



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, SEPTEMBER 24, 2015
6:00 p.m.-9:00 p.m.
CITY COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WASHINGTON**

6:00 PM CALL TO ORDER

Call to Order, Agenda Review, Conflict Disclosure

6:05 PM PUBLIC COMMENT

Accept public comment on off agenda items

**6:15 PM WATERFRONT PARK ROWING CENTER SITE PLAN AND DESIGN
REVIEW, PLN50155 SPR**

Public Meeting

**7:15 PM ORDINANCE 2015-16, ACCESSORY DWELLING UNIT
REGULATIONS**

Study Session

7:30 PM PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

7:40 PM 2016 COMPREHENSIVE PLAN UPDATE

Land Use Element: Review and confirm new policy LU 1.5

Glossary: Review and confirm modifications and additions in *Glossary*

Environmental Element: Review changes to DRAFT *Element*

Economic Element: Review public comment from July 29 Workshop,

8:40 PM PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

8:55 PM NEW/OLD BUSINESS

9:00 PM ADJOURN

****TIMES ARE ESTIMATES***

Public comment time at meeting may be limited to allow time for Commissioners to deliberate. To provide additional comment to the City outside of this meeting, e-mail us at pcd@bainbridgewa.gov or write us at Planning and Community Development, 280 Madison Avenue, Bainbridge Island, WA 98110

For special accommodations, please contact Jane Rasely, Planning & Community Development
206-780-3758 or at jrasely@bainbridgewa.gov

PROJECT REPORT

City of Bainbridge Island
Department of Planning
and Community Development

Project: Waterfront Park Rowing Center
Site Plan and Design Review

File number: PLN50155SPR

Date: September 16, 2015

To: Katharine Cook, Director

Project Manager: Heather Beckmann, Senior Planner

Applicant: Bainbridge Island Rowing Club

Request: The applicant requests approval to remove the tennis court at Waterfront Park and construct in its footprint a 12,000 square foot, two-story building (daylight basement) to house the Bainbridge Island Rowing Club, with boat storage on the ground floor and locker rooms, kitchen, offices, storage and multi-purpose space on the second floor.

Location: The subject property is located at 309 Shannon Drive NE
Tax Parcel Number is 4114-002-001-0000.

Environmental Review: This proposal subject to State Environmental Policy Act (SEPA) review. The City will issue a SEPA determination in conjunction with the project decision.

Recommendation: Approval of the request subject to the following conditions:

SEPA Conditions:

1. At the time of Building Permit Application, demonstration of compliance with applicable stormwater management requirements shall be required in accordance with BIMC 15.20. The submittal will include detailed information and plans for proposed stormwater management system.
2. A Declaration of Covenant in accordance with BIMC15.21 for stormwater system maintenance shall be provided, prior to occupancy, for City review, approval and recording.
3. The applicant shall indicate on their building permit plans the location of contractor storage

areas during each phase of the development.

4. Outdoor lighting shall be hooded and shielded to prevent lighting spillover beyond the property line. Freestanding lighting shall have a maximum height of 14 feet including the base and casing. Outdoor lighting shall comply with BIMC 15.34 and BIMC 18.15.040.
5. The Rowing Club shall coordinate with the Community Center for any events to ensure there is adequate parking capacity and no impedance to traffic circulation.

Project Conditions:

6. Prior to the issuance of a building permit, the project shall be approved by the Fire Marshal to meet the following requests: complying with all applicable provisions of the adopted Fire Code and fire sprinklers and alarms in accordance with NFPA 72.
7. The building permit plans shall incorporate a grease interceptor for a commercial kitchen to meet the requests of Operations and Maintenance.
8. The sewer and stormwater connections shall be reviewed by the Operations and Maintenance staff at the building permit stage to determine if any improvements are necessary.
9. The applicant shall submit a demolition permit for the removal of the tennis courts.
10. The applicant shall properly transport and dispose of all demolition debris to an approved solid waste facility. The property shall be left in a clean, safe condition, protected from erosion. Copies of disposal receipts shall be provided to the Department of Planning and Community Development prior to final inspection.
11. The applicant shall submit a grading permit for grading in excess of 50 cubic yards.
12. The applicant shall submit a building permit, subject to the 2012 International Codes, or subsequent edition as adopted by the City Council for the rowing structure prior to commencing any work.
13. Prior to any work within the Shannon or Brien Drive right of way, the applicant shall receive a right-of-way permit from the City Public Works Department.
14. The project shall be reviewed for compliance with the International Building Code and Standards on Accessible and Usable Buildings and Facilities in accordance with ANSI A117.
15. Proposed walkways shall be reviewed during the building permit stage for compliance with the following conditions: surfaced with nonskid hard surfaces and meet the ADA standards.
16. Prior to commencing construction, the applicant shall coordinate the timing of construction with the City's improvements proposed for Waterfront Park.
17. Bicycle parking shall be provided along Shannon Drive prior to the issuance of a final on the building permit.
18. The applicant shall coordinate with the City's Engineering Project Manager to provide

public access along the east side of the Rowing Club building to the proposed Waterfront Park multi-use park plaza and overlook.

19. Construction plans shall substantially comply with the April 29, 2015 & revised August 18, 2015 site plan, unless amended by these conditions.
20. This approval expires and is void if the applicant fails to file for a building permit within three years of the effective date of the approval, subject to the extension provisions of BIMC 2.16.020.M.

Staff Analyses

I. Findings of Fact

A. Site Characteristics

1. Tax Assessor Information:
 - a. Tax Lot Numbers: 4114-002-001-0000
 - b. Owners of Record: City of Bainbridge Island
 - c. Lot Size: 5.54 acres or 241,322 square feet
 - d. Land Use: Waterfront Park
2. Terrain: The Rowing Club building is proposed over a flat tennis court. The access ramp from the Club is approximately 30% slope, and then it levels out before Shannon Drive.
3. Soils: The site contains Kapowsin Gravelly Sandy Loam, 0 to 15%.
4. Site Development: The property is developed as a waterfront park with various structures including benches, a stage, tennis courts and parking.
5. Access: The site is accessible by the water, walking paths and roads to the north and south of the Rowing Club. The southern border of the park is accessible by Eagle Harbor and developed with a community dock. A multimodal path connects the Washington State Ferries terminal via a bridge to the park. The southern border of the Rowing Center is Shannon Drive and the northern border is Brien Drive.
6. Public Services and Utilities:
 - a. Police: Bainbridge Island Police Department
 - b. Fire: Bainbridge Island Fire District
 - c. Water: City of Bainbridge Island
 - d. Sewer: City of Bainbridge Island
 - e. Storm drainage: Existing closed conveyance system
7. Zoning / Comprehensive Plan Designation: The subject property is zoned Mixed Use Town Center – Central Core Overlay District (MUTC – CORE). The Comprehensive Plan designation is MUTC/Central Core (Core).
8. Surrounding Zoning / Comprehensive Plan Designation: The surrounding properties are also zoned Mixed Use Town Center (MUTC-CORE) – Central Core Overlay District.

9. Surrounding Uses: The surrounding properties are developed with a variety of uses, including the Community Center and Town & Country grocery store to the north, residential dwelling units to the west and east and Eagle Harbor to the South.

B. Procedural History

1. The applicant held a pre-application conference with the City on January 27, 2015.
2. The project was reviewed by the Design Review Board on March 2, 2015 (Attachment C).
3. The City & the applicant held a public participation meeting on March 23, 2015 (Attachment D).
4. The applicant submitted their site plan and design review application on April 29, 2015 (Attachment B).
5. The project was reviewed by the Design Review Board on June 1, 2015 (Attachment E).
6. The project was noticed on June 12, 2015 with the comment period ending on June 26, 2015. No public comments were received during the public comment period.
7. The applicant submitted revised sheets to the site plan drawings on August 18, 2015 (Attachment A).

C. Agency Comment

Fire: The Fire Marshal submitted comments to the City on June 20, 2015 (Attachment F). The Fire Marshal requested fire sprinklers and an alarm system. The project is conditioned to meet the Fire Marshal's requests (Condition 6).

Health: Since the project is on City Sewer and Water, the Health District did not provide any comments or conditions for the project.

COBI's Operations & Maintenance: The City's Division of the Public Works Department relayed their conditions to the City on August 31, 2015 (Attachment G). Those conditions have been included as conditions of approval (Conditions 7 & 8).

Building: The City's Building Official submitted review comments on June 4, 2015 (Attachment H). The comments were specific to the type of permits necessary, accessibility and the requests of the Fire Marshal. The conditions of approval have been incorporated into the recommendation (Conditions 9-15).

Development Engineer: The City's Development Engineer submitted review comments on September 9, 2015 (Attachment I). The project is found to comply with the site plan and design review criteria. The conditions of approval were specific to stormwater management and

general permitting requirements, and have been included as conditions of approval (Conditions 1-3 & 13).

Engineering Project Manager: The City's Engineering Project Manager, also Project Manager of the Waterfront Park Improvement Project, submitted review comments on September 17, 2015 (Attachment S). The Project Manager has coordinated with the Rowing Club and the timing of their improvements in relation to the Waterfront Park improvements (Attachment T). The issues of concern were timing of the project in relation to the Waterfront Park improvements and pedestrian access along the eastern side of the building to the proposed Waterfront Park multi-use plaza and overlook. The project has been conditioned to address these concerns (Conditions 16 & 18).

D. Public Comment

A public participation meeting was held on March 23, 2015 from 6 to 8 pm at the City of Bainbridge Island. The questions and answers from the meeting are attached (Attachment D). Questions centered on the use of the building and traffic circulation.

No public comments were received during the public comment period.

E. History of the Park and the Rowing Club Site

The City acquired Waterfront Park with Interagency Committee (now known as Recreation and Conservation Office (RCO)) grant assistance in 1974 for general public recreational purposes. The City received two subsequent grants, one in 1975 and the second in 1984 for development of the park (Attachment J). The park was 15.75 acres with facilities including tennis courts, playground, and picnic areas, walking trails, boat launch and transient moorage.

In 2005, the City requested approval to convert .36 acres of the park in the area around and including the tennis court for the storage of privately owned rowing shells for members of the Bainbridge Island Rowing Club. Based on the terms of the Grant, a substitution of public land of at least equal fair market value at the time of conversion and of nearly as feasible equivalent usefulness and location had to be located. The replacement property was John Nelson's Strawberry Plant Park at Cannery Cove, an approximately 5.68 acre parcel of land.

The City of Bainbridge Island and the Bainbridge Island Rowing Club entered into a Revocable License Agreement on March 23, 2005 to temporarily allow the rowing club to use a portion of the park to store rowing shells and associated equipment, wash and maintain equipment, run rowing programs out of the Park and conduct other recreational activities. The use was limited to the westerly tennis court (Attachment J).

RCO relinquished all rights, title and interest in and to and forever released the lands from restrictions and covenants with the signing of the Partial Release of Deed of Right on September 2, 2010 by the City and the Director of Recreation and Conservation Office.

Subsequently, the Rowing Club began exploring options for a permanent storage facility with community meeting space and associated amenities, to occur in the footprint of the existing tennis court. This included meetings with City officials, discussions with Planning Staff and a discussion with the City Council during a regularly scheduled study session meeting in August 2014. On August 25, 2014, the Rowing Club and the City signed a Ground Lease (Attachment Q) specific to the construction of the Rowing Center, which is the subject of this Site Plan and Design Review application.

Waterfront Park: In June of 2013, the City began a series of community meetings and an on-line survey to determine the Citizens desires for the improvement of Waterfront Park. After multiple public meetings, and various design proposals, the City Council approved a design in May 2015. On July 29, 2015, the City applied for a site plan and design review application for the improvements to Waterfront Park (Attachment T) that will impact the area immediately adjoining the Rowing Club. The City and the Rowing Club are working together to ensure that grading, pedestrian circulation and stormwater improvements between the park and Rowing Club are coordinated. Based on the grade of the site and the requests from the City's Engineering Project Manager (Attachment S), the two projects are conditioned to coordinate timing and ensure that improvements are aligned (Condition 16 & 18).

F. Comprehensive Plan Goals and Policies

1. Winslow Master Plan, Chapter 2: Land Use, Central Core Overlay District

- a. Maintain and Enhance Community Character in the Mixed-Use Town Center and High School Road Districts
 - i. **Policy WMP 2-3.1:** Promote architecture that encourages green building, natural light, and ventilation and rooftop gardens. **The project encourages natural lighting by offering large windows and a balcony that overlooks the Harbor.**
 - ii. **Policy WMP 2-3.4:** Preserve, protect, adapt and restore sites, buildings and trees of historic significance. **The site will continue to serve the Rowing Club use. The proposal will consolidate the Rowing Club activities into one building to provide covered row boats, rowing machines, equipment and gathering space for rowing and other community events. No historically significant trees are proposed for removal.**

2. Chapter 4: Open Space and Trails

- a. As new growth is concentrated in the Winslow area, there will be a need for centrally-located parks and gathering places for passive recreation; therefore, usable parks throughout the Winslow area should be created or enhanced.
 - i. **Policy WMP 4-2.2:** Winslow should be experienced as a waterfront town, well-connected to Eagle Harbor by activity, trails, views, lanes and design details. An attractive Waterfront Park will connect Winslow to the waterfront, drawing people from the central retail area to the harbor and showcasing the waterfront character of the community. To achieve this connection, the

Waterfront Park Master Plan should be updated and implemented. **The proposed addition of the Rowing Center building to Waterfront Park incorporates trails to ensure that the building is connected to the site. The project is conditioned to coordinate with the City's Engineering Project Manager to ensure that connectivity is provided during the Waterfront Park improvements (Condition 16).**

3. Chapter 6: Transportation

a. Bicycle Circulation and Facilities

- i. **Policy WMP 6-3.1:** Locate bicycle parking at intersections and in curb extensions. Bicycle parking should not be placed in front of stores along Winslow Way, except as can be done without blocking either the sidewalks or access to storefronts. Provide bicycle parking at levels appropriate for intended land use. **Bicycle parking is proposed nearest to Shannon Drive, facing the Harbor.**

G. Land Use Code Analysis

3. BIMC Title 18 Zoning

a. *Mixed Use Town Center – Central Core Overlay District BIMC 18.06.030*

The central core overlay district is the most intense district within the Mixed use Town Center. Within the overlay district, residential uses are encouraged, but exclusive office and/or retail uses are permitted. **The proposal is to provide a building for the protection and retention of rowing activities within Waterfront Park.**

b. *Use Regulations BIMC 18.09.020*

Recreation Activities, Indoor. “Indoor recreation activities” means gymnasiums not accessory to an education institution, racket clubs, sports arenas, and similar uses. **The proposed Rowing Club building is an indoor recreation activity. Recreation Activity, Indoor is a permitted use in the Mixed Use Town Center.**

c. *Dimensional Standards BIMC18.12.020-3*

The applicable dimensional standards for the Central Core Overlay District are discussed below. Additional information regarding compliance with dimensional standards may be found in BIMC 18.12.050, Rules of Measurement.

i. *Floor Area Ratio*

Floor Area Ratio (FAR) is determined by dividing the total area of all floors within the exterior walls of a building by the lot area. The base FAR in the district is 0.6 for nonresidential uses.

The lot size for Waterfront Park is 5.54 acres or 241,322 square feet. The base nonresidential FAR allows for 144,793 square feet of development. The proposed 12,000 square foot rowing club building is well below the maximum

for this site. Additional development associated with the City's Waterfront Park redevelopment project will also conform to FAR requirements.

ii. *Lot Coverage*

Maximum lot coverage is 100 percent.

The maximum allowed lot coverage for Waterfront Park is 241,322 square feet. The proposed building footprint is 6,000 square feet, well below the 100% maximum. Additional development associated with the City's Waterfront Park redevelopment project will also conform to lot coverage requirements.

iii. *Setbacks* **Only the western side yard applies because it is the only portion of the leased area that coincides with the perimeter of Waterfront Park. The front yards from Brien & Shannon Drives do not apply because the Rowing Club is not a commercial or residential use.**

The side yard setback is 0'. **The building is proposed 10 feet from the western property line.**

iv. *Building Height*

Building height is limited to 35 feet from average existing grade to the midpoint of the highest gable. **The maximum height of the structure does not exceed 25 feet, ten feet below the 35 foot maximum.**

e. *Landscaping and Screening BIMC18.15.010*

In the Central Core Overlay district, the additional specific intent is to provide an urban character by incorporating landscape standards; and to provide landscape development to screen uses from single-family residential properties and to soften the appearance of surface parking areas. **Table 18.15.020-1 contains landscaping requirements by zoning district, and indicates that the Central Core Overlay has to meet the significant tree and tree stand retention, perimeter landscape, parking lot landscape, total site tree unit requirements, planting requirements and the irrigation and maintenance sections.**

f. *Perimeter Buffering and Screening BIMC 18.15.010.D*

In the Winslow Town Center Mixed Use District, a 20 foot width full screen perimeter landscape buffer is required when abutting a single family residentially zoned property. **The project site does not abut any single family residentially zoned properties. As such, a 20' buffer is not required.**

g. *Parking Lot Landscaping BIMC 18.15.010.F.2*

No parking lots are proposed for this development.

h. *Total Site Tree Unit Requirements BIMC 18.15.010.G*

As part of any development application the applicant shall identify all existing trees to be removed as part of the proposed development, and the species and DBH of each tree to be removed. In the MUTC central core and ferry terminal overlay districts, the

development parcel shall have at least 30 tree units per acre following the proposed development or redevelopment. **Tree units do not apply in isolation to the leased area of the Rowing Club, but rather all of Waterfront Park. The construction of the Rowing Club building will require the removal of five trees proposed—including a three Douglas Firs near Brien Drive SE and one Fir and one Alder near Shannon Drive SE. Overall, Waterfront Park, including the Waterfront Park redevelopment and the Rowing Club exceeds the minimum tree units required under this section of the Code (Attachment K). Following the park improvements, the park will have approximately 224 tree units, more than twice the required amount of 165 tree units for the entire site.**

i. Number of Automobile Spaces Required BIMC 18.15.020.C

The proposed use is not a category of use included in the parking requirement table. For such cases, the Code has the following provision:

For special cases not covered by this table, parking requirements shall be established by the director. For determination by the director, the applicant shall supply (a) documentation regarding actual parking demand for the proposed use; or (b) technical studies prepared by a qualified professional relating to the parking need for the proposed use; or (c) required parking for the proposed use as determined by other comparable jurisdictions. **Between Brien, Bjune and Shannon Drives, the following amount and types of parking spaces are provided: 2 hour parking on Brien (54 between the park and Community Center, including one handicap space) & Bjune (46 – multiple use spots – including 25 downtown employee parking program – weekdays, both sides), 5 boat trailer spaces on Shannon, 15 between the north side of Bjune north behind T & C on weekends & Holiday, and west side of Bjune, both sides. There is also one disabled and one, 15 minute parking space by the bathroom.**

The City determined that the change from storing the shells on the tennis court to storing them in a building would not increase the parking requirement for the Rowing Club building. Membership to the Club is limited based on the amount of rowing participants can safely be accommodated with the Harbor and the Club is already at maximum capacity. In addition, the building will hold the same amount of shells as currently stored on the tennis court. Therefore, membership will not increase (membership numbers & hours of operation attached, Attachment L).

Taking this into account, the Lease was written to state that current parking is available and sufficient to meet the requirements of the Park and the Rowing Club building.

During the public participation meetings, it became clear that the Community Center was concerned about the traffic and circulation generated from the Rowing Club. As a result, the Rowing Club, Community Center and the City have engaged in conversations regarding those issues. Over a series of meetings, representatives of both the Rowing Club and the Community Center brought forth information about the hours and amount of users of the Community

Center and the Park (Attachments M, N & O). To address these concerns, changes have been instituted by the City and the Rowing Club to limit the hours of the parking spaces and the back-up of traffic on Brien Drive from Rowing Club pick-up and drop-off. In July, the City changed the parking hour limits from 4 to 2 hours to discourage people from using the spaces for trips to Seattle rather than to the Park. In addition, the Rowing Club informed their Junior Rowers (14-18 year olds, rowing between 3:30-6 pm, M-F) that pick-up and drop-off is limited to Bjune Drive. Brien Drive has become congested around 3:30 and again at 6:00 pm, making it difficult for vehicles and particularly the Access bus to travel thru Brien.

