulates construction hours, noise and lighting. Construction activities are generally limited to the hours of 7 am to 7 pm on weekdays and 9 am to 6 pm on Saturdays, and prohibited on Sundays and legal holidays (BIMC [16.16.025](#)). Noise emanating from an industrial zone and a residential zone may generally not exceed 60 dBA between 7 am and 10 pm, and 50 dBA outside those hours (BIMC [16.16.020](#) / [WAC 173-60-040](#)). The project is additionally conditioned in the event interior lighting creates light trespass.*

*The project is conditioned to comply with Puget Sound Clean Air Agency (PSCAA) regulations which include fugitive dust controls. The habitat assessment submitted with this application identifies potential (albeit unlikely) adverse impacts to marine life that are limited to 100-year floodplain events.*

#### Part V: Agency Comment

The Fire Marshal recommends approval subject to conditions included in this report. The Kitsap Public Health District has no comment on the proposal.

The State Department of Ecology commented that although remediation has been conducted to reduce potential exposure, contamination remains on site and must be addressed in accordance with Model Toxics Control Act (MTCA) and any applicable institutional controls. Ecology states that while the building is proposed above the asphalt concrete cap, there are excavation activities associated with the project that could result in contamination exposure to humans and the environment. In addition to proposed mitigation measures that include preparation of a spill prevention, control, and countermeasure prior to construction and the appropriate removal and disposal of excavated soils, Ecology recommends the following mitigation measures to prevent exposure: Sampling for potential contaminants of concern as appropriate; Implementing specific health and safety requirements for workers who may encounter contaminated media; Removing and properly disposing of other contaminated environmental media such as groundwater (in addition to soil) if encountered. The conditions recommended by staff include those recommended by the Department of Ecology.

#### Part VI: Land Use Code Analysis

Use and development is regulated by the Municipal Code in addition to Shoreline Master Program (SMP) regulations for properties within shoreline jurisdiction. In the event of a conflict between the provisions of the SMP and the laws, regulations, codes or rules of any other authority having jurisdiction within the City, the regulations that provide more protection to the shoreline area shall apply, except when constrained by federal or state law, or where specifically provided otherwise in the SMP.

**The proposed project is within shoreline jurisdiction. The following SMP and Municipal Code regulations apply. Where similar regulations are contained in both, such as those governing critical areas, the SMP is presumed to be the more protective of shoreline areas.**



1. [Shoreline Master Program](#)

| <i>Standard</i>                                       | <i>Requirement</i>                                                                                                                                                                                                                                                                                                                                                                                                                 | <i>Compliance Annotation</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Shoreline Use<br>Table 4-1                            | Industrial / Water-dependent use is permitted in the Urban shoreline designation.                                                                                                                                                                                                                                                                                                                                                  | A business involving fabricating, manufacturing or repairing boats is a boat repair facility, and these facilities are permitted as a water-dependent industrial use. Facilities related to ferry terminals (also defined as transportation facilities) are also permitted. The project complies with this standard.                                                                                                                                                                 |
| Height / Setbacks<br>Table 4-2                        | 30 feet maximum from “average grade level” (see 8.0 Definitions)<br>O’ setback                                                                                                                                                                                                                                                                                                                                                     | The proposed height is 30 feet. The building is set back from the shoreline 100 feet, and 50 feet from the nearest property line. The project complies with this standard.                                                                                                                                                                                                                                                                                                           |
| Impact Analysis and No Net Loss<br>Standard 4.1.2.4   | A site-specific analysis of potential impacts utilizing required mitigation sequencing and providing compensatory mitigation measures when deemed necessary as a result of the analysis.                                                                                                                                                                                                                                           | The property is located on a peninsula, and the maintenance facility site is flat with 10 – 15 foot high perimeter waterfront slopes. At its nearest point to the water, the building is approximately 100 feet landward of Ordinary High Water (OHW).<br><br>Except for buildings, the site is entirely paved. Overall, this project achieves no-net-loss of shoreline and ecological function because redevelopment is limited to currently active and previously disturbed areas. |
| Mitigation Sequence<br>4.1.2.6                        | Mitigation shall include the following actions in order of priority and is required for all mitigation activities: <ul style="list-style-type: none"> <li>• Avoiding the impact</li> <li>• Minimizing the impact</li> <li>• Rectifying the impact</li> <li>• Reducing or eliminating impacts over time</li> <li>• Compensating for the impact</li> <li>• Monitoring the impact and taking corrective measures as needed</li> </ul> | Project is located in previously disturbed area which avoids and minimizes impact. Impacts to water quality, nearshore or open water habitats and their supporting processes, and hydrology or thermal protection are not anticipated. No compensatory mitigation is proposed. No increase in stormwater is expected from the project.                                                                                                                                               |
| Regulations - Shoreline Buffer<br>4.1.3.6 / Table 4-3 | Vegetated buffer extending 30 feet landward from OHW                                                                                                                                                                                                                                                                                                                                                                               | There is no vegetation within the area 30 feet landward of OHW; the area is completely paved or covered by buildings. The property is nonconforming to this standard, and existing                                                                                                                                                                                                                                                                                                   |

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|                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | structures may remain as provided in SMP 4.2.1.7.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Regulations - Geologically Hazardous Areas / Liquefaction Hazard 4.1.5.11 | Follow the recommendations of geotechnical engineer licensed in the State of Washington.                                                                                                                                                                                                                                                                                                                                                                                | The submitted geotechnical report (Washington State Department of Transportation, June 10, 2024) states that soils are potentially liquefiable at the design earthquake ground motion level, and recommends specific foundation supports to address the hazard. The project is conditioned to follow the recommendations of the geotechnical engineer.                                                                                                                                                                                                                                                          |
| Water Quality and Stormwater Management 4.1.6                             | Prevent impacts to water quality and stormwater quantity that would result in a net loss of shoreline ecological functions and processes, or a significant impact to aesthetic qualities, or recreational opportunities.                                                                                                                                                                                                                                                | Construction-related erosion and runoff will be retained on site through the use of BMPs including straw wattles and plastic sheeting. Catch basins on the property have oil-water separators installed to prevent contaminants from entering surface water. These catch basins will be protected with appropriate BMPs (e.g. catch basin filters) during construction activities to further prevent contaminants from entering surface water.                                                                                                                                                                  |
| Public Access – Visual and Physical 4.2.4                                 | <p>New development increasing demand for public access and / or reducing existing access by blocking or discouraging its use, shall incorporate provisions for visual and / or physical public access into shoreline development for industrial use.</p> <p>Development by public entities shall include public access to the shoreline, unless such access is shown to be incompatible due to reasons of safety, security, or impact to the shoreline environment.</p> | <p>Public visual access, which is currently afforded along a short section of Harborview Drive, does not appear to be reduced by the proposal.</p> <p>Washington State Ferries follows safety and security plans approved by the United States Coast Guard, who requires maritime agencies to adopt maritime security measures which involve defense, law and treaty enforcement, and counterterrorism activities. While visual access to the shoreline is provided to the public, physical public access would significantly interfere with maintenance facility operations and pose hazard to the public.</p> |
| Industrial Development 5.6                                                | Proposed industrial development shall be located to maximize the use of legally established, existing industrial facilities, and be located in areas where environmental cleanup and restoration can be accomplished.                                                                                                                                                                                                                                                   | <p>The proposed redevelopment utilizes an existing paved area on a site containing additional facilities serving the ferry system. Although remediation activities conducted on site from 1996 – 1998 reduces potential exposure, contamination remains on-site and must be addressed in accordance with the Model Toxics Control Act (MTCA).</p> <p>The proposed building is set back 100 feet from</p>                                                                                                                                                                                                        |

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|  | Those portions of the industrial development that are accessory to and not considered water-dependent and/or do not require direct contact with the water shall be set back from the shoreline at a sufficient distance to minimize impacts to water quality, other shoreline uses and the shoreline as a scenic view. | the shoreline, and preserves public views of the shoreline. |
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## 2. BIMC Title 18 Zoning

### A. Dimensional and Development Standards

| <i>Standard</i>                                                                                             | <i>Requirement</i>                                                   | <i>Compliance Annotation</i>                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BIMC <a href="#">18.09.020</a> Permitted Use Table                                                          |                                                                      |                                                                                                                                                                                                                                                                                                                                                                                             |
| Boat repair facilities are a permitted use in the Water-dependent Industrial district.                      |                                                                      |                                                                                                                                                                                                                                                                                                                                                                                             |
| BIMC Table <a href="#">18.12.020</a> -3 Dimensional Standards for Mixed Use Town Center and Other Districts |                                                                      |                                                                                                                                                                                                                                                                                                                                                                                             |
| Lot Area                                                                                                    | 20,000 square feet minimum                                           | The lot is 242,194 square feet in size in compliance with this standard.                                                                                                                                                                                                                                                                                                                    |
| Lot Coverage                                                                                                | 50 % maximum                                                         | Lot coverage is the area covered by buildings and is 40,500 square feet in total, or 17 percent, in compliance with this standard.                                                                                                                                                                                                                                                          |
| Setbacks                                                                                                    | From residential districts: 40 ft<br>From all other districts: 10 ft | The building is proposed over two lots. The project is conditioned to record a Boundary Line Adjustment, which may be in the form of lot aggregation, approved by the City prior to issuance of construction permit. As conditioned, the building is set back approximately 50 feet from the residential district, and over 300 feet from other districts in compliance with this standard. |
| BIMC <a href="#">18.15.010</a> Landscaping, Screening, and Tree Retention, Protection and Replacement       |                                                                      |                                                                                                                                                                                                                                                                                                                                                                                             |
| Perimeter Landscape Buffer                                                                                  | 40 foot width full screen from residential district                  | A building and parking lot lie between the proposed building and the residential district and within what might otherwise be area for a vegetated buffer. These buildings and structures may remain and be maintained, as provided in BIMC <a href="#">18.30.030</a> .                                                                                                                      |
| Street Frontage Landscaping                                                                                 | A roadside buffer is only required from State Route 305.             | The property does not abut State Route 305 and therefore this standard is not applicable.                                                                                                                                                                                                                                                                                                   |



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| Parking Lot Landscaping                                                                                                                                             | Standards are applicable only if modification of the parking lot is proposed, non- inclusive of restriping.                                                                                                                                            | No modification to the existing parking lot is proposed and therefore parking lot landscaping standards are not applicable. The parking lot may remain and be maintained, as provided in BIMC <a href="#">18.30.030</a> .                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Tree Units                                                                                                                                                          | 40 tree units per acre or the same number pre- and post-development, at the applicant's option.                                                                                                                                                        | No tree removal is proposed. The project provides the same number of trees pre- and post-development and complies with this standard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| BIMC <a href="#">18.15.020</a> Parking and Loading                                                                                                                  |                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Automobile parking spaces for industry and light manufacturing use                                                                                                  | A number of spaces adequate to accommodate the peak shift as determined by the Director as follows: The applicant shall supply... documentation regarding actual parking demand for the proposed use                                                   | There are currently approximately 144 demarked parking stalls at the Eagle Harbor Maintenance Facility serving multiple buildings. The project is associated with approximately 14 of the existing parking stalls, as the existing welding building has at most 14 employees working at a time. In general, there are approximately 30 unoccupied parking stalls at peak occupancy across the entire site. This project will include the addition of 12 new EV parking stalls, in addition to the existing EV parking stalls. Documentation provided adequately demonstrates the supply of parking on site exceeds the demand; no additional parking is required. |
| Electric Vehicle Charging Infrastructure                                                                                                                            | Parking Spaces                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                     | EVSE                                                                                                                                                                                                                                                   | EV-ready                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                                                                                     | EV-capable                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                     | 10%                                                                                                                                                                                                                                                    | 30%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                     | 20%                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 12 new EVSE parking stalls are proposed, in addition to 4 EVSE stalls already existing. Project exceeds the standard for the 14 stalls associated with the project. |                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| BIMC <a href="#">18.15.030</a> Mobility and Access                                                                                                                  |                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Circulation / Walkways                                                                                                                                              | Parking lots shall provide well-defined, safe and efficient circulation. Pedestrian walkways that meet accessibility requirements shall be provided around buildings to the extent necessary to assure safe access to the building from parking areas. | The City Development Engineer finds that as conditioned, the streets and pedestrian ways are adequate to accommodate anticipated traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Bicycle Facilities                                                                                                                                                  | A minimum of one bicycle space per five vehicle spaces shall be provided for each parking lot. Bicycle parking facilities must allow secure locking of both the frame and wheels of a bicycle.                                                         | Project is conditioned to meet this standard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| BIMC <a href="#">18.15.040</a> Outdoor Lighting                                                                                                                     |                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| General Standards                                                                                                                                                   | All outdoor lighting fixtures shall be designed, installed, located and maintained                                                                                                                                                                     | The applicant submitted a lighting site plan which was reviewed by the Design                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|  | such that there is no light trespass. Fixtures must be shielded and aimed downward. The shield must mask the direct horizontal surface of the light source. The light must be aimed to ensure that the illumination is only pointing downward onto the ground surface, with no escaping direct light permitted to contribute to light pollution. Outdoor lighting fixtures and accent lighting shall not directly illuminate public waterways such as Puget Sound unless it is a navigational light subject to state or federal regulations or otherwise regulated by the Shoreline Master Program. | Review Board (DRB) prior to land use application. The DRB recommended approval (Sheet E02.10). The applicant did not submit this sheet with land use application. The project is conditioned to comply with lighting regulations, and the DRB final recommendation and review. |
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### 3. Land Use Permit Review and Decision Criteria

#### A. BIMC [2.16.170](#) Consolidated Project Review

An applicant for a single project proposal requiring more than one land use application may choose to follow the consolidated project review process. The procedures include consolidation of various land use applications, public notification of an application and opportunity for public comment prior to a final decision.