The new community space within the Rowing building could increase parking demand. To ensure that parking is not exacerbated during peak times, the two organizations agreed to a shared calendar. This is a SEPA condition of the project (Condition 5).

j. Mobility and Access BIMC18.15.030

Pedestrian walkways shall be provided around buildings to the extent necessary to assure safe access to the building from parking areas and the public right-of-way. Where appropriate, as determined by the approving body, pedestrian walkways may be required to assure safe access to adjacent properties.

Except as provided in subsection B.2 of this section, all parking facilities, except those serving single-family residences (including any use accessory thereto), shall contain bicycle parking facilities that allow secure locking of both the frame and wheels of a bicycle. One bicycle space shall be provided for every five parking spaces with a minimum of four spaces provided for each parking lot. **Bicycle parking will be provided throughout the park with this development proposal and the Waterfront Park redevelopment project. To ensure that bicycle parking is available to serve the Rowing Club members, parking spaces are proposed along Shannon Drive (Condition 17).**

i. Walkways

Pedestrian walkways shall be provided around buildings to assure safe access to the building from parking areas and the public right-of-way. Internal walkways shall be surfaced with nonskid hard surfaces and meet accessibility standards. **Walkways are being proposed from Brien & Shannon to the Rowing Club. The proposed walkway on the west side of the Rowing Club shall be surfaced with nonskid hard surfaces and meet accessibility standards (Condition 15). Continued discussions will occur to ensure that the east side of the building provides a smooth transition to the Waterfront Park multi-use plaza and overlook (Condition 18).**

Bicycle Facilities

All parking facilities shall provide a minimum of four bicycle parking facilities per parking space that allow secure locking of both the frame and wheels of a

bicycle. **Bicycle parking spaces are being provided along Shannon Drive, with additional spaces proposed with the Waterfront Park Redevelopment project.**

k. Outdoor Lighting BIMC 18.15.040

All outdoor lighting fixtures must comply with the requirements of this section. **The project is conditioned to meet lighting regulations contained in BIMC 15.34 and BIMC 18.15.040 (Condition 4).**

l. Design Standards and Guidelines BIMC 18.18

The project was subject to the Mixed Use Town Center/Core District General Design Guidelines (BIMC 18.18.030). **The project was reviewed by the Design Review Board (DRB) during both the pre-application conference and site plan and design review phases. The checklists with the applicant's responses are included (Attachment P) as are the minutes from the Design Review Board meetings (Attachments C & E). The DRB's concerns were not specific to the project design and the guidelines, but rather traffic circulation and parking. The Board heard of various options to possibly improve parking; including changing the drop-off point for rowing members from Bjune to Brien, reducing the hours available for parking from four to two and coordinating the community events with the Community Center. The Commission was also informed that the City Manager is working with a group of business owners and community members to study overall parking solutions downtown.**

Following the second discussion with the DRB, the motion to approve the project was unanimous. Subsequent conversations between the City, Rowing Club & the Community Center have resulted in a resolution to many of the concerns voiced by the Design Review Board, including proactive restriction from the Rowing Club to limit drop-off and pick-up to Bjune during certain hours and changing the parking limit from four to two hours to deter those using the parking for ferry trips to Seattle. In addition, the project is conditioned to ensure coordination with the Community Center and the Rowing Club during special events (Condition 5).

m. BIMC Section 2.16.040.E. Site Plan and Design Review Decision Criteria

This staff report shall be considered as the written findings of fact and conclusions of law for site plan and design review.

As conditioned, the project meets the decision criteria for Director approval.

- i.* The site plan and design is in conformance with applicable code provisions and development standards of the applicable zoning district. **As proposed, the development meets the applicable development standards of the zoning district including the permitted use regulations, dimensional standards (floor area ratio, setback, lot coverage and height), and landscaping and screening**

standards and tree retention. The project is conditioned to meet parking and loading, mobility and access, and outdoor lighting requirements.

- ii. The locations of the buildings and structures, landscaping, pedestrian, bicycle and vehicular circulation systems are adequate, safe, efficient, and in conformance with the Non-motorized Transportation Plan. **As proposed and in conjunction with the Waterfront Park Improvement Project, the location of buildings, landscaping, and the motorized and non-motorized facilities are adequate, safe, and efficient.**

The site will incorporate a sidewalk along the side of the Rowing Club building as well as bicycle parking spaces. Further, the Rowing Club proposal was overlaid with the Waterfront Park Improvement Project to ensure that the pedestrian systems overlap and connect. The applicant is conditioned to continue to coordinate with the City's Engineering Project Manager to ensure that the connectivity on the eastern side of the building is provided to Waterfront Park.

- iii. The County Health District has determined that the proposal conforms to current standards for domestic water supply and sewage disposal. **The project is on City sewer and water. The City's Operations and Maintenance Staff found that the City has sewer and water capacity for the proposed development.**
- iv. The City Engineer has determined that the site plan and design review meets the following decision criteria:
 - a. The site plan and design conforms to regulations concerning drainage in Chapters 15.20 and 15.21 BIMC; **The project is proposed to connect to the stormwater improvements planned for Waterfront Park. The roof drains will connect to the catch basin along Shannon Drive and the footings will connect to rain ponds.**
 - b. 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 and enjoyment of properties downstream; **The Rowing Club will connect to the stormwater improvements planned for Waterfront Park. This will be an improvement from the current system that drains untreated stormwater into the Harbor.**
 - c. The streets and pedestrian ways as proposed align with and are otherwise coordinated with streets serving adjacent properties; **No new streets are being proposed. The Rowing Club is implementing changes to their operations to improve circulation through the site by limiting drop-off and pick-up to Bjune Road.**
 - d. The streets and pedestrian ways as proposed are adequate to accommodate anticipated traffic; **The site is already accessible by existing streets to the north (Brien Drive) and the south (Shannon Drive) and no new streets are**

proposed. Pedestrian ways are being added to connect the building to both Shannon and Brien Drive. To ensure connectivity during the Waterfront Park redevelopment project, the project is conditioned to coordinate with the City on their design for access from the eastern side of the building to the multi-use plaza and overlook(Condition 18).

- e. The site will rely on public water and sewer services, there is capacity in the water and sewer system to serve the site, and the applicable services can be made available at the site; **Sewer and water capacity exists for the site. Improvements to the water and sewer systems may be necessary and will be determined at building permit intake.**
- f. The site plan and design conforms to the “City of Bainbridge Island Engineering Design and Development Standards Manual”. **This condition is not applicable as no new roads are proposed.**
- g. The site plan and design is consistent with all applicable design guidelines in BIMC Title 18; **The project was reviewed by the Design Review Board on two different occasions, on February 2, 2015 & June 1, 2015. The Board recommended approval of the proposal. The project is found to be consistent with all applicable design guidelines.**
- h. No harmful or unhealthful conditions are likely to result from the proposed site plan; **The proposal will not create harmful or unhealthful conditions. The City of Bainbridge Island made changes to parking hours to ensure that parking is available for the multiple users of the park, and the Rowing Club has informed their members that drop-off and pick-up is limited to Bjune Drive to reduce congestion on Brien Drove.**
- v. The site plan and design is in conformance with the comprehensive plan and other applicable adopted community plans; **The proposal was reviewed for consistency with the Winslow Way Master Plan and was found to further its policies and goals by maintaining and enhancing the community character, improving open space and trails, providing bicycle circulation and facilities through the site.**
- vi. The site plan and design has been prepared consistent with the purpose of the site design review process. **The project is found to be consistent with the purpose of the site design review process. The project is found to preserve and protect an existing use in Waterfront Park.**

II. Conclusions

As conditioned, the site plan and design review is consistent with the Comprehensive Plan and the applicable sections of the Bainbridge Island Municipal Code. Appropriate notice of application was made and comments considered.

This approval expires and is void if the applicant fails to file for a building permit within three years of the effective date of the approval, subject to the extension provisions of BIMC 2.16.020.M.

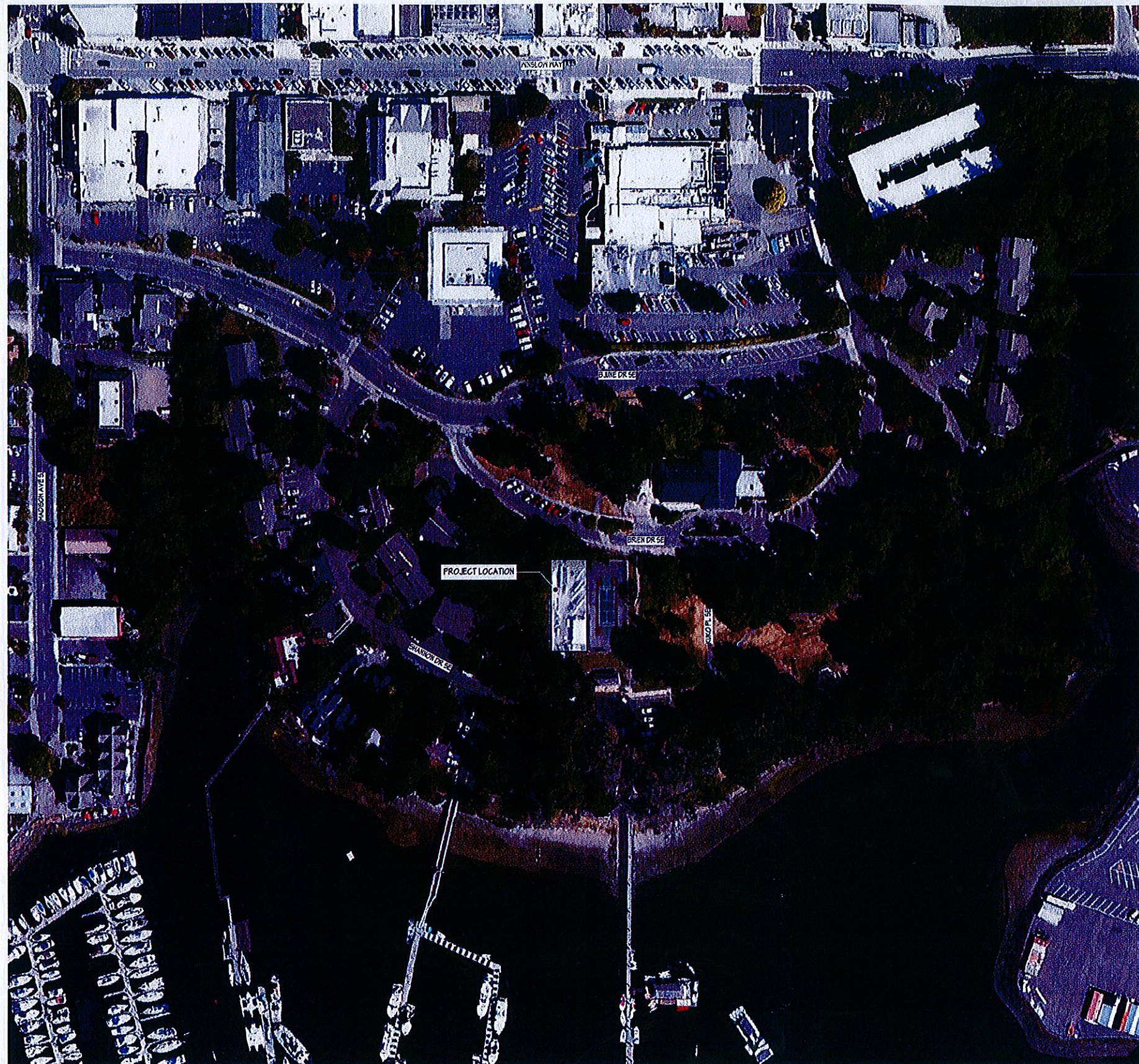
III. Appeal Procedures

Any decision by the Director may be appealed to the Hearing Examiner in accordance with the procedures set forth in BIMC Chapter 2.16.

IV. Attachments

- A. Revised Site Plan drawings submitted on August 18, 2015
- B. Site Plan and Design Review Application submitted April 29, 2015
- C. Meeting Minutes from the March 2, 2015 Design Review Board meeting
- D. Public Participation Meeting Minutes from March 23, 2015
- E. Meeting Minutes from the June 1, 2015 Design Review Board Meeting
- F. Fire Marshal comments submitted to the City on June 20, 2015
- G. Operations and Maintenance e-mail exchange with City Staff on August 31, 2015
- H. Building Official comments submitted on June 4, 2015
- I. Development Engineer comments submitted on September 16, 2015
- J. City Council Agenda Bill for the Waterfront Park Conversion dated July 14, 2010
- K. Memorandum from Mark Epstein regarding Tree Unit Analysis submitted on September 9, 2015
- L. Rowing Membership & Hours/Days of Use, 2015
- M. Parking Analysis by Sue Barrington compiled Spring 2015
- N. Waterfront Park Community Center Parking Requirements by Day and Hour
- O. Parking Demand Analysis provided by the applicant submitted April 29, 2015
- P. Mixed Use Town Center and High School Road Districts General Design Guidelines submitted April 29, 2015
- Q. Ground Lease between the City of Bainbridge Island and the Rowing Club entered on August 25, 2014
- R. Bainbridge Island Rowing Fall Newsletter, dated September 2014
- S. E-mail from Mark Epstein to Heather Beckmann dated September 17, 2015
- T. Waterfront Park Improvement Project Site Plan dated July 29, 2015

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VICINITY MAP 1

APPLICANT: CITY OF BAINBRIDGE ISLAND

ZONING: CORE DISTRICT
TOTAL SITE AREA: .365 ACRES
PROPOSED GROSS BUILDING AREA: 12,000 SQFT
PROPOSED BUILDING FOOTPRINT: 6,000 SQFT
PROPOSED LOT COVERAGE (BLDG FOOTPRINT): 71%
IMPERVIOUS SURFACE PERCENTAGE: 19%
OPEN SPACE PERCENTAGE (LESS BUILDING): 21%
PERCENTAGE OF SITE LANDSCAPED: 21%
PARKING PROVIDED: EXISTING + 100 SPACES
BIKE PARKING: EXISTING + 4 NEW SPACES
EXISTING TREE COUNT: 94 T.U.
REQUIRED TREE UNITS (T.U.) PER BIMC SECTION 18.15.010:
40 X .365 ACRES = 14.6 T.U.
TOTAL TREE UNITS = 81.6 T.U.
BUILDING HEIGHT: 20'-0"

SHEET INDEX

- A1 VICINITY PLAN, 4 GENERAL NOTES
- A2 SITE PLAN
- A3 FLOOR PLANS
- A4 SECTION
- A5 ELEVATIONS
- A6 ELEVATIONS
- A7 LANDSCAPE PLAN
- A8 LIGHTING PLAN
- A9 UTILITY PLAN
- A10 SITE SURVEY

2/23/15

2009 REGISTERED ARCHITECT
JAMES L. CUTLER
State of Washington

REVISIONS	DATE	DESCRIPTION
1	02/23/15	PER CITY AND TOWN

Cutler Anderson Architects
135 Parlett Way SW, Bainbridge Island, WA 98110
P:206.842.4710 F:206.842.4420
Email: contact@cutler-anderson.com

ROWING CENTER AT
WATERFRONT PARK
BAINBRIDGE IS, WA

© Cutler Anderson Architects

Context Plan

BAINBRIDGE ISLAND

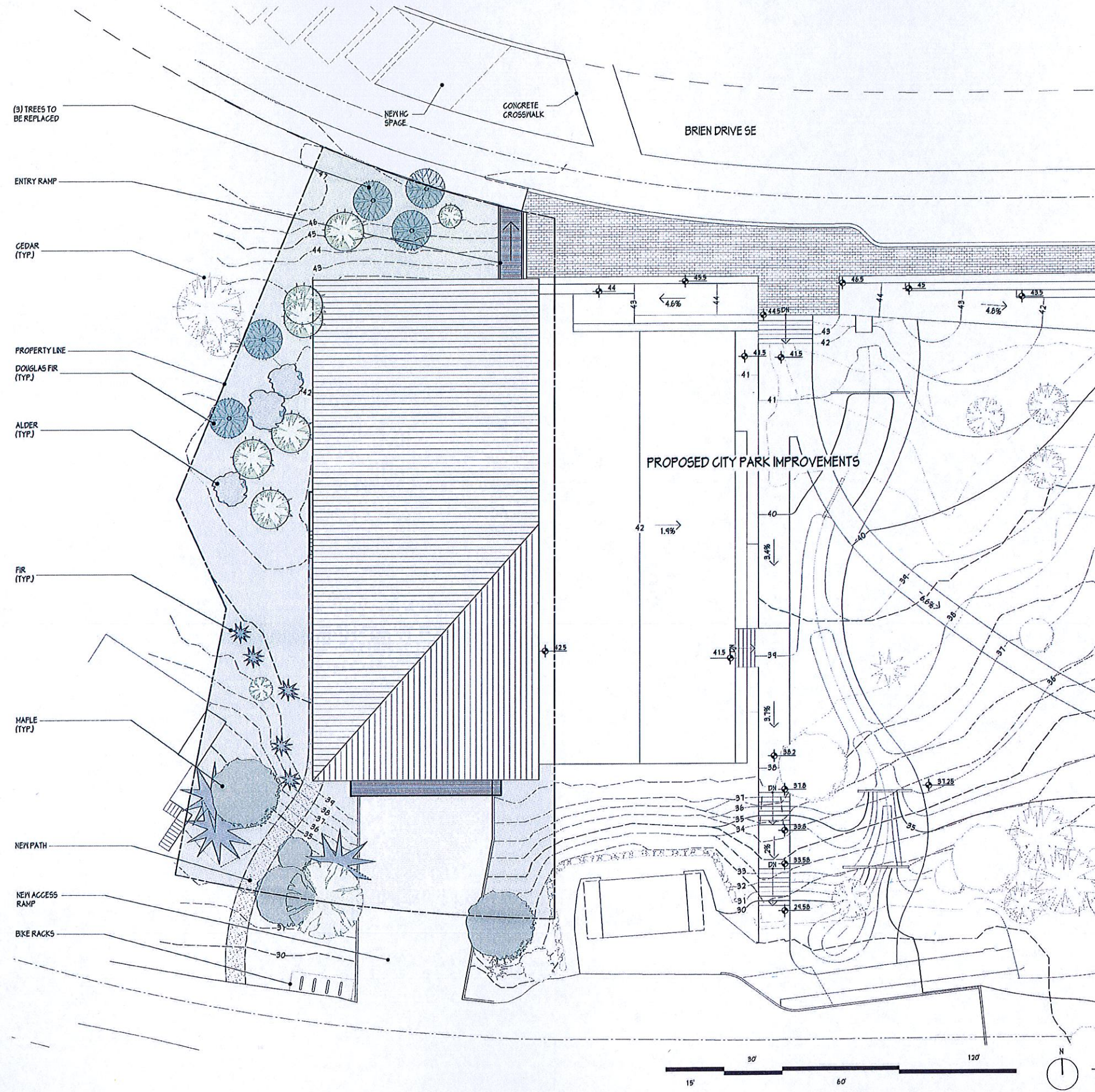
APR 29 2015

DEPT OF PLANNING &
CITY DEVELOPMENT

NOTE: Do not scale drawings

ATTACHMENT A

V:\Volumes\MacServer\Prod\Projects\Bainbridge Island Rowing\01 CADD\ArchCAD\150324 BIR Boat House.plt, 8/21/15, 11:16 AM



Site Plan 1

SCALE: 1/16" = 1'-0"
NOTE: Do not scale drawings

8/21/15

3009 REGISTERED ARCHITECT
JAMES L. CUTLER
State of Washington

REV.	DATE	DESCRIPTION

Cutler Anderson Architects
135 Parrott Way SW, Bainbridge Island, WA 98110
P: 206.842.4710 F: 206.842.4420
Email: contact@cutler-anderson.com

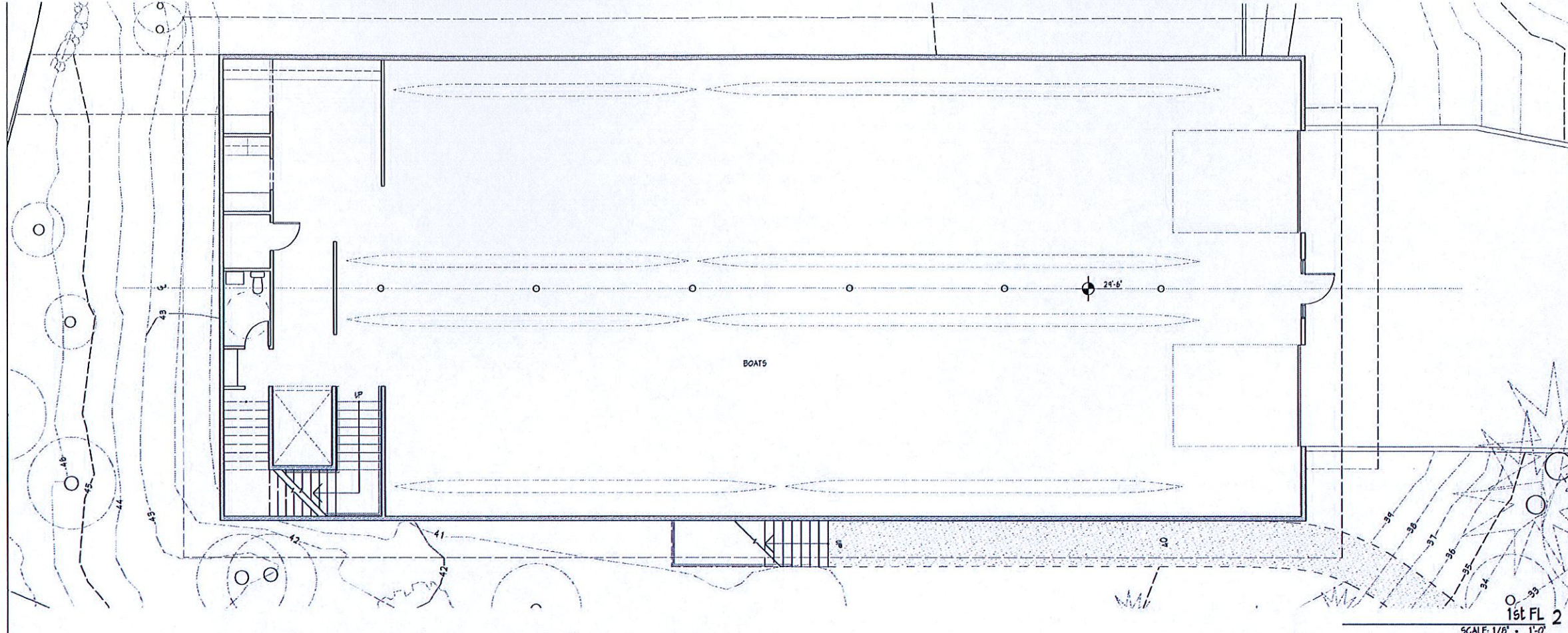
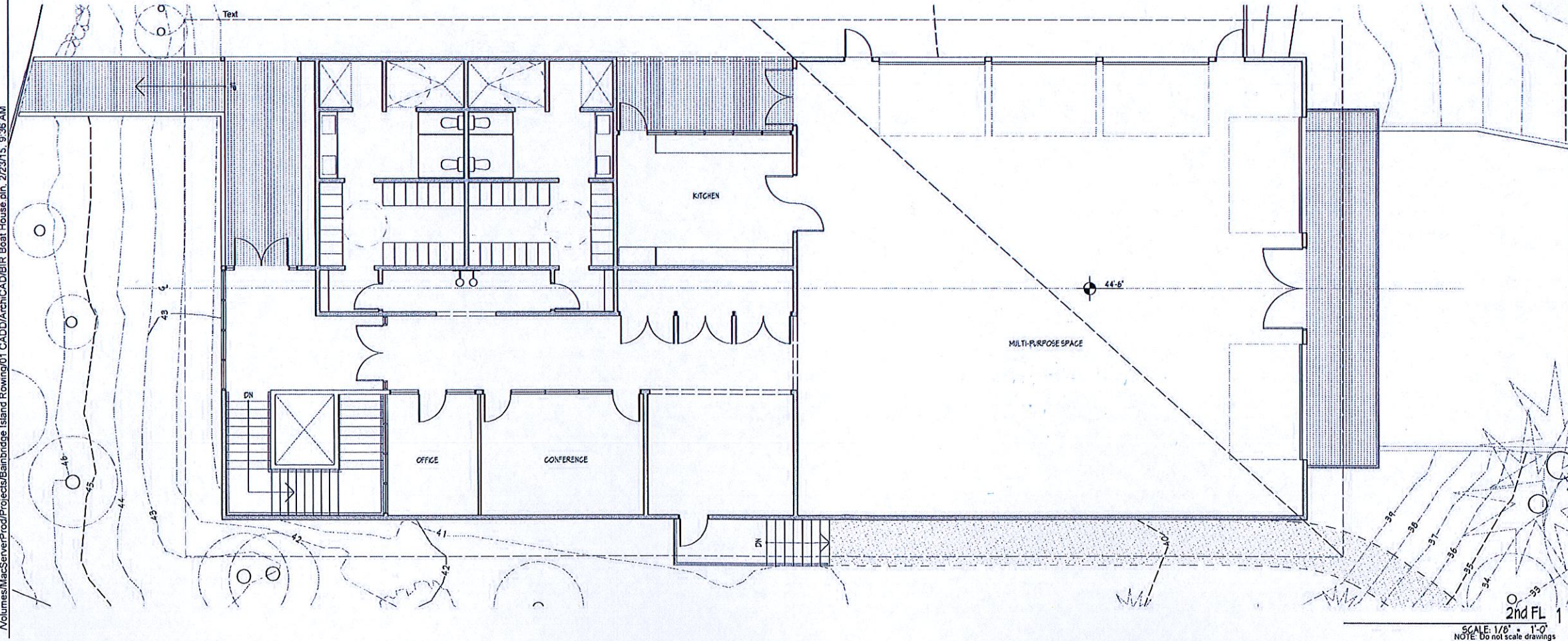
ROWING CENTER AT
WATERFRONT PARK
BAINBRIDGE IS., WA

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Site Plan

A.2

Volumes/MacServer/Prod/Projects/Bainbridge Island Rowing/01 CAD/Arch/CAD/BIR Boat House.dwg, 2/23/15, 9:36 AM



2/23/15

3009 REGISTERED ARCHITECT
JAMES L. CUTLER
State of Washington

REVISION	DATE	BY	DESCRIPTION
1	2/23/15	JLC	FINAL APPROVAL

Cutler Anderson Architects
135 Parfit Way SW, Bainbridge Island, WA 98110
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BAINBRIDGE ISLAND
APR 29 2015
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CITY DEVELOPMENT
Floor Plans

A.3

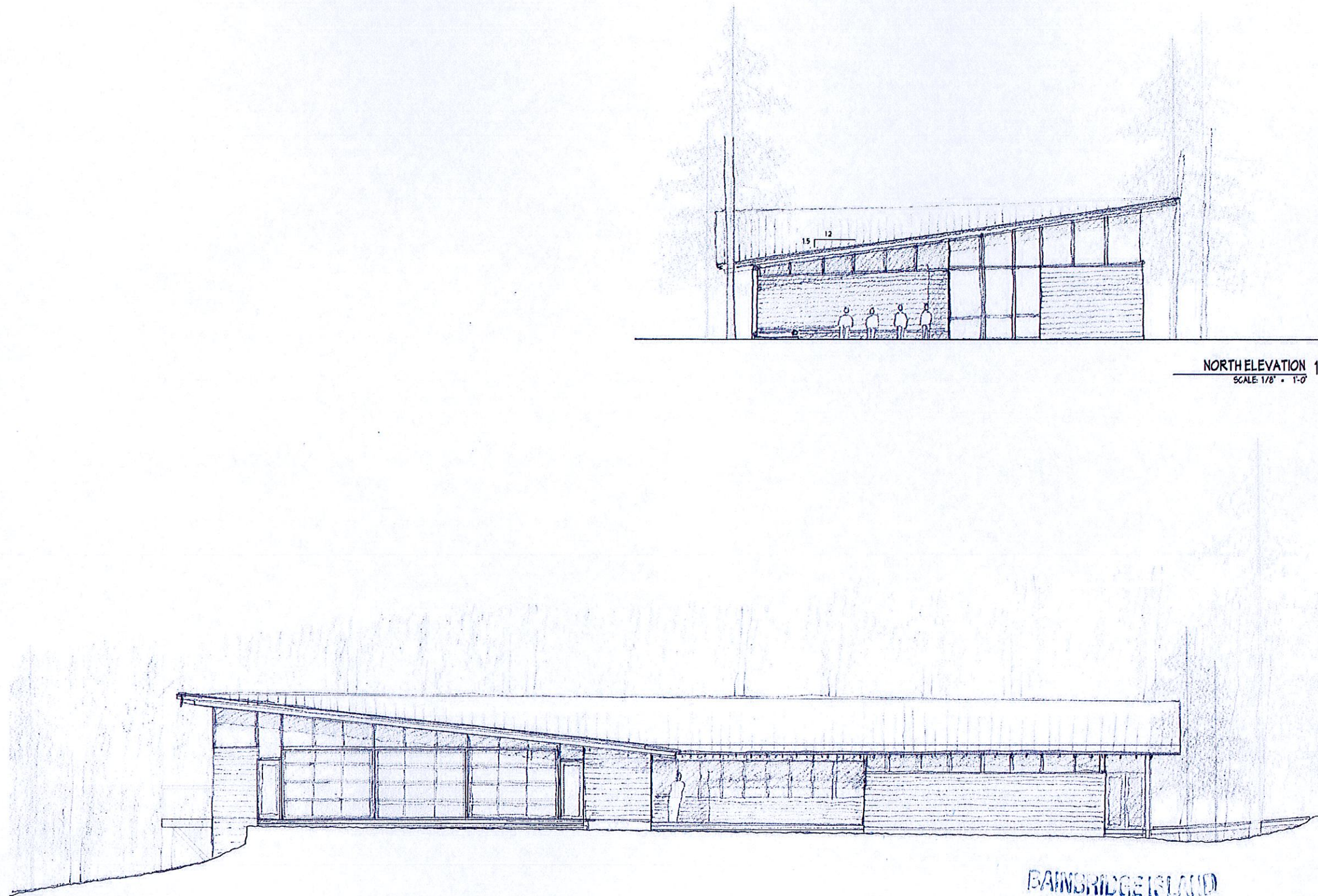
Architectural drawing of a building elevation. The building features a long, low profile with a sloped roof on the left side. The roof is supported by a series of trusses. The facade is composed of a series of vertical panels, some of which are windows. The building is set against a background of trees and a hillside. The drawing is a technical sketch, likely for a permit application.

BANNING
APR 2
DEPT OF

NOTE: Do not scale drawings

A.4

N:\Volumes\MacServer\Prod\Projects\Bainbridge Island Rowing\01 CAD\Arch\CA\BIR Boat House.plt, 2/20/15, 8:56 AM



NORTH ELEVATION 1
SCALE: 1/8" = 1'-0"

EAST ELEVATION 2
SCALE: 1/8" = 1'-0"

BAINBRIDGE ISLAND
APR 29 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

NOTE: Do not scale drawings

2/20/15

3099 REGISTERED
ARCHITECT
JAMES L. CUTLER
State of Washington

REVISIONS
DATE
BY
DESCRIPTION

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135 Parfit Way SW, Bainbridge Island, WA 98110
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Email: contact@cutler-anderson.com

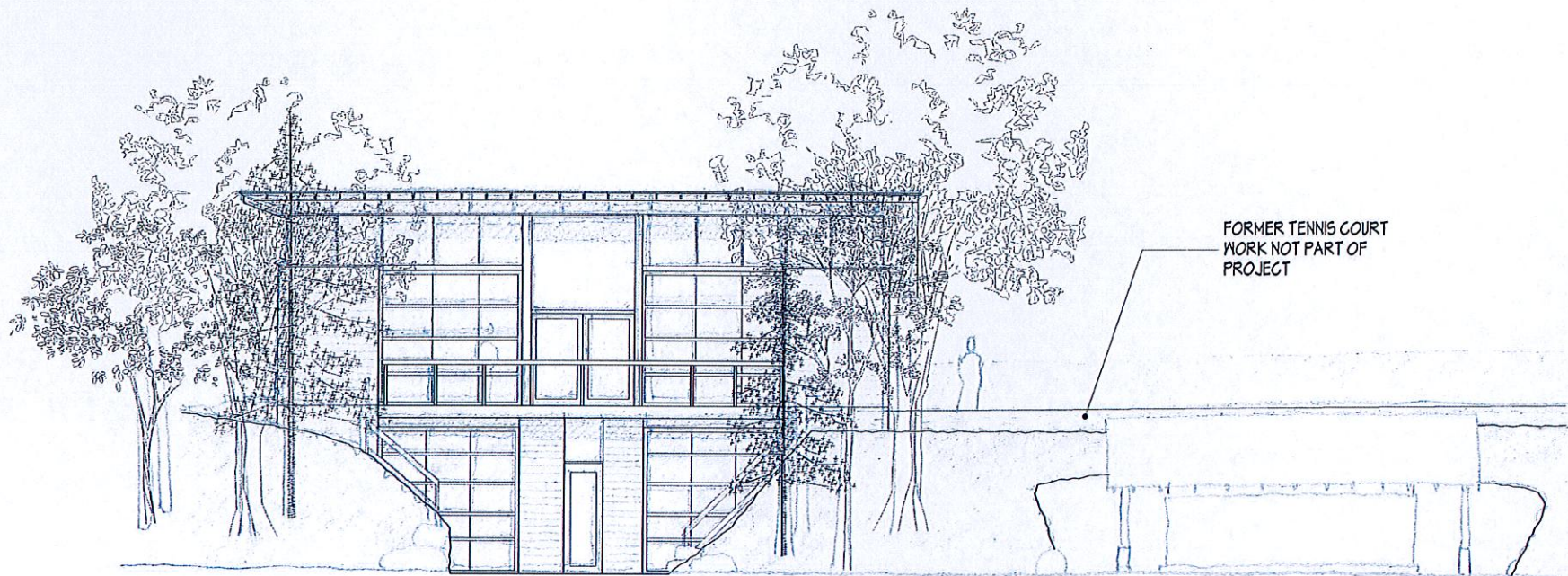
ROWING CENTER AT
WATERFRONT PARK
BAINBRIDGE IS, WA

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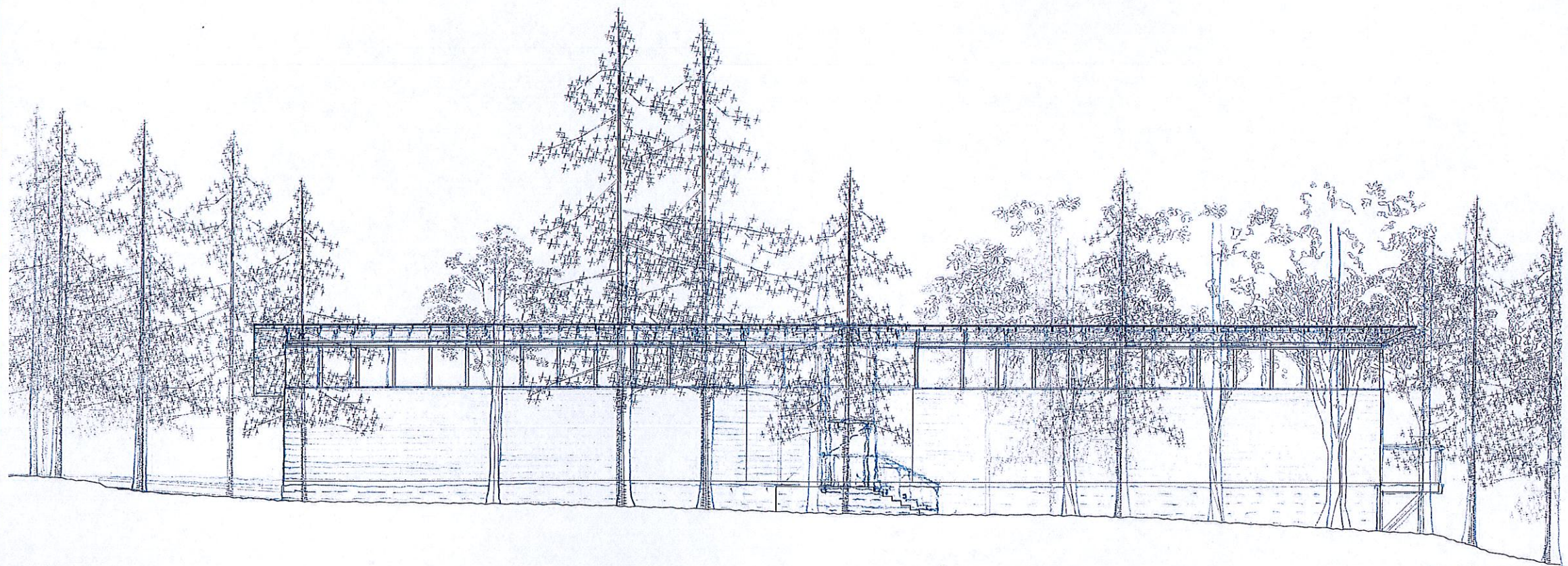
ELEVATIONS

A.5

\\Volumes\\MacServer\\Prod\\Projects\\Bainbridge Island Rowing01 CADD\\ArchCAD\\150324_BIR Boat House.dgn, 8/21/15, 11:16 AM



SOUTH ELEVATION 1
SCALE: 1/8" = 1'-0"