#### B. BIMC [2.16.040](#) Site Plan and Design Review Decision Criteria

| Criterion                                                                                                                                             | Proposed / Compliance Evaluation                                                                                                                                                                                                                                                                                                                                      |
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| The site plan and design is consistent with all applicable provisions of the Municipal Code.                                                          | Consistency with zoning standards, including dimensional, landscape and parking requirements, is discussed above. Compliance with standards and project conditions is ensured at time of building permit review. As conditioned, the development is consistent with all provisions of the Municipal Code.                                                             |
| The locations of the buildings and structures, open spaces, and landscaping result in a context-sensitive design.                                     | The proposed development is confined to existing disturbed areas which are currently paved. The project relocates welding shop activities from an over-water building to an upland location 100 feet landward, retains public water view, and the building is proximate to other ferry service facilities. The project features result in a context-sensitive design. |
| The Kitsap Public Health District has determined that the proposal conforms to current standards regarding domestic water supply and sewage disposal. | The Kitsap Public Health District has no comment on the proposal.                                                                                                                                                                                                                                                                                                     |
| The streets and nonmotorized facilities, as proposed, are adequate to accommodate anticipated traffic.                                                | The City Development Engineer finds that, as modified by recommended conditions, the streets and pedestrian ways as conditioned are adequate to accommodate anticipated traffic.                                                                                                                                                                                      |
| The City Engineer determined that the site plan and design meets the following criteria:                                                              | The City Development Engineer makes the following findings:                                                                                                                                                                                                                                                                                                           |

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| <ul style="list-style-type: none"> <li>• The site plan and design conforms to regulations concerning drainage in BIMC <a href="#">15.20</a> and <a href="#">15.21</a>.</li> <li>• The site plan and design will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use of properties downstream.</li> <li>• The streets, nonmotorized facilities, locations of the buildings, structures, and vehicular circulation systems as proposed align with and are otherwise coordinated with streets and nonmotorized facilities serving adjacent properties and are adequate, safe, efficient and consistent with the Island-Wide Transportation Plan.</li> <li>• If a traffic study shows that the proposed development will have an adverse impact on traffic, including nonmotorized traffic, the impact shall be mitigated as required by the City Engineer.</li> <li>• If the site will rely on public water or sewer services, there is capacity in the water or sewer system (as applicable) to serve the site, and the required service(s) can be made available at the site.</li> <li>• The site plan and design conforms to the “City of Bainbridge Island Engineering Design and Construction Standards and Specifications,” unless the City Engineer has approved a deviation from the standards.</li> </ul> | <ol style="list-style-type: none"> <li>1. The site plan as conditioned conforms to regulations concerning drainage in BIMC 15.20 and 15.21;</li> <li>2. The site plan as conditioned will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use and enjoyment of properties downstream;</li> <li>3. The streets and pedestrian ways are adequate to accommodate anticipated traffic;</li> <li>4. The site plan conforms to the City of Bainbridge Island Design and Construction Standards and Specifications, “the Standards” as conditioned and where applicable, unless otherwise noted and approved by COBI Engineering.</li> <li>5. The site plan/design is in conformance with the applicable portions of the comprehensive plan pertaining to streets, roads, and utilities.</li> <li>6. COBI Development Engineering concurs with engineering aspects of the conclusions and findings in the Geotechnical Engineering Report (Shannon &amp; Wilson, June 2024).</li> </ol> |
| <p>The site plan and design is consistent with applicable design guidelines in BIMC <a href="#">Title 18</a>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>The Design Review Board reviewed the pre-application proposal and recommended unconditional approval of the project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>No harmful or unhealthful conditions are likely to result from the proposed site plan.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Recommended conditions provide for public health, safety and welfare, and public use and interest. Recommended conditions also provide adequately for transportation and access, including emergency services access, in addition to sanitation and</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|                                                                                                                                                                                             | stormwater facilities. No harmful or unhealthful conditions are likely to result from the proposal.                                                                                                                                                                                                                                                                          |
| The site plan and design is consistent with the Comprehensive Plan and other applicable adopted community plans.                                                                            | A boat repair facility is proposed, and these facilities are among the primary intended uses in the Water-dependent Industrial District. The project involves redevelopment of an existing, legally established industrial area, and provides gainful industrial employment on the Island.                                                                                   |
| If the subject property contains a critical area or buffer, as defined in BIMC <a href="#">16.20</a> , the site plan and design review permit conforms to all requirements of that chapter. | The project is within shoreline jurisdiction. Critical area regulations are contained in the Shoreline Master Program, and BIMC 16.20 is not applicable to this application.                                                                                                                                                                                                 |
| The Bainbridge Island fire department (District) has reviewed the application and determined that the site plan has been properly designed to ensure fire protection.                       | The Fire Marshal recommends approval subject to the conditions in this report.                                                                                                                                                                                                                                                                                               |
| The site plan and design has been prepared consistent with the purpose and review procedures of this chapter.                                                                               | The purpose of this Code section is to establish a comprehensive site plan and design review process that ensures compliance with the adopted plans, policies, and ordinances of the City and promote those specific purposes for each zoning district. The application was prepared and reviewed consistent with the review procedures of BIMC <a href="#">2.16.040.E</a> . |

C. BIMC [2.16.165](#) Shoreline Master Program Administration

Substantial development is any development of which the total cost or fair market value exceeds the amount established by WAC [173-27-040](#) or any development which materially interferes with the normal public use of the waters or shorelines of the state, except those exempted developments identified and consistent with WAC [173-27-040](#).

| Criterion                                                                                                                                                                                                                            | Proposed / Compliance Evaluation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| The applicable policies, guidelines, and regulations of the Shoreline Management Act of 1971, Chapter <a href="#">90.58</a> RCW, as amended, and Chapters <a href="#">173-26</a> and <a href="#">173-27</a> WAC or their successors. | The local Shoreline Master Program (SMP) is consistent with the Shoreline Management Act, State Master Program requirements and the State Shoreline Management Permit and Enforcement Procedures.<br><br>Consistency with shoreline environmental regulations, including environmental impacts, vegetation management, critical areas, water quality and stormwater management, along with use regulations including recreational development, parking, and public access, is discussed above.<br><br>As conditioned, the project compiles with this criterion. |
| The goals, policies, objectives and regulations of the city of Bainbridge Island shoreline master program.                                                                                                                           | The project is consistent with permitted use and meets the dimensional height, setback and shoreline buffer standards. The project is consistent with shoreline public access policies, and consistent with the goals, policies, objectives and regulations of the Shoreline Master Program.                                                                                                                                                                                                                                                                    |

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| <p>The City of Bainbridge Island Comprehensive Plan and Municipal Code, all other applicable law, and any related documents and approvals.</p>                                                                                                                                                                                                       | <p>Consistency with zoning standards, including dimensional, landscape and parking requirements, is discussed above. Compliance with standards and project conditions is ensured at time of building permit review.</p> <p>A boat repair facility is among the primary intended uses in the Water-dependent Industrial District. The project involves redevelopment of an existing, legally established industrial area, and provides gainful industrial employment on the Island. Recommended conditions ensure consistency with all provisions of the Municipal Code.</p> |
| <p>The administrator shall also consider whether the cumulative impact of additional past and future requests that reasonably may be made in accordance with the Comprehensive Plan, or similar planning document, for like actions in the area will result in substantial adverse effects on the shoreline environment and shoreline resources.</p> | <p>Additional projects of a similar nature would not cause substantial adverse effects on the shoreline environment or shoreline resources, particularly since the project is located on an existing impervious surface of a developed site.</p>                                                                                                                                                                                                                                                                                                                            |

## Part VII – CONCLUSIONS

The application is properly before the Planning Commission for recommendation to the Director of Planning and Community Development for decision. Staff recommends the following conditions should Planning Commission recommend approval:

### SEPA Conditions

1. All site activities shall comply with the [Model Toxics Control Act](#) (MTCA).
2. The applicant shall provide a spill prevention, control, and countermeasure (SPCC) plan with application for construction permit. The plan shall include the following:
  - Appropriate removal and disposal of excavated soils, which will be assumed to be contaminated.
  - Sampling for potential contaminants of concern as appropriate
  - Implementing specific health and safety requirements for workers who may encounter contaminated media
  - Removing and properly disposing of other contaminated environmental media such as groundwater (in addition to soil) if encountered.
3. The project shall follow Best Management Practices found in the Washington State Department of Ecology's most recent editions of the "Boatyard General Permit, National Pollution Discharge Elimination System (NPDES)" and the "Storm Water Pollution Prevention Plan for Facilities Covered Under the Boatyard General Permit".

### Project Conditions

4. The authorization to granted under this permit shall terminate five years after the approval date of this permit, subject to the extension provisions of BIMC [2.16.165](#).F.5.b.
5. Construction pursuant to this shoreline permit shall not begin and is not authorized until twenty-one days from the date of filing as defined in RCW [90.58.140](#)(6) and WAC [173-27-130](#), or until all review

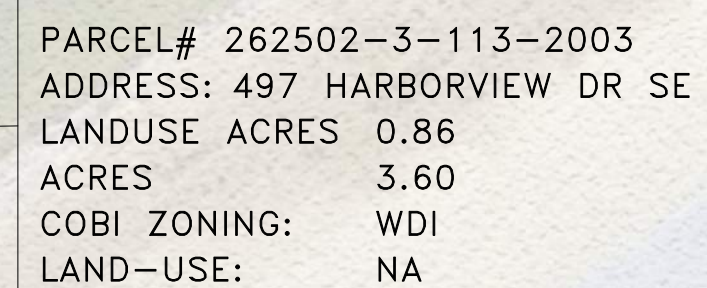
proceedings initiated within twenty-one days from the date of such filing have been terminated, except as provided in RCW [90.58.140](#).

6. Plans submitted for construction shall substantially comply with the plans approved through this land use permit, except as modified through the conditions of approval.
7. Prior to any construction, the applicant shall obtain the appropriate permits from the City of Bainbridge Island, including but not limited to clearing, grading, and/or building permits.
8. All activities shall comply with Puget Sound Clean Air Agency (PSCAA) regulations.
9. If any historical or archaeological artifacts are uncovered during excavation or construction, work shall immediately stop and the City of Bainbridge Island Department of Planning and Community Development and the Washington State Department of Archaeology and Historic Preservation shall be immediately notified. Construction shall only continue thereafter in compliance with the applicable provisions of law.
10. Prior to issuance of any permit for construction activities, the applicant must submit complete application for Boundary Line Adjustment (BLA) to reconfigure or aggregate the subject properties and obtain BLA approval from the Department of Planning and Community Development.
11. At a minimum, three bicycle spaces shall be provided. Bicycle parking facilities must allow secure locking of both the frame and wheels of a bicycle. The City highly encourages covered bicycle parking. No modification or amendment to this Site Plan and Design Review Permit is required should the applicant elect to provide covered bicycle spaces.
12. The application for construction shall include lighting plans demonstrating compliance with BIMC [18.15.040](#).
13. If it is determined by the Director of Planning and Community Development that any interior lighting emits light outside of the building that creates a light trespass, interior lighting shall be subject to the requirements of BIMC [18.15.040](#), Outdoor Lighting.
14. The project shall comply with the following conditions to the satisfaction of the Fire Marshal:
  - A. Any future development shall comply with all provisions of the adopted Fire Code.
  - B. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
  - C. The minimum fire flow required for the project shall be not less than 1,000 gallons per minute (g.p.m.) for not less than 1 hour from a fire hydrant within 400 feet as measured along an approved access roadway from the structure. Please provide flow documentation from water purveyor prior to construction.
  - D. Fire sprinklers are required for all new buildings in excess of 3,600 square feet and must meet the requirements of NFPA 13 for occupancy type and hazardous materials. A fire alarm is required to monitor the fire sprinkler system and notification shall be based on the type of occupancy. A separate permit is required for underground fire supply line, fire sprinkler system, and fire alarm system.
15. The project shall comply with the following conditions to the satisfaction of the City Engineer:

- A. Civil improvement plans, reports, and computations shall be submitted with the application to the City for commercial Building Permit(s). Plans to construct all necessary infrastructure including site drainage, grading and utilities serving the site will be reviewed and approved prior to issuance of any construction permit.
- B. As-built civil construction plans shall be provided by the applicant prior to issuing project final certificate of occupancy.
- C. Project as proposed is subject to Stormwater Minimum Requirement #1-9 of the SWMMWW. The final stormwater site plan design and supporting drainage report submitted with construction permitting documents shall demonstrate project compliance with all applicable minimum requirements (1-9) per BIMC 15.20.
  - 1) Per Minimum Requirement #2, Temporary Erosion and Sediment Control. During the approved work, erosion and sedimentation control devices shall be installed in accordance with best management practices, but ONLY as site conditions dictate. The applicant is responsible for 13 elements of WA state mandated erosion control plan per 2019 Stormwater Manual for Western Washington. Provide appropriate measures to prevent sediment track out onto COBI maintained roads. Protect all exposed soils to prevent airborne sediment (dust) or sediment laden water from leaving the site during construction.
- D. All on-site stormwater facilities shall remain privately owned and maintained. The owner(s) shall be responsible for maintenance of the storm drainage facilities for this development following construction.
- E. The site is located within the COBI water service area and is currently being served. Changes in water meter size, number and/or location shall comply with COBI Design and Construction Standards and Specifications unless otherwise approved by COBI Engineering during the building permit review/construction process. Any additional fees shall be paid in full prior to construction permit issuance.
- F. The site is located within COBI sewer service area and is currently being served. Changes in Drainage Fixture Units (DFU) and associated sanitary sewer connections and appurtenances shall be calculated, designed, reviewed, installed and inspected per COBI Design and Construction Standards and Specifications and any other Federal, State or Local regulatory standards during the building permit process. Inspection conditions for the associated building permit(s) will include a required TV inspection of the side sewer connection prior to reconnection/reactivation at the discretion of COBI engineering. Any additional fees shall be paid in full prior to construction permit issuance.
- G. Cross connection control (backflow prevention) requirements as established by Washington Administrative Code and implemented by COBI shall be satisfied during the building permit review/construction process.
- H. A list of best management practices and expectations about proper disposal of solid waste shall be submitted with construction permitting documents to ensure that no adverse materials enter COBI's sanitary sewer system within or adjacent to the welding facility via floor drains or any other method. Construction permitting documentation shall also show all proposed floor drains, wash racks, wash stalls, or other potential points of contamination providing additional BMPs as necessary.