WEST ELEVATION 2
SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

8/21/15

2009 REGISTERED
ARCHITECT
JAMES L. CUTLER
State of Washington

REVISION	DATE	DESCRIPTION

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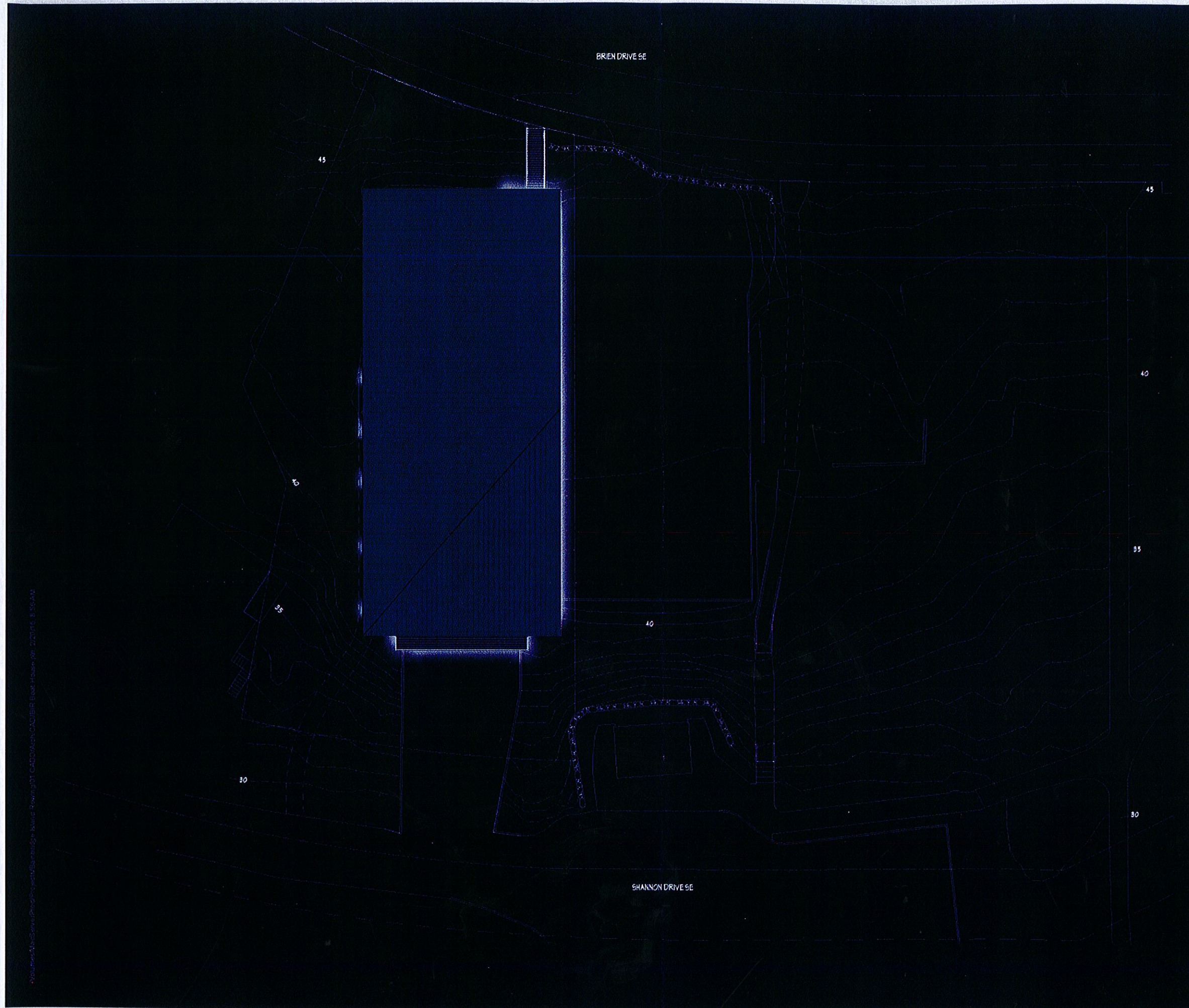
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WATERFRONT PARK
BAINBRIDGE IS, WA

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Elevations

A.6

Volume 10: Service Road Project - Bainbridge Island - Rowing Center, CAD/Arch/CAD/Arch/Book House 08/22/2015 3:55:44



2/20/15

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ARCHITECT
JAMES L. CUTLER
State of Washington

REVISIONS
DATE
BY
REASON

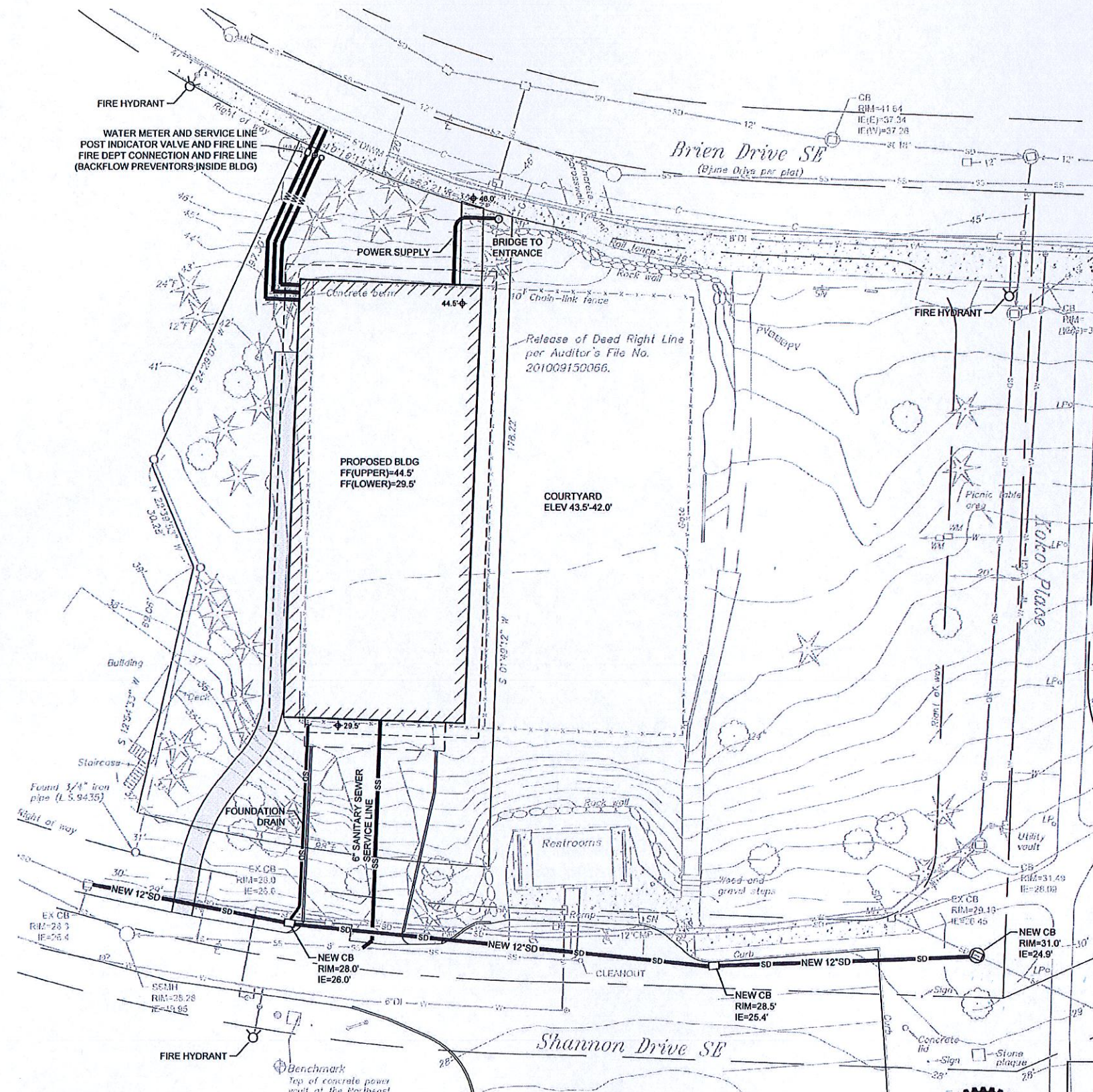
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Email: contact@cutler-anderson.com

ROWING CENTER AT
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BAINBRIDGE ISLAND
APR 29 2015
DEPT OF PLANNING &
LIGHTING PLAN
CITY DEVELOPMENT

A.8



UTILITY NOTES

WATER SUPPLY

WATER SUPPLY FOR DOMESTIC USE AND FIRE SPRINKLERS WILL BE DRAWN FROM THE EXISTING 8" WATER MAIN IN BRIEN DRIVE. FIRE HYDRANTS ARE LOCATED ON BRIEN DRIVE ON EITHER SIDE OF THE BUILDING AND ON SHANNON DRIVE ACROSS FROM THE BUILDING.

SEWER SERVICE

THE SEWER SERVICE LINE WILL CONNECT TO THE EXISTING SANITARY SEWER IN SHANNON DRIVE. THE CONNECTION WILL BE MADE EITHER TO THE 8" SEWER (AS SHOWN) OR TO THE 6" SERVICE LINE FOR THE RESTROOMS.

STORM DRAINAGE

1. MANAGEMENT OF STORMWATER RUNOFF FROM THE BUILDING ROOF WILL BE COORDINATED WITH THE CITY'S WATERFRONT PARK IMPROVEMENTS PROJECT. GOALS OF THE PROJECT EMPHASIZE LOW IMPACT DEVELOPMENT METHODS AND SURFACE EXPRESSION OF STORMWATER CONVEYANCE FOR ENVIRONMENTAL AND EDUCATIONAL PURPOSES.

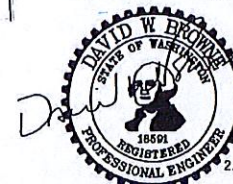
2. THE EXISTING STORM DRAIN ALONG THE NORTH EDGE OF SHANNON DRIVE IS IN POOR CONDITION AND IS TOO SHALLOW TO PROVIDE ADEQUATE DRAINAGE OF THE BUILDING FOUNDATION. THE PLAN SHOWS A REPLACEMENT DRAINAGE SYSTEM CONNECTING TO THE EXISTING CITY DRAINAGE SYSTEM. THIS ELEMENT WILL ALSO BE COORDINATED WITH THE PARK PROJECT.



SITE PLAN

SCALE: 1"=20'

0 5 10 20 40



Utility Plan Rowing Center at Waterfront Park Design Review Board Submittal

BROWNE • WHEELER
ENGINEERS, INC
241 ERICKSEN AVENUE NE
BAINBRIDGE ISLAND, WA 98110
P 206.842.0605 INFO@BrowneWheeler.COM

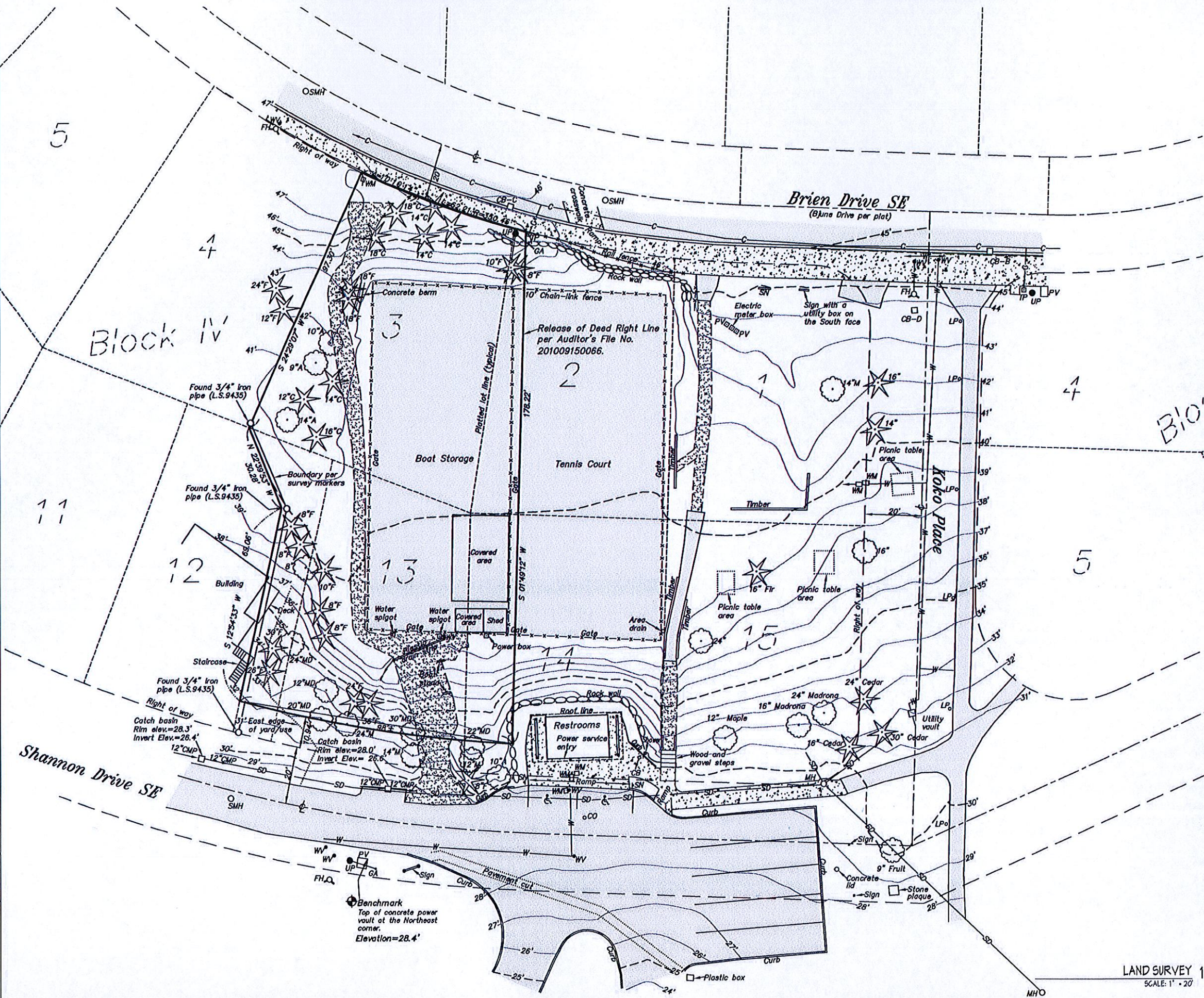
Bainbridge Island Rowing
Bainbridge Island, Washington

DATE Feb 23, 2015
DESIGNED D Browne
DRAWN D Browne
CHECKED
PROJECT # CH15

C1

1 of 1

V:\Volumes\MacServer\Prod\Projects\Bainbridge Island Rowing\01 CAD\Arch\CAD\BIR Boat House.pln, 2/20/15, 9:49 AM



2/20/15

3009 REGISTERED ARCHITECT
JAMES L. CUTLER
State of Washington

Cutler Anderson Architects
135 Purita Way SW, Bainbridge Island, WA 98110
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BAINBRIDGE IS, WA

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BAINBRIDGE ISLAND

APR 29 2015

DEPT OF PLANNING &
CITY DEVELOPMENT
SURVEY

A.10

LAND SURVEY 1
SCALE: 1" = 20'

NOTE: Do not scale drawings

NOTICED - June 12

CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.

PENCIL WILL NOT BE ACCEPTED.



DATE STAMP FOR CITY USE ONLY BAINBRIDGE ISLAND APR 29 2015 DEPT OF PLANNING & CITY DEVELOPMENT	TO BE FILLED OUT BY APPLICANT PROJECT NAME: <u>ROWING CENTER WATERFRONT WALK</u> TAX ASSESSOR'S NUMBER: <u>4114-002-001-0000</u> PROJECT STREET ADDRESS OR ACCESS STREET: ENVIRONMENTAL CHECKLIST SUBMITTED: ☒ YES ☐ NO
FOR CITY USE ONLY FILE NUMBER: <u>PLN 50155 SPR</u> PROJECT NUMBER: <u>50155</u> DATE RECEIVED: <u>4.29.2015</u> APPLICATION FEE: <u>\$8586.00</u> TREASURER'S RECEIPT NUMBER: <u>15-00379</u>	
SUBMITTAL REQUIREMENTS	
APPLICATION	<i>One original (which must contain an original signature) and six copies must be provided. Whenever possible, originals must be signed in blue. Please identify the original document.</i>
SUPPORTING DOCUMENTS	<i>One original (which must contain an original signature), where applicable, and six copies (if an original is not applicable, seven copies must be provided).</i>
FULL-SIZE DRAWINGS	<i>Seven copies of the required drawings must be provided. Drawings must be folded and 18" x 24" in size. No construction drawings or other sized drawings will be accepted unless specifically requested.</i>
REDUCED DRAWINGS	<i>Five copies of the drawings reduced to 11" x 17" must be provided.</i>
SUBMITTING APPLICATIONS	<i>Applications must be submitted in person by either the owner or the owner's designated agent. Should an agent submit the application, a notarized Owner/Agent Agreement must accompany the application. Please call (206) 780-3762 to make an appointment to submit your application.</i>
FEES	<i>Please call the Department of Planning & Community Development for submittal fee information.</i>
ATTACHED SUBMITTAL CHECKLIST	<i>Please refer to attached Submittal Checklist for further information. NOTE: when submitting this application, please do not copy or include the Submittal Checklist sheets attached to the back of this application.</i>
APPLICATIONS WILL NOT BE ACCEPTED unless these basic requirements are met and the submittal packet is deemed counter complete.	

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
280 MADISON AVENUE NORTH • BAINBRIDGE ISLAND, WA • 98110-1812
PHONE: (206) 842-2552 • FAX: (206) 780-0955 • EMAIL: pcd@bainbridgewa.gov
www.ci.bainbridge-isl.wa.us

CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.

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5. Description of proposal:

TWO STORY BUILDING (WITH DAYLIGHT BASEMENT) FOR BOAT STORAGE ON GROUND FLOOR AND SECOND FLOOR WITH LOCKER ROOMS, KITCHEN, MULTI-PURPOSE ROOM, OFFICES AND STORAGE. TOTAL SF OF EACH FLOOR IS 6,000 FOR A TOTAL OF 12,000 SF

6. Driving directions to site:

WEST EDGE OF WATERFRONT PARK, AT EXISTING WEST TENNIS COURT.

7. Please give the following existing parcel information:

Assessor's Parcel Number	Parcel Owner	*Lot Area
A114.002.001.0000	CITY OF BAINBRIDGE ISLAND	
Use additional sheet if necessary	Total of all parcels:	

* As defined in Bainbridge Island Municipal Code 18.12.050

8. Legal description (or attach):

SEE ATTACHED SURVEY

9. Current comprehensive plan, zoning and shoreline designations and use of subject parcel(s):

Lot Number	Comp Plan Designation	Zoning Designation	Shoreline Designation	Current Use
Lot	CORE	CORE	URBAN	PARK
Lot				
Lot				
Lot				

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

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SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.

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10. Current comprehensive plan, zoning and shoreline designations and use of adjacent properties:

Property	Comp Plan Designation	Zoning Designation	Shoreline Designation	Current Use
North	COKE	URBAN	NA	STREET
South	COKE	URBAN	NA	STREET
East	COKE	URBAN	NA	PARK
West	COKE	URBAN	NA	HOUSING

11. Common name of adjacent water area or wetlands area:

EAGLE HARBOR

12. Does the site contain an environmentally sensitive area as defined in Critical Areas Ordinance (Bainbridge Island Municipal Code Chapter 16.20)?

☐ yes ☒ no ☐ unknown

If yes, check as appropriate:

☐ wetland*	☐ geologically hazardous area**
☐ wetland buffer*	☐ zone of influence**
☐ stream*	☐ slope buffer**
☐ stream buffer*	☐ fish and wildlife habitat area

* If your site includes a wetland or wetland buffer, a wetland report is required with your application.

**If your site includes a geologically hazardous area or is within the zone of influence as defined in Bainbridge Island Municipal Code 16.20, a geotechnical report may be required with your application.

13. Are there underlying/overlying agreements on the property?

☐ yes ☒ no ☐ unknown

If yes, check as appropriate and provide a copy of the decision document:

☐ CUP Conditional Use Permit	☐ SPR Site Plan Review
☐ MPD Master Planned Development	☐ SPT Short Plat
☐ PUD Planned Unit Development	☐ SSDP Shoreline Permit
☐ REZ Contract Rezone	☐ SUB Prior Subdivision
☐ RUE Reasonable Use Exception	☐ VAR Zoning Variance
	☐ Other:

Under which jurisdiction was the approval given?

☐ City of Bainbridge Island ☐ Kitsap County

Approval date: _____

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CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.

PENCIL WILL NOT BE ACCEPTED.



14. Is there any other information which is pertinent to this project? ☒ yes ☐ no

If yes, please explain:

LEASE OF PORTION OF PARK TO BAINBRIDGE
ISLAND ROWING (BR)

B. TECHNICAL INFORMATION

1. Name of water purveyor:

CITY OF BAINBRIDGE ISLAND

If a private well, what class?

2. Type of sewage disposal:

☐

on-site septic

☐

off-site septic

☐

sewer

Sewer district:

☒

City of Bainbridge Island

☐

Sewer District 7

3. General description of the existing terrain:

SLOPED AT BRIEN AND SHAWNO,
WITH LEVEL BENCH IN BETWEEN.

4. Soil survey classification:

CNK

5. Flood plain designation:

☐

X

☐

AE

NA

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

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CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.

PENCIL WILL NOT BE ACCEPTED.



6. Access (street functional road classifications):

Street Type	Required ROW Width	Street Name	Existing ROW Width
primary arterial	150 feet	Highway 305	
secondary arterial	60 feet		
collector	50 feet		
residential urban	40 feet		
residential suburban	30 feet		
private	20 - 30 feet		

7. Sidewalks are adjacent to the parcel:

☒ yes BRIEN ☒ no SHANNON
If yes, existing sidewalks are 5 feet wide.

Sidewalk installation is proposed as part of the development project:

☐ yes☐ no

Proposed sidewalks:

☐ adjacent to the parcel and are to be

_____ feet wide.

☐ internal to the proposal and are to be

_____ feet wide.

8. Intended use of the land, as well as the sequence and timing of the proposed development:

ROWING CENTER AS PART OF PARK.

9. Floor area ratio:

12,000^{sq} ON EXISTING 15,776^{sq} LEASE. PROPOSE
TO USE SOME OF PARKS UNUSED PARK
50' x 120'

10. Dimensions of proposed structures:

11. Height of proposed buildings or structures:

LESS THAN 25'

12. Square footage of all spaces:

retail: _____

office: _____

storage: 6,000

residential: _____

other: 6,000

13. Number of stories proposed:

TWO

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CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.

PENCIL WILL NOT BE ACCEPTED.



14. Square feet per story: (1) 6,000 (2) 6,000 (3) _____
15. Setback requirements:
north: 0' south: 0'
east: 0' west: 0'
16. Number of parking stalls required: EXISTING, SEE ATTACHED
17. Number of parking stalls proposed: "
18. Amount of square footage of proposed paved areas: UNDER RAVE & RAMP
19. Square footage of building area: 12,000^{sq}
20. Percent of site to be covered by impervious surfaces: 50 %
(If the proposal results in more than 1,000 square feet of additional impervious surface, a drainage plan shall be required.)
21. Percentage of site to be covered by landscaping: 50 %
22. Percentage of parking area to be covered by landscaping: NA %
23. Percentage of site to remain undeveloped: 35 %
24. Is the applicant proposing any terms, conditions, covenants and agreements or other documents regarding the intended development: (If yes, attach copies)
☐ yes ☒ no ☐ unknown
25. List any other permits for this project from state, federal or local governmental agencies for which you have applied or will apply, including the name of the issuing agency, whether the permit has been applied for, and if so, the date the application was approved or denied, and the application or permit number:
COBI SITE PLAN & DESIGN REVIEW, BUILDING PERMIT

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
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SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.

PENCIL WILL NOT BE ACCEPTED.



26. Will the completed project result in 800 or more square feet of impervious surface
(building footprint + driveways + parking)? ☒ yes ☐ no ☐ unknown

27. Will the project result in clearing more than six significant trees or 2,500 square feet of ground?
☐ yes ☒ no ☐ unknown

28. Do storm water systems exist on the site? ☒ yes ☐ no ☐ unknown

If yes, were they constructed after 1982? ☒ yes ☐ no ☐ unknown

If yes, what type of storm water system exists on the site?
☐ infiltration ☐ open ditching ☒ closed conveyance ☐ detention

29. Will the completed project result in excavating of or filling in:

☐ less than 50 cubic yards. ☐ more than 50 cubic yards but less than 100 cubic yards. ☒ more than 100 cubic yards.

I hereby certify that I have read this application and know the same to be true and correct.

*Signature of owner or authorized agent

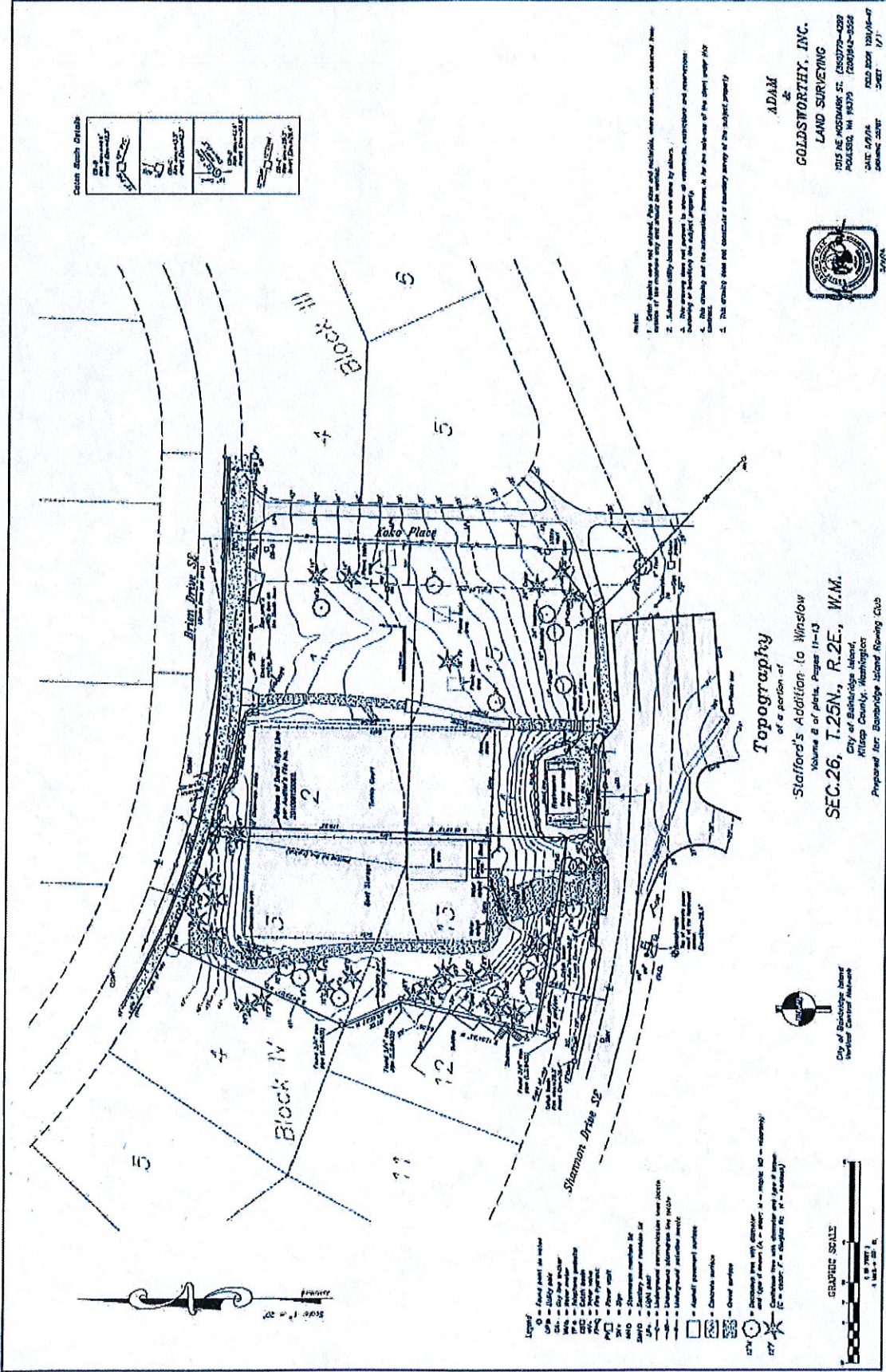
Date

BRUCE ANDERSON

Please Print

**If signatory is not the owner of record, the attached "Owner/Agent Agreement" must be signed and notarized.*

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280 MADISON AVENUE NORTH • BAINBRIDGE ISLAND, WA • 98110-1812
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Other South Drivels

	1/2 inch wide road
	1/4 inch wide road
	1/8 inch wide road
	1/16 inch wide road
	1/32 inch wide road

- Notes:
1. This plat is to be used in connection with the plat of the same name, and shall be used in connection with the plat of the same name, and shall be used in connection with the plat of the same name.
 2. The plat is to be used in connection with the plat of the same name, and shall be used in connection with the plat of the same name.
 3. The plat is to be used in connection with the plat of the same name, and shall be used in connection with the plat of the same name.
 4. The plat is to be used in connection with the plat of the same name, and shall be used in connection with the plat of the same name.
 5. The plat is to be used in connection with the plat of the same name, and shall be used in connection with the plat of the same name.

ADAM
GOLDSTORTHY, INC.
LAND SURVEYING
1015 N. JOHNSON ST. (NORTH-400)
POULSON, MI 48179 (248) 342-5525
DATE 1/1/14 FILED 2014 12/16/14
JAMES J. JONES



Topography
of a portion of
Stafford's Addition to Winslow
Volume 8 of plat, Pages 11-13
SEC. 26, T. 25N., R. 2E., W.M.
City of Bismarck, North Dakota
Klepp County, North Dakota
Prepared for: Bismarck Island Rowing Club

- Legend
- = Found point on water
 - = 1/2 inch wide road
 - = 1/4 inch wide road
 - = 1/8 inch wide road
 - = 1/16 inch wide road
 - = 1/32 inch wide road
 - = 1/64 inch wide road
 - = 1/128 inch wide road
 - = 1/256 inch wide road
 - = 1/512 inch wide road
 - = 1/1024 inch wide road
 - = 1/2048 inch wide road
 - = 1/4096 inch wide road
 - = 1/8192 inch wide road
 - = 1/16384 inch wide road
 - = 1/32768 inch wide road
 - = 1/65536 inch wide road
 - = 1/131072 inch wide road
 - = 1/262144 inch wide road
 - = 1/524288 inch wide road
 - = 1/1048576 inch wide road
 - = 1/2097152 inch wide road
 - = 1/4194304 inch wide road
 - = 1/8388608 inch wide road
 - = 1/16777216 inch wide road
 - = 1/33554432 inch wide road
 - = 1/67108864 inch wide road
 - = 1/134217728 inch wide road
 - = 1/268435456 inch wide road
 - = 1/536870912 inch wide road
 - = 1/1073741824 inch wide road
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STAFFORD'S ADDN TO WINSLOW

PTN BLKS 2 & 3 & 4 & 5 & 6 CNVYD BY AUD NO.1077094 & 95 DAF, LOT 1 THRU 6
& 9 BLK 2, LOTS 2 THRU 7 BLK 3, LOTS 1 THRU 3 & LOTS 13 THRU 15 BLK 4 & PTN
LOT 12 LY ELY OF FDL, BEG 14FT WLY OF SE COR TH NLY ALG LN PLT ELY LN
SD LOT 80FT TH NWLY IN STRT LN TO MOST WLY COR & TERM LN



**CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD
Regularly Scheduled Meeting Minutes
Monday, March 2, 2015 at 2:00 p.m.
City Council Conference Room
280 Madison Ave N
Bainbridge Island, Washington 98110**

Call to Order (Attendance, Agenda, Ethics)
Approval of Minutes – February 2, 2015 Meeting
Waterfront Park Rowing Center PLN50155 PRE Pre-Application
Pleasant Beach Resort PLN13880D SPR Site Plan Review
Old and New Business
Adjournment

Call to Order (Attendance, Agenda, Ethics)

Chair Mark Levine called the meeting to order at 2:02 PM. Design Review Board Members in attendance were Adrian Sawyer, Alan Grainger, Jim McNett, Chuck Depew and Peter Perry. City Staff in attendance were Senior Planner Heather Beckmann, Capital Projects Manager Mark Epstein, and Planning Manager Joshua Machen. Administrative Specialist Jane Rasely monitored recording and prepared the minutes.

Approval of Minutes – February 2, 2015 Meeting

Alan Grainger moved to accept the February 2, 2015 meeting minutes. Peter Perry seconded the motion which was approved 5-0 with Chuck Depew abstaining since he did not attend that meeting.

Waterfront Park Rowing Center PLN50155 PRE Pre-application

Senior Planner Heather Beckmann gave an overview of the project highlighting the unique aspects including the timing of it with the Waterfront Park (WFP) Master Plan noting that it does not have an extra layer of specific guidelines as residential and commercial buildings do. She mentioned the developer is looking for design feedback like that given during the first two phases of Waterfront Park redevelopment and that the project will still be going through a major site plan review.

Alan asked why this was not a commercial building when the second floor is meeting space. Heather replied that it is more of a storage building and the applicant has not yet determined what the second story meeting space will be used for. It is possible that space will only be primarily used by the rowing team. Parking was also brought up based upon the status of the building. Since it is unknown how it will be used, the applicant will provide more information at the actual Site Plan Review and the parking will flow from the use. She stated the applicant has had conversations with both City Manager Doug Schulze and Planning Director Kathy Cook about parking and that this is one of those uses that the City does not have a set amount of parking the developer

must provide. She stated the developer's impression is that parking is not an issue because the demand for parking should not increase based upon their project.

Jim asked whether the City was going to allocate spaces for the building. Mark Epstein replied no, the City will not allocate parking spaces for it. He also explained that the Rowing Club is building the project, but handing the deed over to the City after the project is completed. Jim stated the only real issue about this building is the lack of parking.

Alan brought up that it will then be a public building with a private use. Mark stated that the developer and Director Kathy Cook had met and felt the current parking situation will be adequate.

Chuck brought up that really it is a public project, a City project and the City should be an applicant.

Jim brought up that the parking doesn't work now, so when you build this with the hope of increasing activity in the park, we will have even more parking issues.

Mark spoke about looking at the big picture overall at the City and not taking it in pieces. The last six months, the DRB has been talking about the problem of parking because individual projects add up to a larger parking issue than the individual pieces/projects provide. Heather replied there would be more discussion about parking as the project continues.

The applicant was invited in at 2:17 PM.

Bruce Anderson gave an overview of the project for the Rowing Club. He spoke about using the same footprint of the tennis court they are currently using for storage. The ground floor will be dedicated storage and the second floor will be locker rooms, office space and a multi-use room to serve primarily as a training room and meeting space. That space would be available for the public to use when the rowing schedule will accommodate it. The City has allocated this part of the park which was removed from the restrictions imposed by the State when the purchase of land for WFP was made.

Mark asked how many rowers there are: 120 junior rowers in the spring, 110 in the fall and 60-80 Masters. The number of rowers was a determinant for the size of the building. Eagle Harbor can only support about 120 rowers at one time. Discussion ensued about the size of potential regattas and how many rowers would be coming in and out. A model of the proposed building was displayed and spoken about.

Bruce spoke about creating an open gathering space to the east of the proposed building. There will be an ADA accessible route between Brien and Shannon. The grading may change as the project progresses. Currently planned for 18 inches below Brien but could go up by 3 feet to even out the 18" access. He also stated they are looking at "quiet" architecture to blend into the surrounding marine environment.

Jim asked whether there would be any way for an outsider to know this was a rowing building. Bruce replied when the doors were open, they would. The glassed in lobby would become a rowing statement with equipment displays. Chuck asked if there had been any thought to using Native American long house art. They had not.

Bruce spoke about having Olaf Ribeiro out to look at trees that would need to be removed. The subject of tree count came up and Heather said there is a formula to determine trees necessary for buildings like this.

Alan spoke about the possibility of switching the high roof around to help facilitate what could become a performing arts area in the outdoor common space. Jim felt either way the roof sat, it would still do that. The issue of storm water was then brought up and discussed. Mark Epstein stated they were still figuring out how that will work.

Alan asked about the time line in relation to the park. Bruce replied that they were going through the design and planning stages and then will fundraise to build. The City has given them a five year window of time to break ground on this project. Alan then brought up the issue of parking. Bruce responded that he looked at the current parking adjacent to WFP and potential this building. He spoke about the informal traffic study they conducted and trying to figure out what the parking need would be if the community center and the rowing center both held an evening event at the same time. Bruce felt the parking added up to more than what would be required and more than doubled what the City code required. He mentioned the rowing club has also been monitoring parking and traffic during drop off and pick up times. Jim asked Bruce if they could come up with a real number for parking spaces.

Mark asked Heather if there was any action they had to do. She said today was not a recommendation, just a preview, so there were not any actions necessary today.

Pleasant Beach Resort PLN13880D SPR Site Plan Review

Planning Manager Josh Machen gave an overview of the project calling it the donut hole in the master plan they would now be filling in with an inn/resort.

Chuck asked about the drawings being dated November 2014 and asked if anything had been changed. Josh confirmed these were the plans submitted with the application in November. Jim stated his only issue was that the handicap access is at the top of the facility and why was there not a lift in the main building even though there is a handicapped unit on the lower floor. Alan agreed and said that was his issue as well. Even though Pitt's Path had now been graded and is not as steep as it was once thought, the ADA access is still in an awkward place when there is a better location available.

Mark asked if Josh had any comments or things to talk about. Josh stated he did not. Mark asked if the developer had made any of the changes discussed at the pre-application meeting. Josh replied the developer did not make any changes. There was discussion of whether there were still 13 units and 15 parking spaces and whether that proposed parking would be adequate for guests and staff.

The developer was invited in at 3:35 PM. Charlie Wenzlau presented the site plan via the computer screen. The question of street grade was discussed and it was noted that the grade change from front to back was about 10-12 feet. He mentioned that since the pre-application meeting, they had fine tuned all the grading and only one cottage was not accessible now.

Alan mentioned that because the ADA parking space is not the closest to the building, it will not meet the ADA Act. Jim asked Charlie why he did not put a space up at the drop-off point. Charlie said they had changed it. Chuck brought up that the ramp is on the wrong side of the parking space as well. Charlie said he would look at that again. The parking facilities that will be in place once the pool is completed were displayed with a total excess of 10 parking spots from pool parking available for use by the Inn.

Peter asked about the major flow of humans as they arrive and where they go. Adrian asked about signage and where it would be displayed. Chuck asked if there would be signage offering the best way to get to check-in. Jim asked if there was not a lift in the lodge because of cost. Charlie replied that was the case at this point. Jim definitely felt there should be one handicapped spot by the drop-off. Alan had concerns about the ADA parking as well. Adrian like the project as did Chuck, but he thought the lodge would have been better at the bottom of the slope. Peter thought it was a great project as well with beautiful landscaping.

Chuck went through the Guideline Checklist to make sure the guidelines were met:

1. Façade – Yes
2. Modulate Buildings – Yes
3. Blank Walls – Yes
4. Visually Prominent Façade – Yes
5. Pedestrian Scale – Yes
6. Contiguous Frontages – Yes
7. Reduce Scale – Yes
8. Public Outdoor Spaces – Yes
9. Soften Impact – Yes
10. Compatibility with Neighborhood – Yes
11. Minimize Intrusive Signage – Yes
12. Pedestrian Routes – Yes, ADA Parking Spot
13. Provide Pedestrian Access – Yes, ADA Parking Spot
14. Weather Protection – Yes
15. Smaller Scale Commercial Building – Yes
16. Reduce Visual Impact of Parking – Yes

Lynwood Center Guidelines:

1. Adopted Lynwood Center Plan – Yes
2. Minimize Impact of Parking – Yes
3. Encourage Continuation of Existing Character – Yes
 - a. Alan stated Charlie's design while more Arts and Crafts, was very sympathetic to the neighborhood character. The variation in style was still complimentary to the Tudor character.

4. Encourage Multiple Use of Sidewalks – Yes

- a. Chuck disagrees that the same guidelines apply only on public streets feeling they do not designate a publically owned street. Chuck thinks it misses this guideline.

Discussion of trees ensued when Peter asked if there were any on the historic register which there were not.

Alan complimented the landscape plan as well thought out and extensive.

Chuck moved for final approval/Seconded by Adrian.

Jim recommended they look for one handicapped parking spot at the drop off point of the lodge.

Motion passed unanimously.

Old and New Business

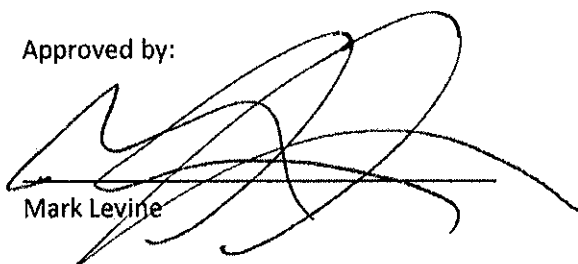
Chuck mentioned that he will be out of town for the next meeting on 3/16/15. Mark asked if everyone else will be here to fulfill the quorum for that meeting.