- I. Building permit shall require a “Constructing in a Geologically Hazardous Area – Step 3” inspection/form prior to final inspection(s) to confirm that construction on site has complied with accepted recommendations from the Geotechnical Engineer in the provided reports.
- J. Final civil improvement plans, reports, and computations, prepared by a civil engineer registered in the State of Washington, shall be submitted with the application(s) for a construction permit (building, grading, ROW, etc.) to the City for review and approval to construct all necessary infrastructure and utilities serving the site. No certificate of occupancy will be issued for any building until all civil improvements have been completed and accepted through the final inspection process.
- K. A right-of-way (ROW) construction permit shall be required prior to any construction activities within the right-of-way in addition to completing the DEA and obtaining other necessary construction permits. The ROW permit shall be subject to separate conditions, fees, and bonding requirements.





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|                                                                        |
|------------------------------------------------------------------------|
| SR 305                                                                 |
| EAGLE HARBOR MAINTENANCE FACILITY<br>WELDING SHOP BUILDING REPLACEMENT |
| CONCEPTUAL SITE PLAN                                                   |

DRB001



# EAGLE HARBOR WELD SHOP



(FOR REPRESENTATIONAL PURPOSES ONLY; NOT FOR CONSTRUCTION)

## Vicinity Map



NOT TO SCALE

## 60% SUBMITTAL

NOT TO BE USED FOR CONSTRUCTION

## Project Data

|                      |                                                                                                                   |
|----------------------|-------------------------------------------------------------------------------------------------------------------|
| ADDRESS:             | PROJECT ADDRESS                                                                                                   |
| OWNER:               | WASHINGTON DEPARTMENT OF TRANSPORTATION<br>ATTN: TRAVIS DUNCAN<br>2901 3RD AVENUE, SUITE 500<br>SEATTLE, WA 98121 |
| TENANT:              | Dba FAIRVIEW DEVELOPMENTS<br>116 FAIRVIEW AVE. N, SUITE 137<br>SEATTLE, WA 98109                                  |
| PARCEL #:            | XXXX - XXXX                                                                                                       |
| LEGAL:               | LEGAL PLOT DESCRIPTION                                                                                            |
| PROJECT DESCRIPTION: | ----                                                                                                              |

## Deferred Submittals

- ELECTRICAL
- MECHANICAL
- PLUMBING
- SPRINKLERS

## Contacts

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XXX.XXX.XXXX

### PLUMBING

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SEATTLE, WA 98104  
---@FSI-ENGINEERS.COM  
XXX.XXX.XXXX

### ARCHITECTURAL SHEET INDEX

| SHEET NO. | SHEET NAME                             |
|-----------|----------------------------------------|
| 01        | ARCHITECTURAL                          |
| A00.00    | ARCHITECTURAL COVER SHEET              |
| A00.01    | <varies>                               |
| A00.02    | CODE ANALYSIS                          |
| A00.03    | CODE ANALYSIS                          |
| A00.04    | NOTES, SYMBOLS, & MATERIAL LEGEND      |
| A00.05    | LIFE SAFETY PLAN                       |
| A00.06    | ICC/ANSI A117.1 ACCESSIBILITY DIAGRAMS |
| A00.07    | ASSEMBLIES                             |
| A00.08    | DOOR SCHEDULE                          |
| A00.09    | DOOR DETAILS                           |
| A00.009   | FIRE SEPARATION COORDINATION           |
| A00.10    | DOOR DETAILS                           |
| A00.010   | FIRE SEPARATION COORDINATION           |
| A00.011   | FIRE SEPARATION COORDINATION           |
| A00.20    | WINDOW SCHEDULE AND DETAILS            |
| A00.21    | WINDOW TYPES AND ELEVATIONS            |
| A00.22    | WINDOW TYPES AND ELEVATIONS            |
| A00.23    | WINDOW TYPES AND ELEVATIONS            |
| A00.24    | WINDOW DETAILS                         |
| A01.01    | EXISTING ARCHITECTURAL SITE PLAN       |
| A01.02    | PROPOSED ARCHITECTURAL SITE PLAN       |
| A01.03    | MAIN LEVEL FLOOR PLAN                  |
| A01.04    | MEZZANINE PLAN                         |
| A01.05    | PLAN AT CLERESTORY                     |
| A01.06    | PLAN AT SAWTOOTH WINDOWS               |
| A01.07    | ROOF PLAN                              |
| A01.11    | REFLECTED CEILING PLAN – LOWER         |
| A01.12    | REFLECTED CEILING PLAN – UPPER         |
| A01.21    | EQUIPMENT LAYOUT                       |
| A01.22    | EQUIPMENT LAYOUT SCHEDULE              |
| A02.01    | BUILDING ELEVATIONS                    |
| A02.02    | BUILDING ELEVATIONS                    |
| A02.03    | EXTERIOR PANEL ELEVATIONS              |
| A02.04    | EXTERIOR PANEL ELEVATIONS              |
| A02.05    | EXTERIOR PANEL ELEVATIONS              |
| A02.06    | EXTERIOR PANEL ELEVATIONS              |
| A03.01    | BUILDING SECTIONS                      |
| A03.02    | BUILDING SECTIONS                      |
| A03.03    | BUILDING SECTIONS                      |
| A03.04    | BUILDING SECTIONS                      |

### ARCHITECTURAL SHEET INDEX

| SHEET NO.             | SHEET NAME                           |
|-----------------------|--------------------------------------|
| A03.05                | BUILDING SECTIONS                    |
| A04.01                | ENLARGED GAS STORAGE                 |
| A04.02                | ENLARGED OFFICE & LOCKER ROOM        |
| A04.11                | ENLARGED SAWTOOTH PLANS              |
| A04.12                | ENLARGED SAWTOOTH SECTIONS           |
| A04.13                | ENLARGED ROOF PLAN                   |
| A04.21                | INTERIOR ELEVATIONS                  |
| A04.22                | INTERIOR ELEVATIONS                  |
| A04.31                | WALL SECTIONS                        |
| A04.32                | WALL SECTIONS                        |
| A04.33                | WALL SECTIONS                        |
| A04.40                | VERTICAL CIRCULATION                 |
| A04.41                | VERTICAL CIRCULATION DETAILS         |
| A05.01                | ROOF DETAILS                         |
| A05.02                | ROOF DETAILS                         |
| A05.03                | ROOF DETAILS                         |
| A05.10                | ENVELOPE DETAILS                     |
| A05.11                | ENVELOPE DETAILS                     |
| A05.12                | ENVELOPE DETAILS                     |
| A05.13                | ENVELOPE DETAILS                     |
| A05.14                | ENVELOPE DETAILS                     |
| A05.20                | EXTERIOR DETAILS                     |
| A05.21                | EXTERIOR DETAILS                     |
| A05.30                | TYPICAL DETAILS                      |
| A05.40                | EXTERIOR GAS STORAGE DETAILS         |
| A06.00                | ROOM FINISH SCHEDULE                 |
| A09.01                | AXONS                                |
| AB.00                 | PLUMBING CALCULATIONS                |
| ABB.00                | DOOR SCHEDULE                        |
| ABB.10                | BLUE BUILDING FLOOR PLAN             |
| ABB.11                | BLUE BUILDING ROOF PLAN              |
| ABB.12                | BLUE BUILDING REFLECTED CEILING PLAN |
| ABB.20                | BLUE BUILDING – ENLARGED FLOOR PLAN  |
| ABB.21                | RESTROOM REFLECTED CEILING PLAN      |
| ABB.30                | BLUE BUILDING SECTIONS               |
| ABB.40                | BLUE BUILDING ELEVATIONS             |
| ABB.45                | BLUE BUILDING RESTROOM ELEVATIONS    |
| ABB.46                | BLUE BUILDING BREAKROOM ELEVATIONS   |
| ABB.60                | BLUE BUILDING DETAILS                |
| ADBB.01               | BLUE BLDG ENLARGED DEMOLITION PLAN   |
| ADBB.02               | BLUE BUILDING ENLARGED RCP DEMO      |
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22"x34" SHEET SIZE: DRAWING SCALE IS AS INDICATED

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| <div></div> <div><b>Washington State</b><br/><b>Department of Transportation</b><br/>WASHINGTON STATE FERRIES</div> | SR 305                                                                 |  | A00.00           |
|                                                                                                                                                                                                          | EAGLE HARBOR MAINTENANCE FACILITY<br>WELDING SHOP BUILDING REPLACEMENT |  | SHEET            |
|                                                                                                                                                                                                          | ARCHITECTURAL COVER SHEET                                              |  | OF<br><br>SHEETS |



**Project Name:** SR 305 / Eagle Harbor Welding Shop Building  
**Permit Number:** PLN52714  
**Applicant Name:** Washington State Ferries  
**Representatives:** Frank Fiedler IV

## Design Review Board Meeting 2

### Project Description and Design Narrative

As scoped the Eagle Harbor Welding Shop Replacement project will replace the existing Eagle Harbor Maintenance Facility Weld Shop, which is near the end of its useful life, with a new Weld Shop structure located upland and off the trestle.

EHMF spans parcels 262502-3-112-2004 and 262502-3-113-2003 and is located at the address 497 Harborview Drive SE, Bainbridge, WA 98110. This site is currently zoned, used, and will be developed as an industrial site. Due to the historical site use as a shipyard, the Washington State Department of Ecology (Ecology) has previously deemed it a Superfund site. Extensive remediation of soils was conducted, and soils towards the central and southern areas of the site have been capped. Information generated by the Natural Resources Conservation Services *Web Soil Survey* website describes site soils as a Tacoma silt loam, and site documentation confirm that fill soils are also present onsite. Ecology has issued an Industrial Stormwater General Permit (ISGP) for this site and all stormwater considerations and design will ascribe to guidance set forth in the ISGP.

The work proposed in the Eagle Harbor Welding Shop Replacement project consists of preserving the function of the Eagle Harbor Welding Shop by replacing the current deficient structure with a new structure upland on existing impervious surface. Demolition of existing structures is not proposed, and new power, water, and sewer connections will be made off existing site lines to the proposed structure. Earthwork below-grade is not proposed within the onsite parking area. The project will consider resilience and sustainability in the design and size of the new Welding Shop, as well as current and future operational considerations. Current codes, environmental constraints and seismic hazards will be addressed as part of this project. This proposed site improvements are valued at approximately \$6M.

There will be two distinct phases to the project: a clearing and grading phase, and a construction phase. Project construction will be coordinated with the EHMF staff to ensure the functioning of the site.



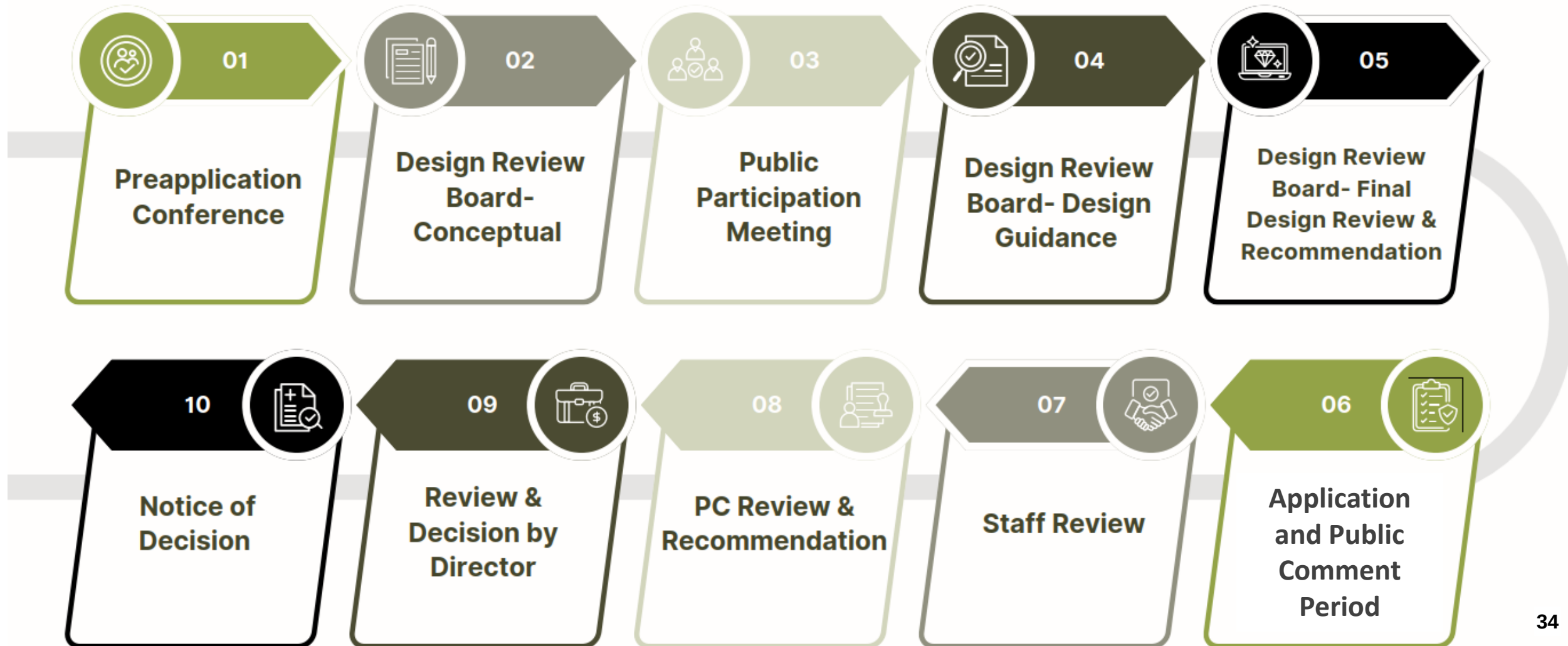
**Prepared for:**  
*Planning Commission*  
*Regular Meeting*