Jim asked if anyone had questions about the historical marker information he sent out and spoke about markers for historical buildings. Fade out of laminated signs was discussed as well as the number of historical spots on the island. Mark asked about the input they gave when asked about memorial donations and no one knew what happened to that information. Jim said this was different because two other citizen groups were also interested in these historical signs (Historical Preservation and Road Ends Committees). Jim felt there could be a committee that meets twice a year to talk about verbiage and come up with a sign that goes through the DRB. Discussion continued of where funds would come from for the signs as well as recommendations the DRB would be making to the City.

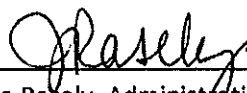
Adjournment

The DRB meeting was adjourned at 4:36 PM.

Approved by:



Mark Levine



Jane Rasely, Administrative Specialist

CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD - REGULAR MEETING
March 2, 2015

PLEASE PRINT

Name	Affiliation	Phone/ E-Mail	Join	
			ListServ	Yes/No
CHRIS JONES	WALKER MARCH	206.552.3274		✓
Seraine Page	Review	CJONES@WALKERMARCH.COM		
Adrian Sawyer	DRB	Spaige@bainbridge-review.com	Y	✓
Nancy Levine	DRB			
Alan Grainger	DRB			
JIM MCNEH	DRB			
Nick Burkman	COBI			
MARK EPSTEIN	COBI			
PETER PERCY	COBI			
Chuck Dapew	DRB			
TOM COBLE	BAINBRIDGE FILM REVIEWS			
TIM DOUG	BIR			
TOM CHALDO	BIR/POWER-UP			
Peggy Musselwhite	BIR			
John Mocher	COBI			

For the last ten years, Bainbridge Island Rowing has occupied the western edge of Waterfront Park on an area that used to serve as a tennis court. They plan on constructing a permanent facility in that footprint, and have secured a lease from the City. The proposed two-story building will have a daylight basement with boat storage on the ground floor and locker rooms, kitchen, multi-purpose room, offices and storage on the second floor. The total square footage of each floor is 6,000 square feet for a total of 12,000 square feet.

RESPONSE FROM APPLICANT OR CITY	
ISSUE/QUESTION	
Will the tennis courts be kept for tennis use?	No, while we will only occupy one of the existing courts, the City's plan for the park does not include retention of the tennis court.
Will the proposed public space also be used for ergs (rowing machines)?	Yes, but the ergs are designed to be placed up against the walls.
How much space will the public/erg space occupy?	2,000 square feet, with capacity for 200 people plus kitchen space.
Can you get to the porch that faces the water without going through the building?	No.
Will there be restrooms in the facility?	Yes, toilets and showers on both levels.
How many rowing machines will you have?	We will have capacity for 36.
Where will the boat storage occur?	Below grade, lower level only.
Have you considered covered bicycle parking?	We hadn't included it yet, however if we pursue LEED Certification, bicycle parking is required.
Will you provide any additional automobile parking?	No. We will occupy the same amount of space that we have for 10 years. A lot of our students walk down from the High School.
Do you consider moving pick up's from Brien to Bjune?	We could experiment with that.
Will you manage the space?	Bainbridge Island Rowing.
Will you pay for the Rowing Club?	We have a lease with the City to occupy the space. The lease allows us to fundraise. We are also looking at non-profits and grants. There will be no tax payer dollars involved.
Do you consider the McNabb property as an alternative?	The dock at the McNabb property is not suitable. The benefit of this location is the proximity to the kids at the High School.
How many people are in BIR?	We have 112 kids and 80 masters.
Do you get from the rowing facility to the beach?	The City is working out a design for the adjoining tennis court space.
Do you see any other issues with the tennis court?	We are occupying the same amount of space we have occupied. The

When will the public space be available?	It is available when rowing is not occurring. Weekend afternoons and evenings will generally be open.
Will the upper restrooms be available for public use?	They will not be made available for the public.
Who operates the sailing program?	Parks Department and they use Meigs farm to store their boats during the off season.
Could you combine sailing and rowing?	Not enough space, the downstairs of our proposed facility will be full of equipment.



**CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD
Regularly Scheduled Meeting Minutes
Monday, June 1, 2015 at 2:00 p.m.
City Council Conference Room
280 Madison Ave N
Bainbridge Island, Washington 98110**

Call to Order (Attendance, Agenda, Ethics)

Bainbridge Island Rowing Club PLN50155SPR Site Plan Review

Virginia Mason Clinic Pre-application

Old and New Business

Adjournment

Call to Order (Attendance, Agenda, Ethics)

Chair Mark Levine called the meeting to order at 2:01 PM. Other Design Review Board members in attendance were Adrian Sawyer, Chuck Depew, Jim McNett, Peter Perry and Alan Grainger. City staff present were Senior Planner Heather Beckmann and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

Bainbridge Island Rowing Club PLN50155SPR Site Plan Review

Mark opened discussion with Senior Planner Heather Beckmann giving an overview on the BI. Rowing Club. She stated the proposal had not changed since the last meeting. She mentioned the Waterfront Park project was moving along and should be going to Council soon. The Rowing Club project will be moving along at a parallel pace. The Board was informed that Sue Barrington from the Community Center had met with Kathy Cook and that everyone was onboard about communicating during community events. Mark had two questions: 1) The developer kept referring to the tennis courts as the "Courtyard." Heather stated that space was not theirs. The Rowing Club lease did not include that space. Alan asked if the park development plan did not go through, would the tennis courts remain. Heather and Mark both stated the courts would remain if the Waterfront Park project was not approved. 2) Mark wondered why there was not any exterior lighting planned. Chuck mentioned at the least they must provide lighting for the pedestrian entrances.

Chuck brought up the lack of a traffic study for a project that will impact traffic so much. Jim asked how the parking was functioning now. Heather spoke about the possibility of changing the drop off point to Bjune in order to keep circulation on Brien. Mark stated again that the City needs to do a comprehensive parking study and not just keep approving projects without an overall parking plan. He requested the City complete a parking study. Heather mentioned there are individual studies being done and that Doug and the Downtown Association are working on the issue. Alan suggested the studies all be combined. Talk then turned to building a parking garage on the lower gravel parking lot between City Hall and Marche'. Chuck spoke extensively about that option as he had previously helped develop the study for that.

The BI Rowing Club was invited in at 2:22 PM. Introductions were made around the table. Bruce Anderson began by briefing the DRB on updates since the last meeting. He offered up a short description of the overall project stating the overwhelming concern voiced at their public meeting was ab

continue to count vehicles and study the situation in an informal way. Mark asked for a "day in the life" synopsis of the Rowing Club and the capacity of the multi-purpose room. Bruce Anderson stated it depended on the use, but there should be room for 125 seated at tables. Tim said the kitchen would be a catering kitchen only since they did not really know how the community might use the space. Alan asked why they have not provided a paved surface on the east side to accommodate food entrance to the kitchen. Bruce stated they would have some paved area from the east entrance, but as the secondary builders behind the City, they will coordinate with them. Chuck asked about how they would phase the project if they were unable to fund the entire project. Tim described the possibility of building just the ground floor and leaving the second floor for a later date.

Mark asked about the lighting plan. Bruce stated their lighting plan showed how the site would like when lit at night. Jim asked when they planned to start building. Tim stated they had to get through the City's approval process before they would receive maximum funding from their donators, but they had five years from the date of signing the lease so they have to break ground by 2019.

Alan asked about the south elevation not matching on all the plans. Talk continued with a discussion about keeping as many trees as possible as well as trees that had been removed due to disease. Mark asked about garbage receptacles. Tim stated they will be inside as will the water spigots. The bathrooms will have electric dryers instead of paper towels. The question of air conditioning was asked. Bruce stated they were going to ventilate instead.

**Motion was made to approve the drawings as submitted.
Grainger/Perry – Passed unanimously.**

Discussion resumed of parking with the idea that the Virginia Mason project might be conducive to creating a parking garage in the lower gravel lot.

Virginia Mason Clinic Pre Pre-application

Virginia Mason representatives were invited in at 3:05 PM. Property owners Tom Haggard and Priscilla Zimmerman with design team Clark Lindsay, Pacific Project Management and Allyn Stellmacher, ZGF Architects were all present.

An overview of the proposed 20,000 square foot building was given including a description of how the parking and outdoor areas would be developed. Site plans were displayed and a desire to retain significant trees was expressed. Design sketches were shared showing elevations from all directions. Proposed materials were grey/black slate shingles, metal and concrete. Jim asked if the developers had spoken with the Historical Museum about what they are proposing. They had not. He was concerned about the MRI trucks being pushed right up next to the museum. Discussion continued with parking. Alan complimented the developer on their light touch and in accommodating circulation of all types. Jim was concerned about the "box-like" look. He was hoping to alleviate that with a courtyard or something that would soften the edge. Chuck would have liked to see the gables wrap around the corners. Perry asked about softening the edge with a green wall since there was not a lot of room around the walkway. The second floor setback was proposed as an area that could provide a green area with arbors and vegetation.

Old and New Business

Jim brought up the Ericksen Avenue Design Guidelines and that he would like to have a few minutes at the next meeting to discuss them. Jane agreed she would make sure the topic was on the agenda for the next meeting. Alan stated it seemed like the topic may become contentious. His concern was that regardless of what is there now, someone in the future might not be as sensitive as the current owners and may just want to maximize their

Heather Beckmann

From: Heather Beckmann
Sent: Tuesday, September 01, 2015 3:23 PM
To: Aaron Claiborne
Cc: 'Bruce Anderson'
Subject: Rowing Club Requirements

Hi Aaron. Thank you for relaying to me the requirements for the Rowing Club.

Based on our discussion, you said that they need a water/sewer non-binding agreement, 2) a grease interceptor for a commercial kitchen and 3) you want to review the water and sewer connections in the civil drawings.

Bruce, please coordinate with Aaron (780-3585) to receive approval for the site plan review.

Thank you.
Heather



City of Bainbridge Island
PLANNING & COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Heather Beckmann, Planning Division
FROM: James Weaver, Building Division
DATE: June 4, 2015
RE: Rowing Center @ Waterfront Park - 301 Shannon Drive : Case #PLN50155SPR

Comments and Conditions proposed for any potential land use approval or subsequent building permits.

1. A City of Bainbridge Island Building Permit shall be required for the work proposed. If any land use or shoreline permit is required, a COBI Building Permit application may be filed after land use approval. Concurrent building permit review is subject to prior approval by the Building Official.
2. A demolition permit is required for any demolition work occurring. If demolition is proposed for any structure which is older than 50 years, the project is required to be reviewed by the Bainbridge Island Historic Preservation Commission (HPC) prior to the issuance of a demolition permit and prior to any demolition work occurring.
3. Accessibility: Please note the structure, parking, and accessible routes will all be subject to the 2012 ICC Chapter 11 Accessibility requirements. Site design, structure layout, and parking requirements are highly advised to be closely reviewed for compliance with these regulations prior to submittal. An Accessibility Sheet as part of the construction documents would depict and identify accessible parking spaces, accessible routes, ramp slopes, compliant accessible means of egress, or other component of the structure identifying compliance with the 2012 IBC Section 1007 or Chapter 11 regarding the required regulations.
4. Any grading in excess of 50 cubic yards will require a City of Bainbridge Island grading permit as identified in the 2012 IBC Section J 103.
5. Any site retaining walls in excess of 4 feet in height will require a separate building permit under the City of Bainbridge Island Municipal Code Section 15.08.
6. Building plans and review shall be subject to the 2012 International Codes, or subsequent edition as adopted by Bainbridge City Council at time of building permit application.

7. Demolition: All demolition debris shall be properly transported to, and disposed of within an approved solid waste facility. The property shall be left in a clean, safe condition, protected from erosion. Copies of disposal receipts shall be provided to the Department of Planning & Community Development prior to final inspection. Any demolition work that does not remove the entire structure, shall be performed such that no structural member remains undermined or left in any position or situation that could cause harm to any person or property. Partial demolition shall not cause any portion of a building to become unsafe. For information regarding asbestos removal or lead abatement, contact Puget Sound Clean Air Agency at (206) 343-8800. All asbestos and hazardous material removal shall comply with all requirements of the Puget Sound Clean Air Agency (PSCAA). Copies of documents submitted to PSCAA shall be forwarded to the Department of Planning & Community Development prior to requesting final inspection.
8. Per Bainbridge Island Fire Department: Fire sprinkler and alarm systems will be required.
9. Per Bainbridge Island Fire Department: The project shall comply with the requirements of the adopted Fire Code and any applicable NFPA standards or other requirements as stipulated by the Fire Marshal.



City of Bainbridge Island
Department of Planning & Community Development
280 Madison Ave. N.
Bainbridge Island, WA 98110
(206) 842-2552 www.ci.bainbridge-isl.wa.us

Development Engineer Project Review

To: Heather Beckmann, Planning

From: Janelle Hitch, Development Engineer

Date: September 9, 2015

Re: Waterfront Park Rowing Center Site Plan Review

Related Application Number:

PLN50155-SPR

Project Description

The applicant proposes the construction of a 2 story building (with daylight basement) for boat storage on ground floor and locker rooms, kitchen, multi-purpose room, offices and storage on the second floor. The total square footage of each floor is 6,000 square feet. The site is located at 301 Shannon Drive. The rowing club itself does not anticipate significant growth due to the construction and operation of the building. The building may be rented out for special events when not in use by the rowing club. The land on which the building will be located is owned by the City and is leased to the club. The neighboring site to the east is the City's Waterfront Park where renovations are being planned.

Comments:

I have completed a review of the above land use proposal application received by COBI. The site plan review shows the proposed building development will meet the following per the Bainbridge Island Municipal Code (BIMC).

1. The preliminary site plan design is adequate to ensure surface and stormwater runoff will meet requirements of BIMC 15.20 and 15.21. As indicated on the site utility plan coordination with the City's Waterfront Park Improvements Project may modify the overall storm system design to incorporate Low Impact Development Methods;
2. The site plan 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;
3. The streets and pedestrian ways as proposed align and are adequate to accommodate anticipated traffic;
4. The site will rely on public water and sewer services. There is capacity in the water and sewer system to serve the site and the applicable services can be made available at the site; and

5. The site plan and design conforms to the "City of Bainbridge Island Design and Construction Standards and Specifications", except as noted and conditioned below.

Conditions of Approval:

1. At the time of Building Permit Application, demonstration of compliance with applicable stormwater management requirements shall be required in accordance with BIMC 15.20. The submittal will include detailed information and plans for proposed stormwater management system.
2. A Declaration of Covenant in accordance with BIMC15.21 for stormwater system maintenance shall be provided, prior to occupancy, for City review and approval and recording.
3. Any work within or impacting the City right-of-way will require a Right-of-Way Permit issued by the City Public Works Department.

NOTE:

These are the recognized issues related to the review package in possession of the development engineer as of the date of this memo. This list was generated from a general review, and is not necessarily an exhaustive list of all issues related to the application. The applicant is required to adhere to all planning/building department and public works department findings, City of Bainbridge Island municipal code and design & construction standards, state and federal law, and good engineering and survey practices where applicable. Any recognized deviation from these requirements will require correction by the applicant, regardless of the approval status of plans or construction status. Any revisions of these plans, specifications or calculations require the affixed surveyor's or professional engineer's seal of a surveyor or engineer (as applicable) licensed in the State of Washington, and subsequent review of the plans and revisions by the City of Bainbridge Island.

CITY OF BAINBRIDGE ISLAND CITY COUNCIL AGENDA BILL



PROCESS INFORMATION

Subject: Waterfront Park Conversion	Date: July 14, 2010
Agenda Item: Consent Agenda	Bill No.: 10-089
Proposed By: Libby Hudson, Long-Range Planning Manager	Referral(s):

BUDGET INFORMATION

Department: Planning	Fund:	Munis Contract #
Expenditure Req:	Budgeted? ☒ Yes ☐ No	Budget Amend. Req? ☐ Yes ☒ No

REFERRALS/REVIEW

June 16, 2010 Study Session	Recommendation: Move to June 23 business meeting
City Manager ☒ Yes ☐ No ☐ N/A	Legal ☒ Yes ☐ No ☐ N/A Finance ☒ Yes ☐ No ☐ N/A

DESCRIPTION/SUMMARY

Action Item:

Approve two documents for signature that are in substantial conformance with the attached "*Deed of Right to Use Land for Public Recreation Purposes*" for Waterfront Park and Strawberry Plant in connection with the Waterfront Park conversion, which provides access to the Rowing Club at one tennis court at Waterfront Park.

History:

Waterfront Park was acquired and developed with Interagency Committee for Outdoor Recreation (IAC, now named the RCO, Recreation and Conservation Office) grants 73-053 and 84-032 with specific restrictions on the use of the land. In 2007, the City requested a conversion to allow additional activities inside the park that were not allowed under the listed project agreements (expand Senior Center, kayak racks, Rowing Club storage at the tennis court site). Because these uses benefit a private club and are not completely accessible to the public, a conversion process is required. The purpose of the conversion process is to dedicate an equivalent amount of land for public use. The required land appraisals and review appraisals were funded by Council approval and completed. The replacement property to accommodate the public use restrictions is the Strawberry Plant Property. On April 11, 2007, City Council gave the Mayor authority to request conversion of property in Waterfront Park (excerpt of minutes attached). On April 12, 2007, the Mayor wrote the IAC requesting approval for the conversion (letter attached). The IAC Board of Directors approved the request on June 7, 2007 for the area of the tennis courts but said that a separate conversion will be necessary for any future expansion of the Senior Center and for the private kayak storage area. Attached is the proposal by the IAC staff that was approved by their board. The deeds have been reviewed and approved by our City Attorney. These "deeds of right" are the next step in the conversion process and once approved for signature both deeds will be recorded. As part of this conversion process, RCO will also require an additional *Deed of Right to Use Land for Public Recreation Purposes* at the John Nelson Park once the Parks and Recreation District and the property owners agree on the location and use of the public park area. This later deed will be recorded after the parkland has been dedicated to the Park District, and will complete the conversion for Waterfront Park.

At the June 16 Council study session, the Council asked staff to brief the Parks District Board on the Strawberry Park Conversion and related deeds. Staff attended the June 24 Parks Board meeting for this purpose.

RECOMMENDED ACTION

Motion: I move that the City Council authorize the Interim City Manager to execute the *Deed of Right to Use Land for Public Recreation* for Waterfront Park and Strawberry Plant.

ATTACHMENT J

WATERFRONT PARK

TIMELINE

Date	Action
4/3/74	City Council passes Ordinance No. 74-05 authorizing city attorney to initiate process for condemnation relating to acquisition of upland parcels.
6/3/74	City Council passes Ordinance No. 74-14 authorizing funding for park (general obligation bonds and grant from State of Washington Interagency Committee ("IAC")).
6/3/74	City signs Deed of Right to Use Land for Public Recreation Purposes in favor of the IAC restricting the use of the upland property in perpetuity.
8/5/74	City Council passes Ordinance No. 74-17 providing for acquisition and taking of fee title to tidelands and bed of Eagle Harbor.
11/21/74	City signs Deed of Right to Use Land for Public Recreation Purposes in favor of the IAC restricting the use of the tidelands in perpetuity.
5/5/75	City accepts additional grant funding from IAC for Waterfront Park improvements and enters into Project Contract #75-033D. Improvements include utilities, landscaping, parking, paths, tot lot, and tennis courts.
7/8/83	City acquires Community Center parcel with funding from limited tax general obligation bonds.
4/3/86	City accepts additional grant funding from IAC for Waterfront Park boating facilities and enters into Project Contract #84-032D. Improvements include boat launch ramp, boat launch parking and moorage floats.
06/92	City passes Ordinance No. 92-19 authorizing acquisition of parcel adjacent to Community Center (402 Bjune) by condemnation with payment from the General Fund.
11/3/97	Waterfront Park Master Plan is issued by Verdigris Landscape Architects, Cascade Design Collaborative and Myers Biodynamics Inc.
12/15/04	Waterfront Park – Master Plan Update is issued by Linda Attaway Landscape Architecture.
1/10/05	Cultural Resources Assessment for the Waterfront Park Improvement Project is issued by Western Shore Heritage Services, Inc. relating to middens in Waterfront Park.