*January 23, 2025*

# Washington State Ferries – Eagle Harbor Welding Shop

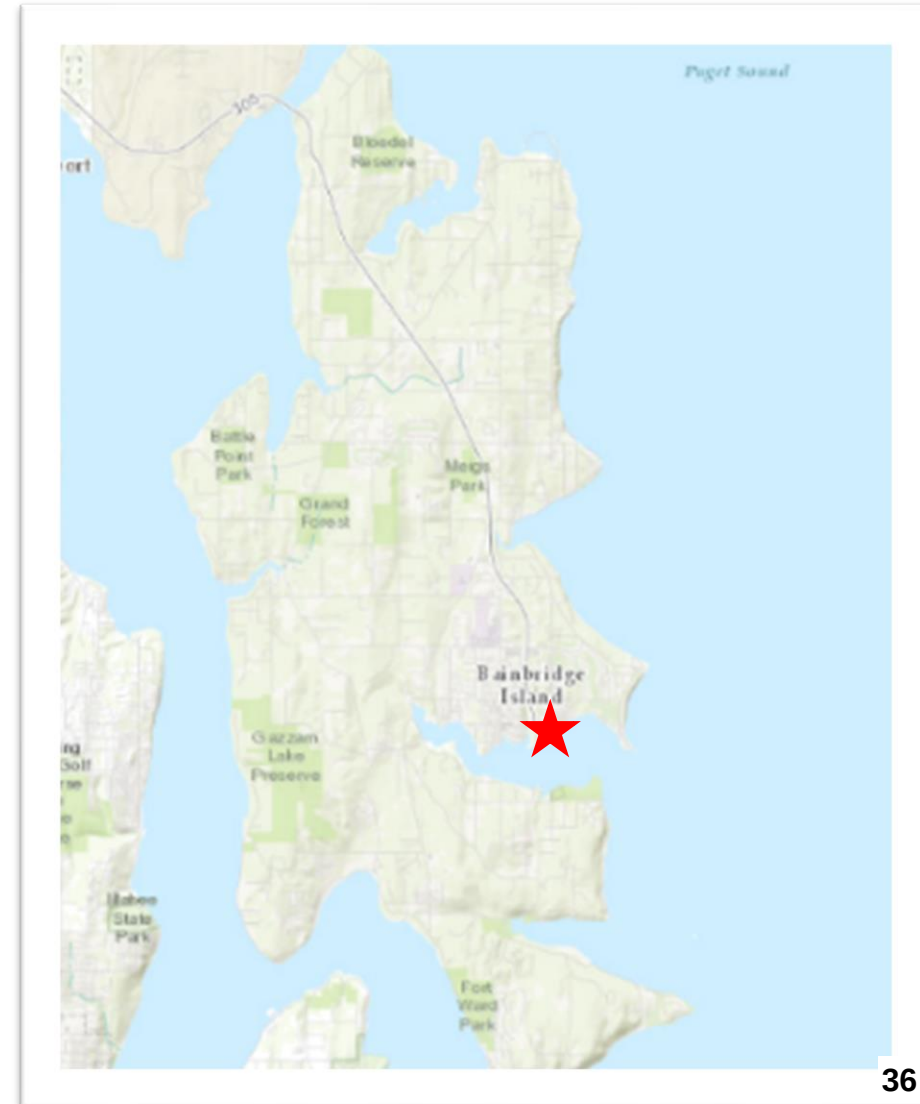
**Major Site Plan and Design Review**

# Site Plan and Design Review (SPR) Process



# Project Location

# Project Area and Surrounding Development





# Comprehensive Plan

# Water-Depending Industrial District in the Comprehensive Plan

## Supportive Policies in the Land Use Element

- LU-11.1 – “intended primarily for ship and boat building and boat repair yards”
- LU-11.4 – “statewide needs for industrial facilities”
- LU-11.5 – “encourage... redevelopment of existing, legally established industrial areas”

## Supportive Policies in the Economic Element

- EC-7.9 – “support and enhance our waterfront, including docks and maritime services that attract visitors and residents”
- EC-15.1 – “promote manufacturing and business/industrial employment”

# Code Considerations



# Shoreline Management and Zoning Code

- Meets SMP standards related to use, setbacks, heights, no net loss, water quality, geologic hazards, and stormwater – as conditioned.
- Meets zoning dimensional and development standards including lot coverage, parking, bicycle facilities, and lighting – as conditioned.



# Comments Received

# Public and Agency Comments

## Four Public Comments

- Concern from adjacent condominium complex
  - Water views
  - Lighting
  - Construction impacts
  - Impacts on marine life

## Department of Ecology

- Additional mitigation measures to prevent exposure related to contamination on site
  - Sampling
  - Proper disposal
  - Safety requirements for workers



# Decision Criteria

# Review and Recommendation by Planning Commission

- Consistent with all applicable provisions of code
- Location of building results in context-sensitive design
- Recommendations of Kitsap Public Health, Fire Marshal, and Development Engineer
- Consistency with Comprehensive Plan
- Design Review Board recommendation

“The planning commission shall recommend approval, approval with conditions or denial of an application.”



## Planning Commission Regular Meeting Agenda Bill

**MEETING DATE:** January 23, 2025

**ESTIMATED TIME:** 60 Minutes

**AGENDA ITEM:** Continue discussion on Winslow Subarea Plan providing follow up to requests made at the January 9, 2024, Planning Commission meeting and covering other related topics.

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** Planning &  
Community Development

**PREVIOUS PLANNING COMMISSION REVIEW DATE(S):**

January 9, 2025, on Winslow Subarea Boundary and zoning districts; Summer and Fall 2024, on Winslow Vision Statement, Community Preferences, and Land Use and Transportation Alternatives; Summer and Fall 2024, on Population and Housing Targets and Alternatives.

**PREVIOUS COUNCIL REVIEW DATE(S):**

Monthly Updates throughout the Calendar Year 2024 covering Winslow Vision Statement, Alternatives, Analysis, Public Outreach and Comments

**RECOMMENDED MOTION:**

Discussion only.

**SUMMARY:**

During the January 9, 2025, Planning Commission meeting on the Winslow Subarea Plan, the Planning Commission posed several comments, questions, and/or requests for staff to return with information on:

- What can be summarized from previous work on the City's Transfer of Development Rights program?
- What affordable housing tools were included in the Draft Environmental Impact Statement (DEIS)?
- How much developable property is owned by the City?

There was also a discussion regarding the draft work plan, affordable housing strategies, how much housing would a levy produce and what is the most recent published conclusions regarding water availability is there from the groundwater management plan.

A slide show has been drafted and attached to this agenda that presents information on the key topics discussed at the January 9, 2025, meeting. Staff is still collecting data and may update this slide show prior to the January 23, 2025, meeting. Additional materials relevant to the last meeting's discussions are included in this agenda item. Hard copies of the 2019 report entitled "City of Bainbridge Island Transfer of Development Rights and Inclusionary Zoning Assessment" will be distributed for each Planning Commission member as well as the "Key Topics Areas" summary report from the Draft Environmental Impact Statement follow up discussing considerations for a preferred alternative. Finally, the December 3, 2024, motions from the City Council to the Planning Commission will be distributed in hard copies.



**BACKGROUND:** The Planning Commission is currently working with staff on a preferred alternative for the Winslow Subarea Plan. Work on the Bainbridge Island Comprehensive Plan will follow.

Beginning with the Winslow Subarea, the Planning Commission will review a proposed new boundary of the Winslow Subarea and will review the boundaries of zoning districts within the subarea.

The work on other, non-Winslow topics such as potential minor changes to the Neighborhood Centers and Conservation Area will follow the Winslow-focused work, and are anticipated for Planning Commission consideration in February.

Due to the importance of Winslow Subarea planning and the breadth of topics requiring discussion, an extra Planning Commission meeting is scheduled for January 30, 2025.

**ATTACHMENTS:**

[Jan 23 Planning Commission Presentation.pptx](#)

[December 3 Council Motions re Comp Plan and Winslow Subarea Plan.pdf](#)

[Groundwater Management Plan Update Memo\\_011325.pdf](#)

[City Owned Properties Map.pdf](#)



CITY OF  
BAINBRIDGE ISLAND

**Prepared for:**

*Planning Commission*

*Regular Meeting*

*January 23, 2025*

## Project Schedule, Follow Up to January 9 Meeting & Winslow Subarea Zoning

# Tonight's Agenda

**1**

**Project Schedule**

**2**

**January 9 Meeting Follow  
Up**

**3**

**Existing Winslow  
Zones, Summary of  
Alternatives 2 and 3**

**4**

**Proposed Winslow  
Preferred Alternative**



# Project Schedule



# January-June 2025 Review Schedule Comprehensive Plan & Winslow Subarea Plan

| Date        | January 9 & 23 | Jan. 30 (extra) | February 13 & 27     |                   |           |                   | March 13 & 27              |
|-------------|----------------|-----------------|----------------------|-------------------|-----------|-------------------|----------------------------|
| Agenda Item | Winslow        | Winslow         | Neighborhood Centers | Day Road B/I area | Eagledale | Conservation Area | Draft Winslow Subarea Plan |

| Date        | April 10 & 24                   | April 25                    | May 8                            | Week of May 12-16 | May 22                            | June 10                     | June 24                                |
|-------------|---------------------------------|-----------------------------|----------------------------------|-------------------|-----------------------------------|-----------------------------|----------------------------------------|
| Agenda Item | Draft Comp Plan Element Updates | Begin Public Comment Period | FEIS & Draft Plans-Study Session | Public Open House | FEIS & Draft Plans-Public Hearing | City Council: Plan Overview | City Council: Public Hearing, Adoption |

Preliminary Planning Commission recommendations on land uses + required changes = Draft Updates to Comprehensive Plan Elements

# January 9 Planning Commission Meeting Follow Up

## Groundwater Water Management Plan (GWMP)

- Memo from the Department of Public Works included with Planning Commission packet
- GWMP Update on agenda for January 21, 2025 City Council meeting
- See [DEIS Utilities & Natural Environment Sections & DEIS Comment Response- Introduction and Topic Areas Section 4.5, page 15](#) for additional information and impacts of DEIS Alternatives on groundwater
- [In 2013, Bainbridge Island Aquifer System was Source Aquifer](#). This means that all drinking water on comes from aquifers, and not other sources, e.g.



## Transfer of Development Rights (TDR)

- TDR is a market-based conservation tool to transfer potential development from areas desired for conservation to areas where a community desires to focus growth. Current City TDR program (BIMC 18.27) has rarely been utilized .
- Between 2018- Feb. 2020, the City studied what changes would be needed to improve functionality of inclusionary zoning and TDR programs as both programs rely on developing in the City's "Designated Centers".
- Covid-19 interrupted study, then stopped additional work. Ordinances 2020-10, 2021-10, 2024-01 removed and maintained removal of downtown Winslow as a "receiving area" for TDRs, pending

## Transfer of Development Rights (TDR cot'd)

- TDR program updates necessary to improve City program include: confirm sending and receiving areas, determine incentives to use program, establish exchange rate to convert dwelling units per acre densities to floor area ratio, decide on administrative model.
- Discuss program improvements further during "Conservation Area" Comprehensive Plan Planning Commission discussion.
- Relevant for Winslow discussion: if program improved, which zones should be TDR "receiving areas"?
- TDR is a conservation tool, not a designated

## Affordable Housing Information

- See [DEIS Housing Section & DEIS Comment Response-Introduction and Topic Areas Section 4.1.2, page 7](#) for information about new affordable housing targets required by the Growth Management Act (GMA)
- See [Washington Dept. of Commerce \*Guidance for Housing Element: Book 2\*](#) guidance regarding what levels are estimated to be served by
- Review of City [625 Winslow Way Affordable Housing Project](#) on agenda for January 21, 2025 City Council meeting

## Affordable Housing Information

The current housing crisis is years in the making. The City's [2016 Comprehensive Plan Housing Element](#), [2018 Affordable Housing Task Force Report](#), and [2023 Housing Action Plan](#) identify a variety of policies, programs, regulations or tools to increase and preserve housing options.