3/23/05	City enters into license agreement with Bainbridge Island Rowing regarding temporary use of a portion of Waterfront Park for storage of rowing shells and begins discussions with IAC to receive permission for conversion.
9/9/05	Appraisal of Eagle Harbor Waterfront Park done by Re-Solve in connection with conversion (with review appraisal in March 2006).
2006	Waterfront Park Dock Year 2006 Facility Report is issued by PND Incorporated.
2006	Waterfront Park master plan is updated in connection with Winslow Tomorrow.
11/06	Waterfront Park Vegetation Management Plan is issued by Tree Solutions, Inc.
5/17/07	IAC Staff Report approves conversion.
9/20/07	City enters into license agreement with Smile Partners for provision of dental care for low-income senior citizens in portion of Community Center (no termination date).
9/15/10	City and Recreation and Conservation Office (RCO, successor to IAC) enter into Partial Release of Deed of Right releasing area of one tennis court and adjacent land from deed restrictions.
11/15/07	City accepts ALEA grant and enters in to Project Agreement with RCO. Improvements include shoreline restoration, moving a trail, planting and creating an overlook and boardwalk, and creating a non-motorized boat landing and pathways
3/12/08	City enters into contract with MAKERS Architecture + Urban Design for improvements relating to ALEA grant.
5/5/08	Northwest Archaeological Associates, Inc. complete Cultural Resources Assessment of Site 45 KP 50, required in connection with ALEA grant pursuant to Executive Order 05-05.
12/1/08	City enters into latest Concession Agreement with Udo Wald, effective through December 31, 2013.
5/14/09	City terminates ALEA grant and related contracts due to lack of matching funds.

1/11/11	City enters into Aquatic Lands Lease with Washington State Department of Natural Resources, effective until January 14, 2023.
2/2/11	City enters into Intergovernmental Agreement with the Park District appointing the Park District as agent to rent rooms in the Community Center and to provide housekeeping and routine maintenance and repair (no termination date).
6/27/11	City enters into facilities use agreement and lease with the Bainbridge Island Senior/Community Center for the Community Center for term of 40 years from completion of improvements. Agreement also provides for funding of improvements.



City of Bainbridge Island
PUBLIC WORKS DEPARTMENT
MEMORANDUM

TO: Heather Beckmann
FROM: Mark Epstein
DATE: September 9, 2015
RE: **Waterfront Park Improvements**
PLN11804SSDP and PLN11804SPR
Tree Retention Analysis

Attached is documentation of our analysis of tree retention requirements. Waterfront Park is home to several hundred existing trees, many of them are large mature trees. A tree survey - performed by Katy Bigelow, Arborist in April 2015 - was limited to the 3.45 acre project area within the park, as trees outside the project area will be unaffected, although calculations for tree unit requirements considered the entire 5.5 acre park.

Tree Units (TU) required to be retained on the 5.5 acre park site equals 165 units total, per BIMC 18.15.010. Based on the inventory there are at least 390 total tree units currently within the project area, not including park trees outside the project area. The analysis does not include the tree bonus (1.2x) for trees occurring in stands, which describes nearly all of the park trees. Ms. Bigelow identified 38 dead or dying trees, which also were excluded from this analysis.

As summarized in the attached Tree Retention Analysis, eleven (11) trees will be removed, equaling a total of twenty-nine (29) TU. After these trees are removed, the remaining retained trees would total approximately 334 TU, more than twice the required amount of 165 TU for the project.



City of Bainbridge Island
PUBLIC WORKS DEPARTMENT

TREE RETENTION ANALYSIS

Project: Waterfront Park Improvements
Performed by: Mark Epstein, COBI Public Works
Date: 9/9/2015

REQUIRED TREE UNITS

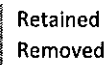
Project Site: 5.5 acres
Total Tree Units Required (30/acre): 165 units

SUMMARY OF TREE UNITS RETAINED

Current Total Tree Units: In excess of 390
Total Tree Units Removed: 29
Total Tree Units Retained: 363 (does not include trees retained in park, outside of project limits)
New Tree Units Required: 0

DATA

1. Trees were surveyed by Katy Bigelow, Arborist in April 2015
2. Refer to accompanying map for location of numbered trees below

KEY:  Retained
 Removed

Tree #	Species	Size (DBH)	TU Retained	TU Removed	Condition
1	Paperbark maple (<i>Acer griseum</i>)	8"	1.2		Very good
6	Douglas-fir (<i>Pseudotsuga menziesii</i>)	10.0'	1.2		Fair
7	Red alder (<i>Alnus rubra</i>)	13"	2		Fair
79	Thundercloud plum (<i>Prunus cerasifera</i> Thundercloud)	25.0'	7.8		Good
80	Grand fir (<i>Abies grandis</i>)	23.0'	4.6		Good
82	Western red cedar (<i>Thuja plicata</i>)	27.0'	7		Good
83	Western red cedar (<i>Thuja plicata</i>)	28" - 16"	8.2		Good
84	Western red cedar (<i>Thuja plicata</i>)	21.0'	4.6		Good
85	Pacific madrone (<i>Arbutus menziesii</i>)	16" - 24"	7.8		Fair
87	Pacific madrone (<i>Arbutus menziesii</i>)	16.0'	3.2		Fair
89	Ash (<i>Fraxinus</i> species)	8.0'		1.2	Good
90	Yew (<i>Taxus</i> species)	multi		1.2	Good
91	Arborvitae (<i>Thuja occidentalis</i>)	multi		1.2	Fair
92	Locust (<i>Gleditsia triacanthos</i>)	18.0'		3.2	Fair
93	Pacific madrone (<i>Arbutus menziesii</i>)	17.0'	3.2		Fair
94	Douglas-fir (<i>Pseudotsuga menziesii</i>)	27.0'	7		Good



City of Bainbridge Island
PUBLIC WORKS DEPARTMENT

96	Douglas-fir (Pseudotsuga menziesii)	11.0"	1.4		Fair
97	Douglas-fir (Pseudotsuga menziesii)	28.0"	7		Fair
98	Douglas-fir (Pseudotsuga menziesii)	27.0"	7		Fair
100	Douglas-fir (Pseudotsuga menziesii)	29.0"	7.8		Fair
102	Big-leaf maple (Acer macrophyllum)	24.0"	6.2		Good
104	Douglas-fir (Pseudotsuga menziesii)	37.0"	8.2		Good
106	Pacific madrone (Arbutus menziesii)	7.0"	1.2		Fair
107	Giant Sequoia (Sequoiadendron giganteum)	17.0"		3.2	Very good
108	Willow (Salix lucida)	25.0"	6.2		Fair
109	Willow (Salix lucida)	25.0"	6.2		Fair
110	Pacific madrone (Arbutus menziesii)	28.0"	7		Fair
111	Pacific madrone (Arbutus menziesii)	7.0"	1.2		Fair
112	Pacific madrone (Arbutus menziesii)	8.0"	1.2		Fair
114	Douglas-fir (Pseudotsuga menziesii)	18.0"	3.2		Fair
115	Douglas-fir (Pseudotsuga menziesii)	27.0"	7		Fair
116	Pacific madrone (Arbutus menziesii)	12.0"	1.4		Fair
117	Douglas-fir (Pseudotsuga menziesii)	27.0"	7		Fair
118	Douglas-fir (Pseudotsuga menziesii)	30.0"	8.2		Fair
119	Pacific madrone (Arbutus menziesii)	28.0"	7		Fair
121	Douglas-fir (Pseudotsuga menziesii)	11.0"	1.4		Fair
122	Pine (Pinus species)	16.0"	3.2		Fair
123	Western red cedar (Thuja plicata)	17.0"	3.2		Good
124	Western red cedar (Thuja plicata)	31.0"	8.2		Good
126	Western red cedar (Thuja plicata)	27.0"	7		Good
127	Red alder (Alnus rubra)	9.0"		1.2	Fair
128	Douglas-fir (Pseudotsuga menziesii)	11.0"		1.4	Fair
129	Red alder (Alnus rubra)	28.0"	7		Fair
130	Douglas-fir (Pseudotsuga menziesii)	9.0"	1.2		Good
131	Western red cedar (Thuja plicata)	30.0"	8.2		Very good
132	Western red cedar (Thuja plicata)	28.0"	7		Good
149	Red alder (Alnus rubra)	26.0"	6.2		Fair
150	Red alder (Alnus rubra)	10.0"	1.2		Fair
175	Pacific madrone (Arbutus menziesii)	25.0"		6.2	Fair



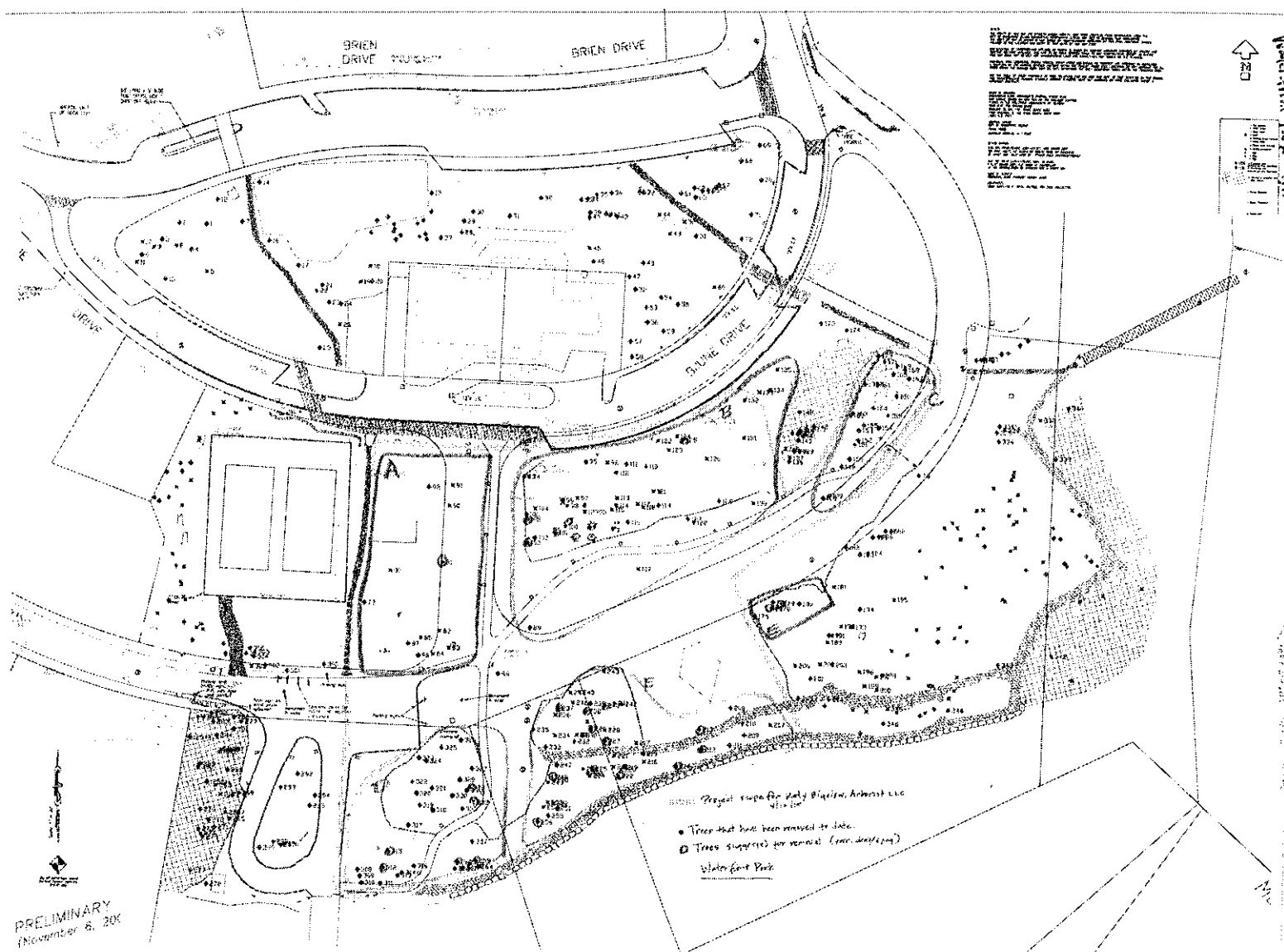
City of Bainbridge Island
PUBLIC WORKS DEPARTMENT

177	Pacific madrone (Arbutus menziesii)	8.0'		1.2	Fair
178	Pacific madrone (Arbutus menziesii)	14.0'		2.0	Fair
180	Big-leaf maple (Acer macrophyllum)	28.0'	7.0		Fair
207	Douglas-fir (Pseudotsuga menziesii)	40.0'	8.2		Fair
208	Pacific madrone (Arbutus menziesii)	27.0'	7.0		Fair
209	Pacific madrone (Arbutus menziesii)	27.0'	7.0		Fair
210	Pacific madrone (Arbutus menziesii)	7.0'	1.2		Fair
215	Pacific madrone (Arbutus menziesii)	27.0'	7.0		Dying
216	Douglas-fir (Pseudotsuga menziesii)	20.0'	3.8		Fair
217	Douglas-fir (Pseudotsuga menziesii)	34.0'	8.2		Fair
218	Douglas-fir (Pseudotsuga menziesii)	24.0'	4.6		Fair
221	Douglas-fir (Pseudotsuga menziesii)	28.0'	7.0		Fair
223	Pacific madrone (Arbutus menziesii)	17.0'	3.2		Poor
224	Douglas-fir (Pseudotsuga menziesii)	30.0'	8.2		Fair
228	Douglas-fir (Pseudotsuga menziesii)	17.0'	3.2		Fair
232	Pacific madrone (Arbutus menziesii)	17.0'	3.2		Dying
233	Pacific madrone (Arbutus menziesii)	21.0'	4.6		Fair
234	Douglas-fir (Pseudotsuga menziesii)	6.0'	1.2		Fair
235	Big-leaf maple (Acer macrophyllum)	35.0'	8.2		Fair
236	Douglas-fir (Pseudotsuga menziesii)	23.0'	4.6		Fair
241	Pacific madrone (Arbutus menziesii)	45.0'	8.2		Fair
242	Pacific madrone (Arbutus menziesii)	28.0'	7.0		Fair
243	Douglas-fir (Pseudotsuga menziesii)	27.0'		7.0	Good
244	Douglas-fir (Pseudotsuga menziesii)	8.0'	1.2		Fair
245	Douglas-fir (Pseudotsuga menziesii)	9.0'	1.2		Fair
246	Douglas-fir (Pseudotsuga menziesii)	6.0'	1.2		Fair
249	Douglas-fir (Pseudotsuga menziesii)	24.0'	6.2		Fair



City of Bainbridge Island
PUBLIC WORKS DEPARTMENT

253	Douglas-fir (<i>Pseudotsuga menziesii</i>)	22.0'	4.6		Fair
254	Douglas-fir (<i>Pseudotsuga menziesii</i>)	18.0'	3.2		Fair
255	Pacific madrone (<i>Arbutus menziesii</i>)	29.0'	7.8		Fair
317	Dogwood (<i>Cornus nuttallii</i>)	8.0'	1.2		Fair
319	Pacific madrone (<i>Arbutus menziesii</i>)	35.0'	8.2		Fair
321	Pacific madrone (<i>Arbutus menziesii</i>)	18.0'	3.2		Fair
322	Pacific madrone (<i>Arbutus menziesii</i>)	15.0'	2.0		Fair
325	Big-leaf maple (<i>Acer macrophyllum</i>)	18.0'	3.2		Fair
333	Dogwood (<i>Cornus nuttallii</i>)	6.0'	1.2		Fair



ROWING CLUB MEMBERSHIP & HOURS/DAYS OF USE, 2015

Membership:

110 Junior Rowers

100 Adults

Programs:

Junior Rowers (start in August & out for the summer)

M-F

3:30 – 6:30

Adults

T, Th Fri (15 – 40 people)

4:45 -6:45 am

M, W, Friday (15 – 40 people)

9:00 – 11:00

T, Th, Fri (40 max)

6:30-8:30

Saturday

7-10 am (20-40 adults)

Sunday

7-10 am (5-10 adults)

PARKING

AT THE

WATERFRONT PARK COMMUNITY CENTER BAINBRIDGE ISLAND SENIOR COMMUNITY CENTER

COMPILED IN THE SPRING OF 2015 – Sue Barrington

1. Attached is a bar graph reflecting the weekly use of the center for regular BIMPRD classes. This is helpful in extrapolating parking demand as it is created by current programming.
2. Multiple senior and community services are provided at WPCC. The schedule for these programs has been included under weekly programming, and it is important to recognize the significant impact they represent for parking.
3. In addition to the predictable weekday use, we have many 'occasional' programs that significantly impact our parking needs. These are too many to itemize, but each represents an addition of from 10 – 40 people on site at any one given time. (These are NOT included in the attached graph.)
4. Evening use includes both BIMPRD programming and facility rentals. Listed here are those programs who consistently utilize the building outside of regular working hours, M-F:
COBI (M 5 – 9pm), Rotary (M 5 – 8:30pm), Pilates (M 6 – 7:30), Arcadia Foundation (Tu 7 – 9:30pm), Photography Club (W 6:30 – 10pm), Table Tennis (Th 7 – 10), Italian (Th 5 – 8pm), Rotary (Th 5:30 – 7:30pm)
5. Weekend use also includes both BIMPRD/BISCC programming as well as facility rentals. Major recurring programs include:
Table Tennis (Sa 9am – 12, 7 – 10pm), Cribbage (Sa 12 – 4pm), StoryShare Wrangler and Round-ups (Sa 9am – 12), Sunday Concert Series (Su 2 – 7pm)
Various weekend rentals occur regularly throughout Sat and Sun as requested. Most of these events fall in the morning (8 – 12) and evening (5 – 10) however all day events also occur.