### *Introduction to 2023 City Housing Action Plan*

Strategies are included that allow for-profit developers, non-profit developers, and government entities to tap the current housing market to create new affordable homes, acquire and rehabilitate current market rate housing, and increase the necessary funding for future development. There is no “silver bullet” for choosing a single housing strategy, as each idea brings benefits, drawbacks, different levels of impact, and tradeoffs. As such, housing strategies benefit from periodic evaluation as development conditions change over time,



# Housing Action Plan Tools/Programs

- DEIS Alternatives citywide integrated relevant housing tools “ACTIONS” identified in 2023 approved [Housing Action Plan \(HAP\)](#).
- HAP Actions integrated/considered in [DEIS Alternatives Analysis \(see DEIS Housing Section, pages 3.2-36-37\)](#):
  - o Revise voluntary/ evaluate mandatory Inclusionary Zoning (Action 1.3)
  - o Affordable housing production on City owned land (Action 2.2)
  - o Increase residential density in Designated Centers with infrastructure (Action 9.1)
  - o Examine the use of an affordable housing levy (Action 2.4)
  - o Update code to support a broader diversity of unique small housing options (Action 4.2)
  - o Implement a middle housing code (Action 5.1)
  - o Implement a middle housing code (Action 5.1)

## Housing Action Plan Tools/Programs

Some HAP Actions not yet completed, but not dependent on or related to review/analysis during the Comprehensive Plan and Winslow Subarea Plan projects, such as:

- Action 3.4 Track the supply of regulated and naturally occurring affordable housing and engage with current operators to support affordability.
- Action 4.1 Create partnerships with employers and local businesses on workforce housing
- Action 8.2 Centralize a user-friendly platform for individuals to apply for affordable housing

*Some HAP actions have been completed: such as tracking short-term rentals (Action 7.5) and expanding permit fee*

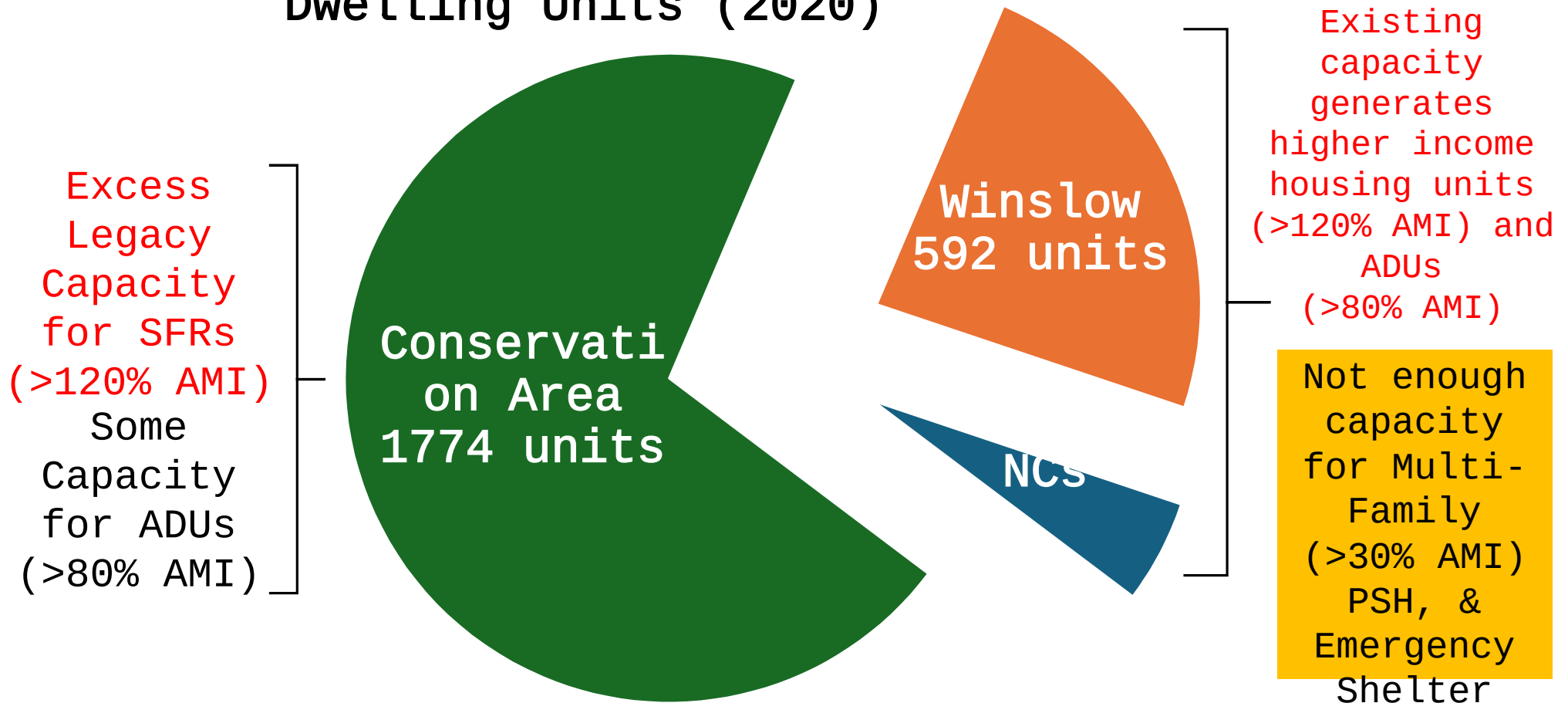
# Building/Housing Typology by Geography & Alternative

See [DEIS Section Housing Section](#) (pages 3.2-16-25) for examples about types of buildings that could be built under 3 alternatives given development standards (e.g. building height, setbacks,

Excerpt  
DEIS Table 3.2-11  
HOUSING TYPOLOGIES –  
ALTERNATIVES 2 AND 3

| Building Types                                                                      | Building Height                         | Examples                                                                              |
|-------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------------------------------------------------------|
| <b>Moderate Density Multi-Family (Winslow Town Center and Neighborhood Centers)</b> |                                         |                                                                                       |
| Cottage Housing                                                                     | 1 to 1 ½-stories                        |    |
| Stacked Flats                                                                       | 4-stories                               |    |
| Smaller Garden/Courtyard Apartments                                                 | 2 to 3-stories                          |    |
| <b>High Density Multi-Family (Winslow Town Center)</b>                              |                                         |                                                                                       |
| Mixed-Use Residential                                                               | 5-stories with active ground floor uses |  |
| Larger Garden Apartment Buildings                                                   | 4-stories                               |  |

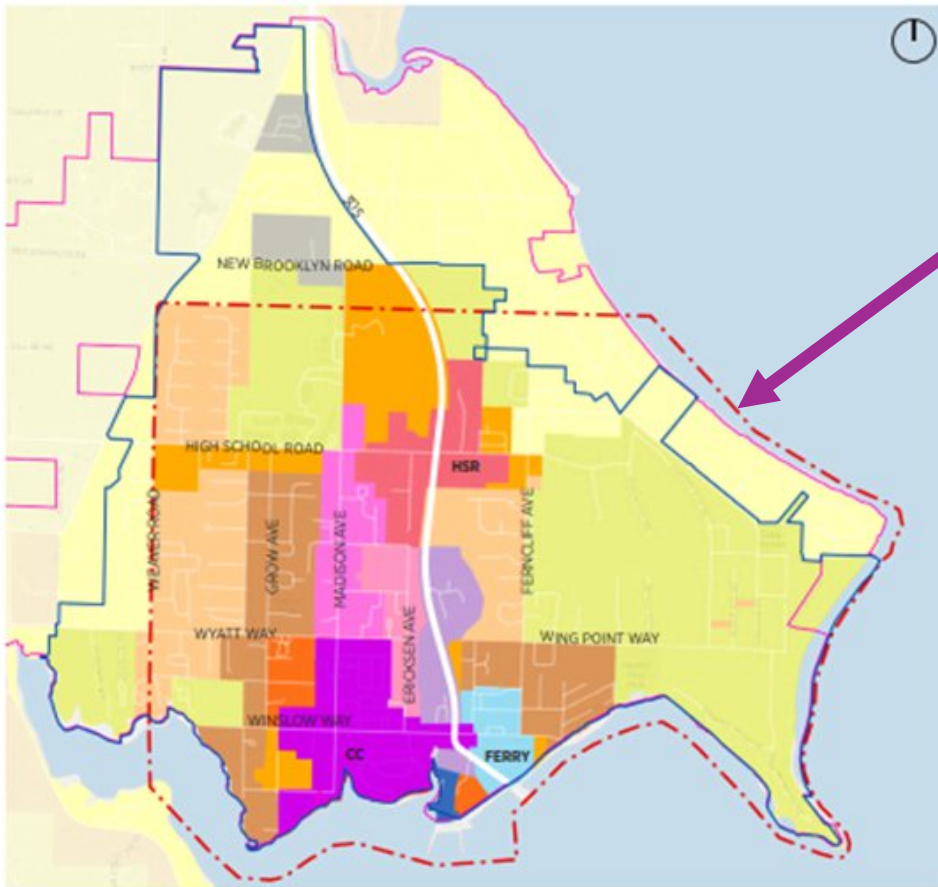
## Alternative 1: Existing Land Capacity – Dwelling Units (2020)



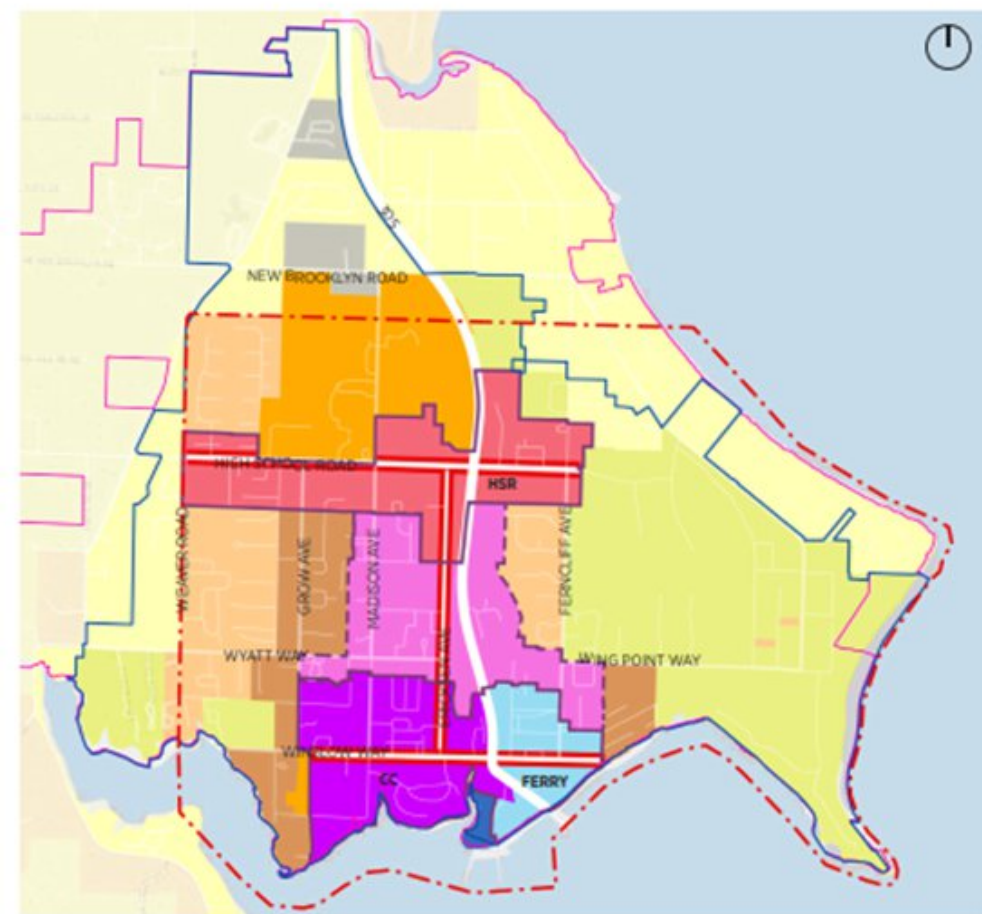


## Existing Winslow Zones, Summary of Alternatives 2 & 3

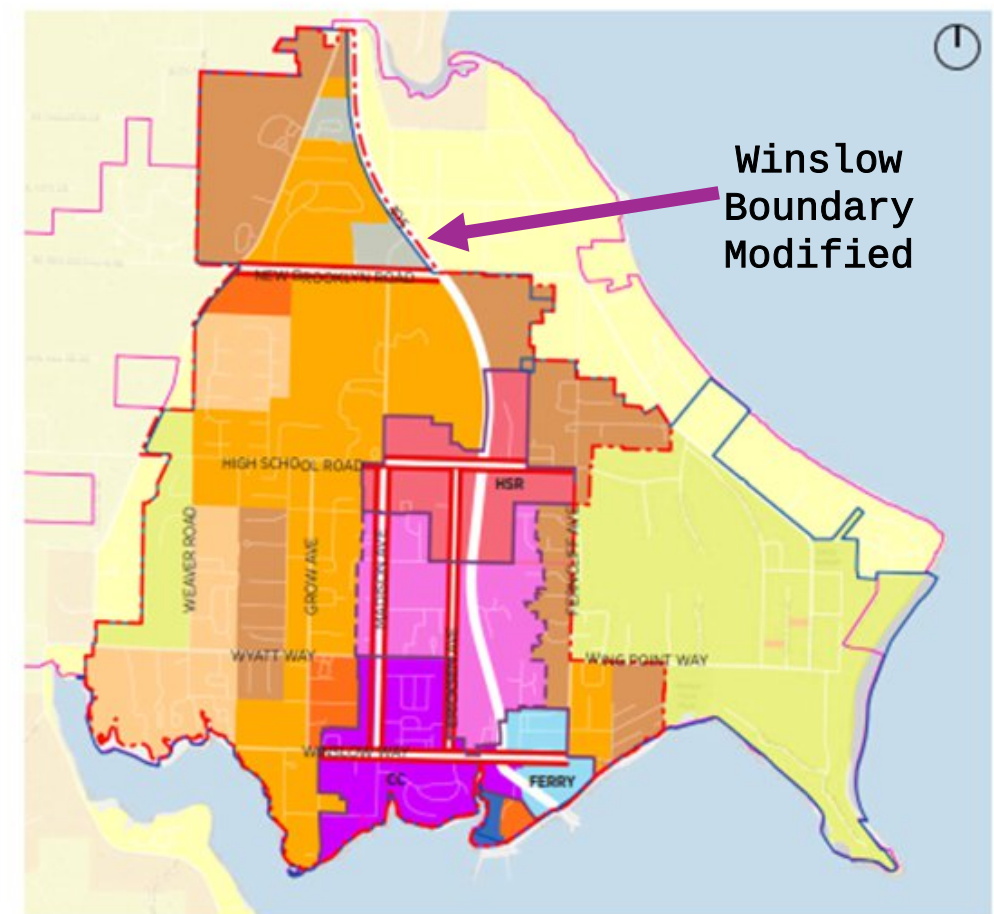
## Existing Subarea Boundary



## ALT 02 - GO UP (DENSE CENTERS) WALKABLE CORRIDORS



## ALT 03 - GO OUT (DISTRIBUTED DENSITY) MIDDLE HOUSING EXPANSION



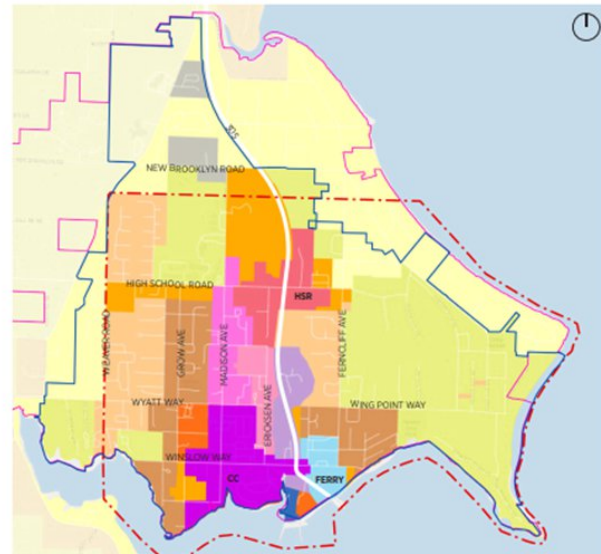


## Alternatives 2 and 3 – Mixed Use Town Center & High School Road - From Six Zones to Four

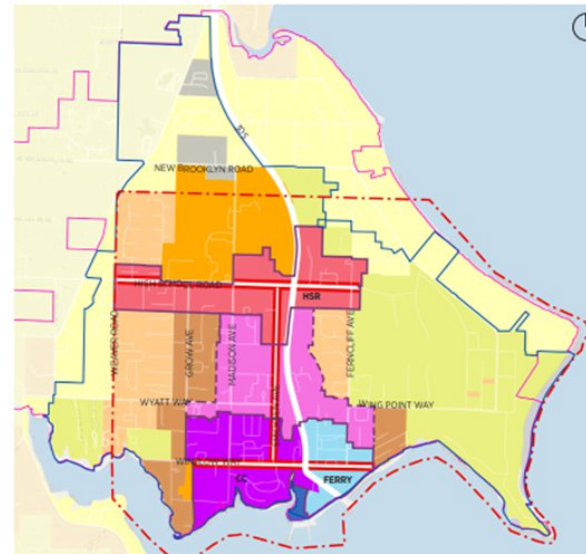
| From                        | To               |
|-----------------------------|------------------|
| Core                        | Core             |
| Ferry                       | Ferry            |
| Gateway                     | Transition       |
| Madison                     |                  |
| Ericksen                    |                  |
| High School Road (I and II) | High School Road |



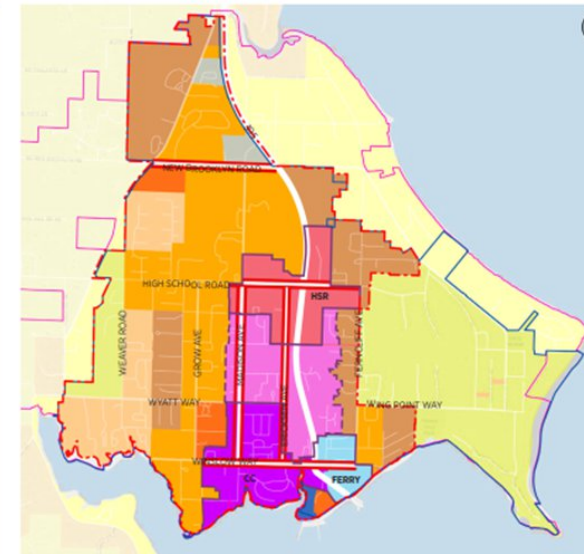
**ALT 01 - NO ACTION**



**ALT 02 - GO UP (DENSE CENTERS)**  
WALKABLE CORRIDORS



**ALT 03 - GO OUT (DISTRIBUTED DENSITY)**  
MIDDLE HOUSING EXPANSION



| Winslow Mixed Use Development Standards                                                                                             | Alternative 1 (Existing) |                         |                         |                         |                         | Alternative 2 (Go Up) |       |       |            | Alternative 3 (Go Out) |       |       |            |
|-------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-----------------------|-------|-------|------------|------------------------|-------|-------|------------|
| Zones                                                                                                                               | Core                     | Ferry                   | HS                      | Erick                   | Mad                     | Core                  | Ferry | HS    | Transition | Core                   | Ferry | HS    | Transition |
| Mixed Use Density Floor Area Ratio (FAR)                                                                                            | 1.0 (base)<br>1.5 (max)  | 0.5 (base)<br>1.4 (max) | 0.3 (base)<br>0.9 (max) | 0.5 (base)<br>0.9 (max) | 0.5 (base)<br>1.0 (max) | 2.5                   | 3.0   | 3.5   | 1.2        | 1.5                    | 2.0   | 2.5   | 1.5        |
| Max. Building Height                                                                                                                | 45 ft                    | 45 ft                   | 45 ft                   | 35 ft                   | 35 ft                   | 55 ft                 | 65 ft | 65 ft | 45 ft      | 55 ft                  | 65 ft | 65 ft | 45 ft      |
| NOTE: Base bldg. height is 10 ft less than max height; max height available only with under bldg. parking (BIMC Table 18.12.020-3). |                          |                         |                         |                         |                         |                       |       |       |            |                        |       |       |            |



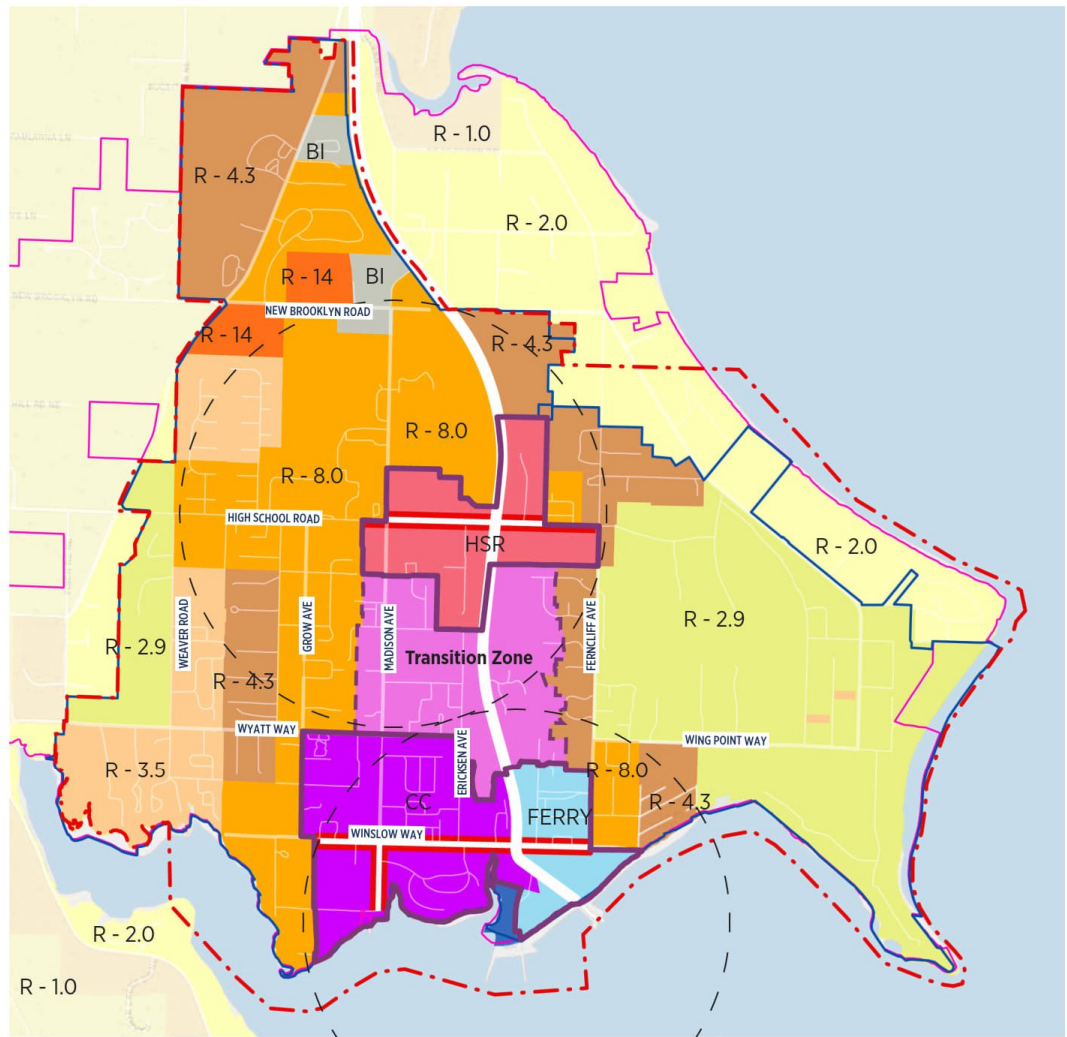
What does FAR  
look like in  
practice?

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Placeholder: Additional  
information added prior to  
meeting

# **Proposed Winslow Preferred Alternative**

# DRAFT PREFERRED ALTERNATIVE - WINSLOW SUBAREA AND ZONING DISTRICT BOUNDARIES



**Legend**

R - 0.4

R - 1.0

R - 2.0

R - 2.9

R - 3.5

R - 4.3

R - 8.0

R - 14.0

CC - Central Core Overlay

Ferry - Ferry Terminal Overlay

HSR - High School Road Districts I and II

BI - Business/Industrial

WD-I - Water-Dependent Industrial

Cores / Walkable Corridors Zone

Transitional Zone

Active Ground Floor Corridor

Current SubArea Boundary

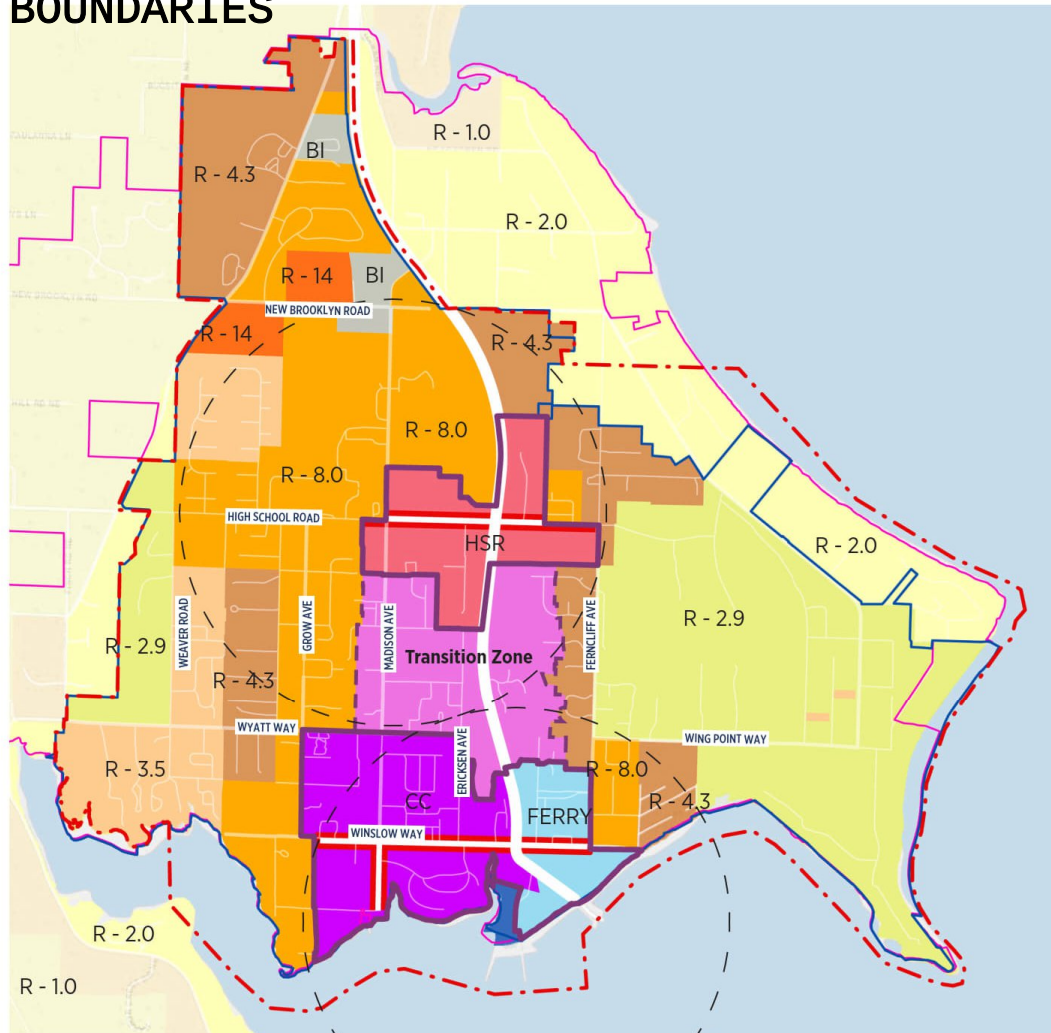
Winslow Water Services Boundary

Sewer Service Area Boundary

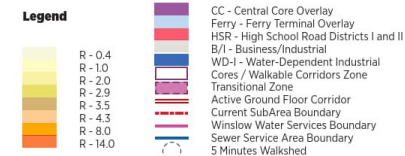
5 Minutes Walkshed



## DRAFT PREFERRED ALTERNATIVE – WINSLOW SUBAREA AND ZONING DISTRICT BOUNDARIES



| Alternative 1 (Existing)                 |                               |                               |                               |                               |                               |
|------------------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| Zones                                    | Core                          | Ferry                         | HS                            | Erick                         | Mad                           |
| Mixed Use Density Floor Area Ratio (FAR) | 1.0<br>(base)<br>1.5<br>(max) | 0.5<br>(base)<br>1.4<br>(max) | 0.3<br>(base)<br>0.9<br>(max) | 0.5<br>(base)<br>0.9<br>(max) | 0.5<br>(base)<br>1.0<br>(max) |
| Max. Building Height                     | 45 ft                         | 45 ft                         | 45 ft                         | 35 ft                         | 35 ft                         |
| Draft Preferred Alternative              |                               |                               |                               |                               |                               |
| Mixed Use Density Floor Area Ratio (FAR) | 2.0                           | 3.0                           | 2.5                           | Transition<br>1.2             |                               |
| Max. Building Height                     | 55 ft                         | 65 ft                         | 65 ft                         | 45 ft                         |                               |



The map illustrates the proposed SR-520 alignment through the City of Everett. The alignment is shown as a red line running through the city, with various street names labeled. The map also shows the city's street grid, major roads like SR-520 (highlighted in red), and surrounding areas including Everett, Marysville, and Skagitway. The alignment is shown as a red line running through the city, with various street names labeled.



**December 3, 2024, City Council Study Session**  
**Motions**

**Question 1:** Should residential growth only be allocated to the Winslow Town Center (with no growth allocated to the designated Neighborhood Centers)?

**MOTION:** I move the Council's direction on question 1 would be that the Planning Commission should have the discretion to explore all options on this issue; however, in so doing should consider public comment, current and foreseeable availability of sewer and other infrastructure, and the climate, traffic, and other impacts of locating development a significant distance away from essential services and transit.

**Hytopoulos/Fantroy-Johnson:** The motion carried unanimously, 7-0.

**Question 2:** Should the city encourage the private developers to build some of the affordable (0-100% Area Median Income households) housing required by HB 1220 using mixed income development?

Council's consensus was "yes." No motion was made.

**Question 3:** If yes, should the city develop and implement a mandatory inclusionary housing zoning program in all of Winslow or only in limited areas of Winslow (e.g., High School Road, Ferry, Core Districts)?

**MOTION:** I move that we encourage the Planning Commission to look at mandatory inclusionary housing zoning in those areas including Winslow, High School Road, Ferry District, and Core District.

**Fantroy-Johnson/Schneider:** The motion carried 6 – 1.

AYES: Brenda Fantroy-Johnson, Jon Quitslund, Joe Deets, Clarence Moriwaki, Leslie Schneider, Ashley Mathews

NOES: Kirsten Hytopoulos

ABSENT: None

ABSTAIN: None

**Question 4:** Should maximum building heights in Winslow be increased to 45 feet in the less intense zones and 65 feet in the more intense zones or should only the most intense zones (High School Road, Ferry and Core Districts) have maximum building heights increased?

**MOTION:** City Council should state that Planning Commission should have the discretion to explore all options on this issue, not either or, however, in so doing should consider public comment and should be balancing the likelihood that increased height will result in more affordable housing options against the impacts of that increased height and should consider the nature and use of each zone. Height increases of the vicinity of Winslow Way between Highway 305 and Madison should be given extra scrutiny.

**Hytopoulos/Schneider:** The motion carried 6 – 1.

AYES: Jon Quitslund, Joe Deets, Kirsten Hytopoulos, Clarence Moriwaki, Leslie Schneider, Ashley Mathews

NOES: Brenda Fantroy-Johnson

ABSENT: None

ABSTAIN: None

**Question 5:** Should the Winslow subarea boundary shift to the north and west to align with the sewer service area boundary?

Council discussed question 5 and 6 together.

**Question 6:** Should the eastern side of the currently designated Winslow Town Center be changed so that Wing Point is no longer in the subarea?

**AMENDED MOTION:** At Planning Commission's discretion, the Winslow subarea boundary could shift to the north and west to align with sewer service area boundary.

**Schneider/Quitslund:** The motion carried unanimously, 7-0.

Council's consensus on question 6 was "no," but it was omitted from the amended motion.

**Question 7:** Should the capacity of the Day Road Business and Industrial Center be increased to encourage economic development?

Council opted not to pass a motion on this question at this time.

**Question 8:** Should density be increased in the Conservation Area to allow more housing?

**AMENDED MOTION:** I move that the Planning Commission consider affordable housing opportunities within the conservation area and still maintain the community and island character that conservation area represents.

**Moriwaki/Quitslund:** The motion carried unanimously, 7-0.

**Question 9:** Should the City allow more than one accessory dwelling unit (ADU) per lot in any of the following areas? Conservation Area, Neighborhood Centers, Winslow.

**MOTION** I move at the Planning Commission's discretion, to explore all options of this issue of accessory dwelling units of more than one accessory dwelling unit per lot in the following areas: Conservation area, Neighborhood Centers, and Winslow.

**Mathews/Schneider:** The motion carried 6 – 1.

AYES: Brenda Fantroy-Johnson, Jon Quitslund, Joe Deets, Clarence Moriwaki, Leslie Schneider, Ashley Mathews

NOES: Kirsten Hytopoulos

ABSENT: None

ABSTAIN: None

**Question 10:** Should an area within Winslow be designated a countywide growth center per the Kitsap Countywide Planning Policies?

Council's consensus was to discuss this topic at a later date.





## PUBLIC WORKS DEPARTMENT MEMORANDUM

**From:** Christopher Wierzbicki, PE, Public Works Director  
Dave Nazy, Consulting Hydrogeologist, EA Engineering

**To:** Blair King, City Manager

**CC:** Patty Charnas, Planning Director

**Date:** January 13, 2025

**Subject:** Groundwater Management Plan Update

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### **Purpose**

The purpose of this memo is to provide the City leadership team with an update on the status and direction of the Groundwater Management Plan (GWMP). Development of the plan has been on hold since September of 2024 due to the fact that the consulting project manager/hydrogeologist has been dealing with significant health issues that have kept him from being able to continue engagement and make progress on the project. Recent correspondence with the consultant has confirmed that work on the plan will likely be able to continue in January of 2025, with estimated plan completion expected near the beginning of Q2 2025. The consultant has reviewed and assisted with the content of this memo.

### **Context and Executive Summary**

The City of Bainbridge Island designated the entire island as a Critical Aquifer (groundwater) Recharge Area. Groundwater recharge is of particular concern for the City because the Island's drinking water is supplied solely by groundwater. As a means of understanding how groundwater is impacted by population increases and climate stresses, the City has supported groundwater management monitoring and evaluation since the early 2000's. The development of the current GWMP began in 2022 and is expected to be completed in early 2025. The plan reflects the known groundwater conditions on the Island and seeks to understand the impacts associated with the population growth being considered in the update to the City's Comprehensive Plan. That plan is driven largely by a desire to increase affordable housing on the Island over the next 20-years, which will impact groundwater through increases in pumping, and in some areas, change the characteristics of groundwater recharge through surface water runoff patterns and septic recharge.

With these impacts in mind, and with the understanding that unlimited growth is not sustainable in an area supported by a sole source aquifer system, the GWMP seeks to understand (a) if water resources can be sustainably managed under a rapid 20-year population increase combined with

increases in climate-related stresses, and (b) what types of actions would need to be taken to mitigate environmental impacts of groundwater withdrawals?

The GWMP modeling and analysis results developed to date indicate that there are sufficient water resources to meet a rapid 20-year population increase that aims to produce additional affordable housing in the downtown core, including with assumed increases in climate-related stresses. However, this growth will have impacts on infrastructure and the environment, which should be mitigated by water system planning and ramping up well and stream monitoring. In the post 20-year growth horizon – assuming that the most impactful assumptions are actualized - stresses on existing infrastructure and reductions in groundwater contributions to surface water streams will become more acute. Therefore, coordination between large water providers and near-term development of a robust groundwater and stream monitoring effort are critical strategies for responsible resource and environmental management.

It should be noted that the early, high-level results produced through the current GWMP effort are consistent with results presented by the United States Geological Survey (USGS) groundwater report produced in 2011 and the groundwater modeling and update work performed for the City by Aspect Consulting in 2016 and 2022. Additionally, Bainbridge is not the only jurisdiction that is solely reliant on groundwater for their water needs whether potable or industrial. Currently, most of the unincorporated Kitsap Peninsula is reliant on groundwater from various aquifers – some of which are the same aquifers Bainbridge Island has wells drawing from. Camano Island, San Juan Islands, Vashon, Island also received sole source aquifer designation by the US EPA.

### **GWMP Work to Date and Early Findings**

The development of a GWMP is generally performed in three phases: documenting existing conditions; modeling scenarios that include future stresses/impacts on groundwater; and, developing strategies to mitigate impacts. The first two phases of work are mostly complete, and impact mitigation work is outlined and will be completed in Q1 of 2025. The following includes a brief overview of each of the sections in the plan, as they currently stand.

#### **Existing Conditions and Background**

Water resources on Bainbridge Island consist of surface water, groundwater, and stormwater. Groundwater provides the sole source of drinking water and support for surface water health. There are an estimated 1400 water supply wells located on Bainbridge Island. These wells are split between private water supplies, Group B community systems (about 135 wells), and Group A community water supplies (80 wells). The number of private water supply wells is an approximation because historical records for these wells are incomplete.

The wells on Bainbridge Island vary in depth from shallow dug wells (10 to 20 feet deep) to wells over 1000 feet deep, reflecting the depths of the major aquifers underlying the island, in order of depth: Perched Aquifer (shallow); Sea Level Aquifer (shallow); Glaciomarine Aquifer (deep); Fletcher Bay Aquifer (deep). Generally, groundwater in the upper aquifers flows from the center of the island towards the shoreline, and the groundwater in the deeper aquifer flows from eastern Kitsap Peninsula towards Bainbridge Island.

The Groundwater Management Plan is supported by data from the City's monitoring well network, which consists of both public and private wells distributed Island-wide across the six Bainbridge Island aquifers. The current network includes 87 monitoring wells, and their aquifer distribution is summarized as follows:

- Perched (PA) and Semi-Perched Aquifer (SPA)- 24 wells
- Sea Level Aquifer (SLA) – 44 wells
- Glaciomarine Aquifer (GMA) – 6 wells
- Fletcher Bay Aquifer (FBA)– 12 wells
- Bedrock Aquifer (BR)– 1 well

Primary groundwater concerns on Bainbridge are the risk of seawater intrusion, especially in coastal areas, and pumping more than an aquifer's safe yield. The City's Groundwater Monitoring Program defines Early Warning Levels (EWLs) for increasing trend in chloride concentration (as an indicator of potential sea water intrusion) and groundwater level declining trend (as an indicator of potential over-pumping in excess of the aquifer's safe yield).

As a means of mitigating these concerns, the City's Municipal Code provides for groundwater protection mainly via Chapter 16.20 Critical Areas. Chapter 16.20.100 Aquifer Recharge Areas recognizes that WAC 365-190-100 classifies the entire Island as an aquifer recharge area. The purpose of this classification is to preserve the volume of recharge and to protect the groundwater from contamination. Activities meeting certain criteria (i.e. potential to generate pollutants identified as a potential source of drinking water contamination) require a hydrogeologic assessment, designation of Aquifer Recharge Protection Area (ARPA) within the project boundary and if necessary, a mitigation plan.

#### Modeling Scenario Inputs

The following is a brief summary of the groundwater modeling scenarios that have been performed to date (a "very high" impact scenario with all of the maximum stresses is also in development):

- 100-year sensitivity/calibration model of specific stresses:
  - **Groundwater recharge** - Research on how groundwater recharge will be affected by changes in climate is limited and recharge is difficult to quantify. Because recharge correlates with precipitation and precipitation is predicted to increase over time, it is possible that groundwater recharge will also increase over time. However, increases in the number of high-intensity storm events, development, and a warming climate can decrease groundwater recharge. The stress analysis is conservative and based on information from the USGS: +15% Groundwater recharge (low stress); -15% Groundwater recharge (high stress).
  - **Sea-level Rise** – (SLR) stress analysis is based on climate model projections provided by the Climate Impacts Group at the University of Washington, aligns with the City's SLR Assessment: +2.8 feet sea-level rise (low stress); +6.9 feet sea-level rise (high stress).
  - **Population growth/pumping** – This stress analysis aligns with historic and planned projections: low population 46,380 (84%) based on 30-year historic low; medium

population 56,780 (148%) based on 30-yr historic high; High population 70,010 (178%) based on Winslow Sub-Area 20-year high growth rate plus medium rate thereafter.

The population growth and pumping stresses relied on water usage data that is available from all of the on-island water sources, including assumptions regarding single domestic wells, as well as off-island systems such as Silverdale and Bremerton that rely on shared aquifers.

➤ 100-year predictive scenario modeling:

**Low-impact planning scenario**

- Medium population (+148%; 56,780)
- Low sea-level rise (+2.8 ft)
- No change in recharge (0%)

**High-impact planning scenario**

- Maximum population (+178%; 70,010)
- Maximum sea-level rise (+6.9 ft)
- Medium decrease in recharge (-7.5%)
- A “very high” impact scenario including a 20% reduction in recharge is also in development

Modeling Scenario Results and Analysis

The following is a brief overview of the modeling results, showing predicted changes in groundwater elevations, along with a high-level analysis. Additional scenarios and more a detailed analysis will be available in the final plan.

➤ 20-year Planning Scenario

- *Figure 1* shows the results of the High Impact Scenario on the “shallow aquifer.” In this scenario, groundwater levels are not decreasing significantly across the Island – between 0 and 5 ft.
- *Figure 2* shows the results of the High Impact Scenario on the sea-level aquifer. In this scenario, greater drawdown (0-10 ft) can be seen around the municipal production well centers. In some areas (blue), sea-level rise is causing groundwater levels to increase near marine shorelines.
- *Figure 3* shows the results of the High Impact Scenario on the “deep aquifer.” In this scenario, the concentration of municipal production wells is causing greater draw-down – between 20 and 40 ft.
- *Figure 4* shows the results of the High Impact Scenario on the change in groundwater contributions to surface water streams. Impacts are most evident in the Fletcher Bay and North Eagle Harbor watersheds.

➤ 100-year Planning Scenario

- *Figure 5* shows the results of the High Impact Scenario on “deep aquifer.” In this scenario, groundwater levels are decreasing significantly around concentrations of larger production wells. While this result is concerning, modeling results in this (and all) scenarios are very



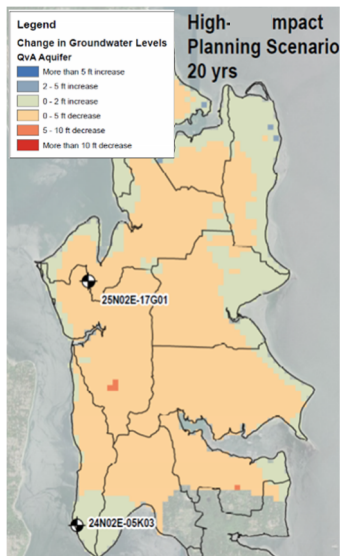


Figure 1 – “Shallow aquifer”

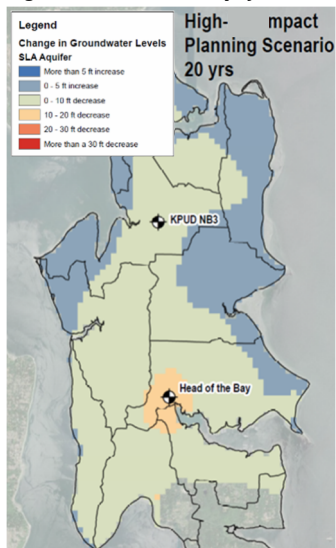


Figure 2 – Sea-level aquifer

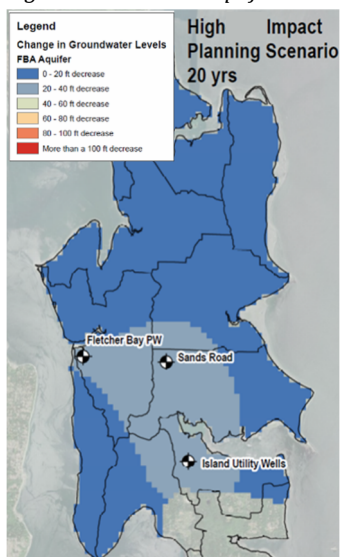


Figure 3 – “Deep” aquifer

conservative and not reflective of how the well system functions or how it would be managed in a future scenario (more on this in the *Analysis and Limitations* section of this memo.)

### Early Model Analysis and Mitigation Recommendations

A full analysis of the modeling scenario results will be included in the final GWMP. The following can be determined from the initial modeling results:

- In the high-impact 20-year planning scenario, the aquifers Bainbridge Island residents rely upon can provide the necessary water resources. The largest drawdowns are around municipal production wells, but do not extend across the Island – indicating some level of resilience in the aquifer system.
- Large-scale seawater intrusion is not anticipated, but localized cases are still possible.
- Stream impacts are possible in some specific watersheds.

Based on this analysis, the following management and mitigation strategies are anticipated to be included in the final GWMP:

- **Improving future modeling** – The City should plan on expanding the amount and the frequency of well monitoring and improving the ability of the model to predict impacts of groundwater pumping on stream flow.
- **Mitigating surface water impacts** – The City should plan to expand stream monitoring in certain basins, including the Cooper Creek and Springbrook Creek basins. Mitigation projects or limits on shallow pumping in certain areas could be possible in certain areas in the future.
- **Expanding groundwater recharge** – All of the City’s “conservation areas” include aquifer recharge protection area regulations. Additional recharge locations could be prioritized for specific recharge projects, including those aligned with the city’s ongoing wastewater beneficial re-use studies.
- **Sea-water intrusion monitoring** – Certain coastal areas, including along the northwestern and northeastern areas of the Island should be prioritized for monitoring of sea-water intrusion (groundwater elevations and chloride concentrations).
- **Water infrastructure planning** – The City should plan to work internally and with other large water purveyors on the Island to prioritize the expansion of public water systems to areas where shallow aquifer stress or sea-water intrusion is possible in the future. Additionally, water system inter-ties should be planned between the largest water systems to spread out the impacts of pumping and shift well locations from south to north – away from confining bedrock areas.

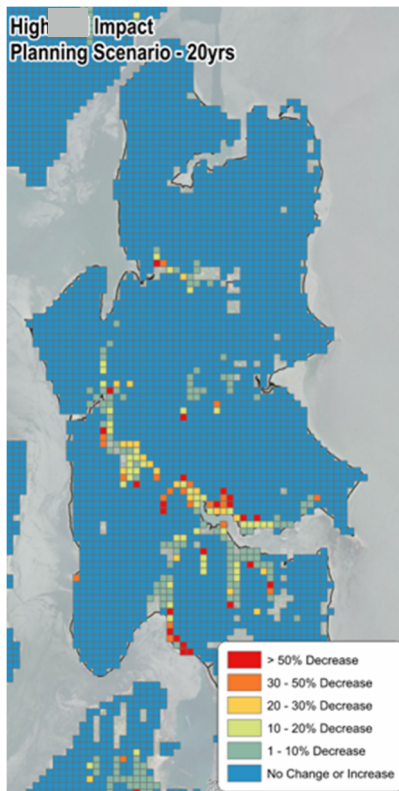


Figure 4 – Change in GW to surface water.

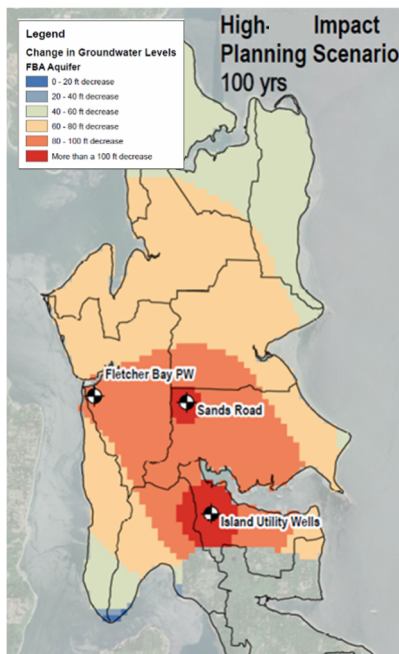


Figure 5 – “Deep” aquifer

- **Identify withdrawal limits** - As part of the final GWMP, each aquifer system will have an “early warning level” and /or a withdrawal limit to guide future water usage and system planning.
- **Water Conservation and re-use** - The City should plan to develop specific and enforceable water conservation measures, particularly for irrigation usage. Efforts should also include further development of wastewater beneficial re-use.

### Groundwater Modeling Limitations

When completed, the Groundwater Management Plan will improve and expand the work of previous developed plans and analysis, however, the plan modeling has significant limitations and cannot be depended upon to address all environmental concerns. Some of those limitations include:

- The modeling is based on very limited data sources and data sets.
- The modeling certainty decreases both with time and with depth.
- The modeling does not take into account practical limitations like the capacity of water infrastructure and water rights availability.
- The modeling structure is “regional” rather than “local,” as modeling cells are each 5.74 acres. This scale of modeling does not allow for a specific analysis of smaller, shallow aquifers or individual well locations.
- The monthly time steps included in the modeling limits the ability to accurately portray seasonal pumping variations or intermittent pumping. The inability to shorten the time step means that the model assumes well pumps are running perpetually, and therefore the results do not account for periodic aquifer restoration periods – a very conservative assumption.

### Relationship to Previous Groundwater Work

While the present work on the GWMP performed by EA Engineering represents a slightly more comprehensive, and in some ways more conservative, analysis, the City was the subject of at least two previous groundwater management studies in previous years, both of which came to similar conclusions.

The earlier report was performed by the United States Geological Survey in 2011 and

“...was used to simulate the possible effects of increase groundwater pumping and changes to recharge due to changes in land-use and climatic conditions between 2008 and 2035 under minimal, expected and maximum impact conditions. Drawdowns generally were small for most of the island (less than 10 ft) for the minimal and expected impact scenarios, and were larger for the maximum impact scenario. No saltwater intrusion was evident in any scenario by the year 2035.”

It should be noted that the USGS report used a higher population/pumping projection than the current modeling, with the maximum scenario expecting a population increase of over 50,000 in 2035. The current maximum modeling anticipates a population of approximately 31,000 in 2035 and a population over 50,000 in 2076. Also of note is that the USGS report predicted scenario includes an *increase* in recharge through 2035, with all scenarios anticipating continued increases or no changes in future years.

The later report was performed by Aspect Consulting in 2022. The 100-year modeling results from that report concluded that there was no evidence of saltwater intrusion in any of the studied aquifers. Additionally, the report indicated groundwater level changes less than the established early warning levels in the City’s aquifers that are used for water supply. The report also indicated decreases in the groundwater discharge to surface water in the 100-year timeframe, identifying the same priority watersheds as identified in the current modeling.

### **Community Engagement**

The GWMP is stewarded by a resident stakeholder committee, a Technical Advisory Committee, and has been presented to the City Council for periodic updates. The resident stakeholder committee is made up of members of the City’s Utility Advisory Committee, the Environmental Technical Advisory Committee, and the Climate Change Action Committee. This committee has met and provided input at least 12 times since June 2022. The Technical Advisory Committee, which is made up of representatives from state agencies, large water purveyors and the Suquamish Tribe has met at least three times since March 2024. City staff have presented five updates to the City Council at public meetings beginning in August 2023.

Groundwater management is featured prominently in the comments related to the City’s ongoing Winslow Sub-Area and Comprehensive Planning process, including formal comments received as part of the Draft Environmental Impact process. Comments have been addressed by staff using the groundwater analysis prepared to date – and presented in this memorandum – including responses to some key assertions from the public regarding the relationship between population increases and water usage that cannot be substantiated by City staff, consultants, or agency partners.

One such assertion states that “...from 2001 to 2021, a population increase of 20.2% resulted in a 89.4% increase in [groundwater] pumping from the top 20 production wells on Bainbridge Island.” An initial review of the data behind this assertion indicates that there are gaps which are likely leading to a false conclusion. City staff’s review of the available data indicates that in some of the smaller water systems, there have been increases in per-capita water usage on the order of 25%

over the 20-year time horizon, but that the larger water systems, such as Winslow, have actually *experienced decreases* in per-capita water usage over the same time period.

Representatives from the Kitsap Public Utility District (the Island's largest water purveyor) further confirmed these assumptions, stating that they could "...confidently say that between 2001 and 2021 the overall groundwater production rate on Bainbridge Island did not increase at a rate of over four times the rate of population increase as implied in the public comment... KPUD has seen a county-wide stabilization or even decrease in water use per capita because of higher water-use efficiency (e.g. water-use education, water-efficient appliances and fixtures, etc.), and by [their] efforts to reduce the amount of unaccounted water (leakage) in [their] water systems."

### **Next Steps**

City staff and the consulting team are committed to completing a draft of the Groundwater Management Plan by the end of Q1 2025, in time to include mitigation actions and costs in the Capital Facilities Element of the newly adopted Comprehensive Plan. The engagement and approval process for the plan is proposed to include the following:

- Consultant-led Q&A with the City Council on January 21, 2025
- 2 meetings of the resident stakeholder committee (February, March)
- 2 meetings of the Technical Advisory Committee (February, March)
- Tentative presentation and adoption of the final plan by the City Council on April 15 and April 29 respectively.



# City Owned Facilities & Properties



| Facility_Name                      | ID |
|------------------------------------|----|
| Rockaway Beach Reservoir           | 21 |
| Casey St Water System              | 3  |
| Commodore Well Pump House          | 7  |
| Decant Office Building             | 9  |
| Suyematsu Farm House               | 28 |
| Waterfront Park Footbridge         | 35 |
| Vineyard Ln Footbridge             | 31 |
| Nikkei Memorial                    | 16 |
| Police Station                     | 19 |
| Courts and Police Facility         | 8  |
| PW Yard                            | 20 |
| Weaver Well Site                   | 37 |
| Rockaway Beach Well and pump house | 22 |
| Sands Well and Pump House          | 26 |
| WWTP                               | 40 |
| Sands Water Parts Shed             | 25 |
| Cherry Ave Water Tank              | 4  |
| Commodore Ln Water Tank            | 6  |
| Waterfront Park Dock               | 33 |
| Waterfront Park                    | 32 |
| Waterfront Park Restrooms          | 36 |
| BI Senior Center                   | 2  |
| BI city Hall                       | 1  |
| Fletcher Bay Well and Pumphouse    | 11 |
| Ferry Terminal Lift Station        | 10 |
| Lynwood Lift Station               | 13 |
| Madrone Lift Station               | 14 |
| North Town Woods Lift Station      | 17 |
| Old WWTP Lift Station              | 18 |
| Rockaway Lift Station              | 23 |
| Sakai Lift Station                 | 24 |
| Sunday Cove Lift Station           | 27 |
| Village Lift Station               | 29 |
| Hwy 305(South) Lift Station        | 12 |
| Vineyard Lift Station              | 30 |
| Wing Point Lift Station            | 38 |
| Waterfront Park Dock Kiosk         | 34 |
| Morales Farm House                 | 15 |
| City Open Water Marina             | 5  |
| Woodward Lift Station              | 39 |

COBI\_Facility\_points

EH\_Lease\_Area

Cobi Public lands Nov18 2019

0 0.3 0.6 1.2 1.8 2.4 Miles