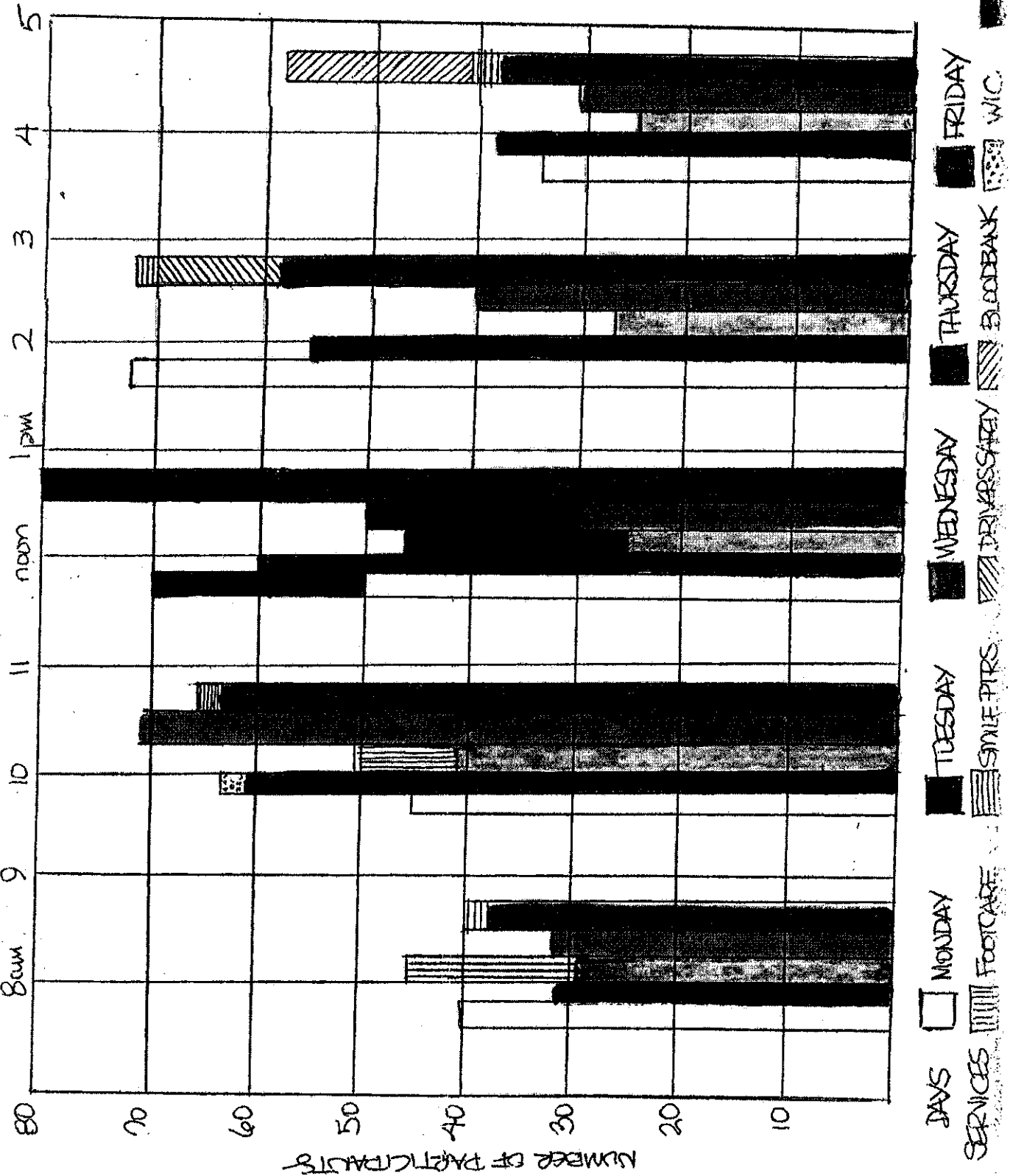
Stand-alone insights provided by the responses to the Waterfront Park Parking Survey, as developed and summarized by the BISCC nonprofit include:

- a. 77% of our participants drive to the Center
 - 50% are the sole occupant of the car
 - 27% share the car at least one other participant
- b. 15% walk to the center
- c. 7% arrive to the Center via Access or other drive-through transportation
- d. Of those arriving by car,
 - 50% reported difficulty in finding an available parking spot
 - 24% require handicapped parking

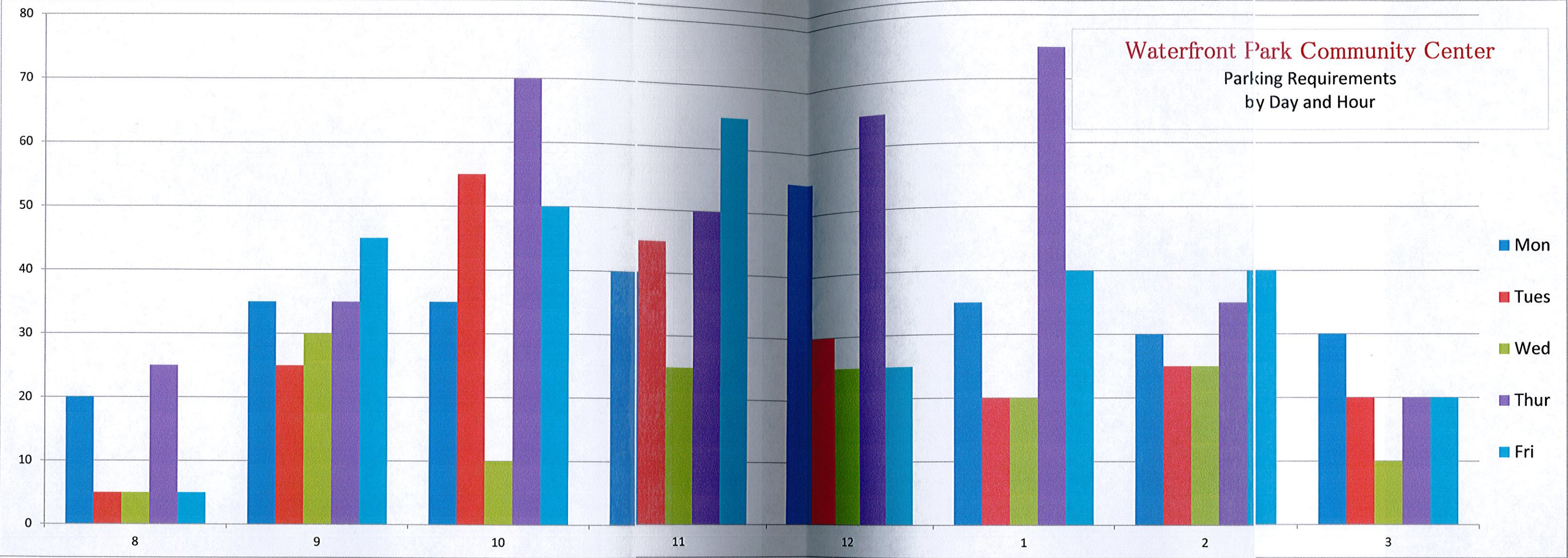
WATERFRONT PARK COMMUNITY CENTER Bainbridge Island Senior Community Center

Average participant count in two hour blocks Mon-Fri 8-5
Includes regular wklly programs AND services provided regularly
(does not reflect 20 other programs meeting once or twice mthly)

PROGRAMMING SCHEDULE MAR/APR 2015 - PARTICIPATION/PARKING IMPACT WPLC



MEALS ON WHEELS



Parking Demand Waterfront Park

DRAFT FOR DISCUSSION 2.19.14

Activity	Parking Requirement	Day Use	Evening Use (likely demand)
Health Department 1,000sf Senior Center 2,500sf	2-5 spaces/1000sf 2-5 spaces/1000sf	Minimum of 2, maximum allowed is 10 Minimum of 5, maximum allowed is 13	0 spaces 0 spaces
Commons 3,000sf	2-5 spaces/1000sf	Minimum of 6, maximum allowed is 15	25-50 spaces***
BIR - Rowing (10-11,000sf)*	2-5 spaces/1000sf*	Minimum of 20-22, maximum allowed is 52*	0 spaces
BIR - Meeting Space (1-2,000sf)**	2-5 spaces/1000sf	Minimum of 2-4, maximum allowed is 10	25-50 spaces***
The Park itself	47-52 spaces per history of park and IAC	47-52	0 spaces
	Total	82-84 minimum Parking available above minimum 16-18	50-100 spaces Parking available above projections 9-59

*This should fall under Director's ability to adjust - obviously the boat storage doesn't generate much parking demand, and current activities can be measured to determine actual parking demand - I think this could be reduced.

**We've not been drawing the higher number, range likely falls between these two numbers

***Commons is advertised as seating 100 at tables - I'm saying some for BIR space. Code has language for one space per four fixed seats, using same ratio that yields 25 spaces/100 people each space. Conservative approach would be one space per two people attending a function - 50 spaces/100 people each space.

Bainbridge Island

APR 29 2015

Engl. or Planning &
Community Development

Design Review Board Design Guideline Checklist
Mixed Use Town Center and High School Road Districts / General Design Guidelines– BIMC 18.18.030

BAINBRIDGE ISLAND
APR 29 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

☐ "Pre-App" Meeting Checklist

☐ "Post-App" Meeting Checklist

Project Name/Case #: Rowing Center at Waterfront Park

Land Use Application
(Pre-app, Site Plan
Review etc.):

Design Review Board Meeting

Project Description:

Construction of a Rowing Center at the west edge of waterfront park replacing the existing open air rowing activities. Building is two stories, ground floor boat storage and support activities such as oar storage, maintenance spaces to support the shells. The second floor has a multi-purpose space suitable for both training activities and meetings, together with a kitchen, offices, restrooms and lockers.

Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
1. Parking Lot Location	To have parking lots be as visually unobtrusive as possible.	Parking lots should not front upon intersections. Parking lots should be located behind or to the side of buildings.	Parking surrounding the park is suitable and sufficient for this park use as well.	
2. Outdoor Open Spaces and Amenities	To establish, over time, a variety of open spaces within the town center	New development and redevelopment should provide facilities near or visible from the sidewalk for outdoor public use. Examples of such facilities include seating areas, courtyards, and small plaza spaces. Generally, the larger the development, the greater the number and size of such spaces. Furthermore, it is desirable to locate these spaces where they can receive sun and where they can easily be connected to adjacent concentrations of land use.	This project encloses current rowing activities on the same footprint, and provides support spaces such as locker rooms and a multi-purpose space. Outdoor public use continues to be the park itself.	
3. Pedestrian Connections	To create a network of safe, comfortable and attractive linkages for people on foot	New development and redevelopment should include pedestrian walkways, raised and/or separated from traffic lanes, that offer access from the public sidewalk to the main entrance to the building. (Locating a building entrance directly on the sidewalk satisfies this guideline.) In addition, connections to adjoining properties should be provided. Furthermore, within parking lots, there should be pedestrian walkways that allow people to traverse the lot without being forced to use vehicular aisles.	Main building entrance faces the public street, with secondary entrances fronting on the park. Boat access is on the lower level accessing the street, and existing boat ramp.	
4. Shielded Lighting	To ensure that the source of lighting for parking, service and loading areas is not visible from neighboring development.	Freestanding light fixtures should not exceed 14' in height. All exterior lighting fixtures should incorporate cutoff shields to prevent spillover.	No freestanding light fixtures are proposed, all exterior lighting will be shielded and directed downward.	

Design Review Board Design Guideline Checklist
Mixed Use Town Center and High School Road Districts / General Design Guidelines– BIMC 18.18.030

Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
5. Screen Service Areas	To conceal loading, trash, and storage areas from view.	Trash containers should be enclosed on all sides with solid walls and gates. Loading docks, outdoor storage and staging areas should be screened with fencing and vegetation, such as evergreen hedges. Chain link fencing is not acceptable.	No new trash storage or outdoor storage are proposed.	
6. Common Open Space	To ensure that open spaces within a development containing dwelling units are truly usable by all residents.	While some portions of common open space may be dedicated to specific amenities such as pools and tennis courts, most of it should be designed in such a manner as to allow walking throughout the development, to any adjacent commercial or recreational areas, and to surrounding streets. Except for designated senior housing, some place for children to play should also be provided.	Not applicable.	
6a. Conceal Garage Doors	To ensure that street frontages are not dominated by vehicular storage facilities.	Entrances to parking garages and structures should be from alleys, access lanes, or minor side streets, rather than from principal through streets. If access from a principal street is unavoidable, such access should be restricted to a single, two-way curb cut for each development.	Not applicable.	
7. Overall Form	To create visual continuity among buildings having potentially different styles.	Buildings should utilize elements such as massing, materials, windows, canopies, and pitched or terraced roof forms to create both a visually distinct "base" as well as a "cap".	Building has an architectural expression of base on the lower level facing south. Roof form is a shed roof pitching up and away from the park, and tipped up to the view toward the water on the south side.	
8. Entrances	To make it apparent from the street where major entrances to buildings are located.	Principal entrances to buildings should be visually prominent and located within close proximity to the public sidewalk. Entrances should incorporate elements such as setbacks, recesses, balconies, porches, arches, trellises, or other architectural devices.	Main building entrance faces the street on the upper level and includes a recessed porch.	
9. Conceal Mechanical Equipment	To ensure that larger pieces of mechanical equipment are visually unobtrusive.	Rooftop mechanical equipment should be concealed by and integrated within the roof form of a building. Simply surrounding it with a parapet wall is not sufficient.	No roof top mechanical equipment is proposed.	
10. Structured Parking	To diminish the visual impact of parking as viewed from streets.	Any level of parking contained within or under a structure that is visible from a public street shall fully screen the parking with either another use, a facade that incorporates artwork, or trees and other vegetation.	No additional parking is proposed.	
11. Encouraging Varied Details	To ensure that denser types of housing include details that create a sense of human scale and that break down the bulk of larger buildings.	Buildings containing residential dwellings should incorporate most, if not all, of the following elements: • Front porches or stoops • Bay windows or dormers • Visible trim around windows and building corners • Base articulation, such as a plinth or first floor raised above grade	Proposal does not include any residential component.	

Design Review Board Design Guideline Checklist
Mixed Use Town Center and High School Road Districts / General Design Guidelines– BIMC 18.18.030

Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
12. Integration	To ensure that signage is a part of the overall design approach to a project and not an afterthought.	The design of signs should be integrated with the architecture and site design of a project.	Signage will be incorporated into the overall park signage program and is not part of this proposal.	
13. Creativity	To encourage interesting and even unusual approaches to graphic design.	Signs should be expressive and even whimsical, exhibiting a graphic design approach to form and lighting. Standard, back-lighted, metal frame and plastic panel signs are discouraged.	NA.	
14. Awning Signs	To produce a visual effect that emphasizes buildings and vegetation, not advertising.	Signs painted on awnings are allowed, but awnings should not be internally illuminated.	NA.	

Guidelines Requiring
Action per DRB: _____

DRB Summary Motion
on Actions: _____

GROUND LEASE

THIS GROUND LEASE is made and entered into this 25 day of August, 2014 (this "Lease") by and between the City of Bainbridge Island, a Washington municipal corporation (the "City") and Bainbridge Island Rowing Club, a Washington non-profit corporation, d/b/a Bainbridge Island Rowing ("BIR").

RECITALS

1. The City is the owner of property commonly known as Waterfront Park in the Winslow area of Bainbridge Island, as depicted on the attached and incorporated Exhibit A (the "Park").

2. The City entered into a Revocable License Agreement, dated September 17, 2007 (the "License Agreement"), with BIR to allow BIR to use a portion of the Park to store rowing shells and associated equipment, wash and maintain equipment, run rowing programs out of the Park and conduct other recreational activities.

3. BIR has sought a permanent location for BIR facilities in order to operate its programs, and BIR would like to construct a boating center at the Park.

4. BIR provides recreational services to the public, which have gained regional and national acclaim, and which would otherwise not be available. These services enhance the public use of the Park and the appurtenant waterfront, and increase the public profile of the City as a center of rowing excellence, thereby constitute a benefit to the City.

5. In exchange for the consideration set forth herein, the City is willing to lease the portion of the Park legally described on the attached and incorporated Exhibit B and depicted on Exhibit C (the "BIR Area").

AGREEMENT

1. LEASE OF REAL PROPERTY.

The City hereby leases to BIR, and BIR hereby leases from the City the BIR Area, together with all rights, privileges, appurtenances and easements pertaining or relating thereto for the terms and upon the covenants, conditions and stipulations in this Lease.

2. CONSTRUCTION OF BOATING CENTER.

BIR shall construct a boating center building and related amenities and improvements on the BIR Area (the "Boating Center"). BIR shall consult with the City as to the plans and specifications for the construction of the Boating Center. BIR agrees to construct and design the Boating Center in accordance with the following conditions:

ATTACHMENT Q

A. BIR shall pay all costs associated with the construction, including without limitation, site preparation, storm drainage, power, water, sewer, telephone, building construction, lighting, landscaping and architectural, engineering and utility hook-up fees and charges. BIR shall obtain all necessary permits and licenses for construction at BIR's sole cost and expense.

B. After issuance by the City of its Approval of Financial Capability (as defined below), BIR shall enter into a construction contract with a licensed and bonded contractor. The construction contract shall at a minimum provide for:

i. A specified period of time in which the work is to be completed;

ii. If BIR cannot demonstrate total cash contributions substantially equal to the total cost for the Shell and Core (as defined below), then if required by the City, a performance and payment bond conditioned upon faithful performance of the contract and the payment of all laborers, mechanics, subcontractors and materialmen. If required, the bond shall also guarantee that the contractor shall, at any time within a period of one year after the date of final acceptance by BIR of the Boating Center, and upon notice from BIR, replace or repair any part or parts of the Boating Center which are unsatisfactory due to faulty construction or workmanship; and

iii. The contractor's public liability and property damage insurance shall have coverage reasonably satisfactory to the City. The City shall be named as an additional insured on the policies.

C. Prior to execution of a construction contract, BIR shall provide to the City assurances reasonably satisfactory to the City that BIR has all necessary financing in place and/or is financially capable of completing at least the first phase of the construction (as defined in paragraph 2F below). Such assurances shall be delivered to the City Manager for review and approval ("Approval of Financial Capability"), which shall not be unreasonably withheld. Notwithstanding the foregoing, if construction has not commenced within 180 days after City has given its Approval of Financial Capability, this lease shall automatically terminate and neither party shall have any further liability to the other.

D. BIR shall employ an architect licensed by the State of Washington. All services provided by the architect shall be at the sole cost and expense of BIR.

E. The Boating Center shall be constructed in accordance with all applicable laws, ordinances and regulations. All construction shall be at the sole cost and expense of BIR. BIR shall retain all rights to name the Boating Center and each of its components.

F. BIR shall commence construction no later than five years after the date of this Lease and shall diligently endeavor to complete the Boating Center within the time period more specifically described below unless this Lease is terminated prior to commencement of construction pursuant to the terms hereof. Notwithstanding any terms in this Lease to the contrary, in the event that such construction is not so commenced within such period (including any extensions agreed to by the City), then BIR or the City may cancel and terminate this Lease by written notice to the other party, and neither party shall have any further liability or obligation under this Lease. Construction shall be substantially completed within 24 months from the commencement of construction, the completion date being subject to extension for any of the delays set forth in this paragraph, including matters not reasonably within the control of BIR. BIR shall have the option, but not the obligation, to undertake the project in phases, undertaking the utility, foundation and building core improvements first (the "Core and Shell"), and the interior improvements and finishes second (the "Tenant Improvements"), to enable BIR to have flexibility during the construction process in connection with staged implementation of the Boating Center, multiphase fund raising, and management of other constraints affecting the project. Notwithstanding any terms herein to the contrary, the Boating Center shall be deemed substantially complete upon completion of the Core and Shell, provided that a certificate of occupancy can be issued for the Core and Shell that allows BIR to provide substantially all of the programs specified in Sections 3 and 5 at the Boating Center (hereafter "Substantial Completion" or "Substantially Complete").

G. Subject to the same conditions described above, BIR may, after Substantial Completion of the Boating Center, and after deeding of the Boating Center to the City, make such modifications, additions, and alterations to the Boating Center as BIR deems necessary (including the Tenant Improvements) and as may be approved by the City, such approval not to be unreasonably withheld.

H. Subject to the terms of this paragraph, BIR shall keep the Boating Center and BIR Area free from any liens or encumbrances arising out of work performed on or materials furnished to the BIR Area at the express request of BIR, or obligations incurred by BIR (the "BIR Liens"), and shall indemnify, hold harmless and defend the City from the BIR Liens. BIR shall take all necessary steps to secure the release of any BIR Lien filed against the Boating Center or the BIR Area within thirty (30) days of the filing of such lien, including payment thereof or the posting of a bond to secure release thereof, regardless of whether BIR disputes the amount or validity of such lien. In the event that BIR shall not cause such lien to be released of record within the thirty (30) day period, the City shall have, in addition to all other remedies provided herein and by law, the right, but not the obligation, to cause the same to be released by such means as it shall deem proper, including payment of the claim giving rise to such lien; provided that, if BIR advises the City in writing that the BIR Lien is being contested, then the City shall

not pay the claim giving rise to the lien, as long as BIR immediately obtains and records a bond necessary to obtain the release of such BIR Lien, as provided in RCW 60.04.161. All such sums paid by the City and all expenses incurred by it in connection therewith including attorney's fees and costs shall be payable to City by BIR on demand with interest at the rate of eighteen percent (18%) per annum. The City shall have the right at all times to post and keep posted on the Boating Center and the BIR Area any notices permitted or required by law, or which the City shall deem proper, for the protection of the City and the BIR Area, and any other party having an interest therein, from mechanics' and materialmen's liens, and BIR shall give to the City at least thirty (30) days' prior written notice of the expected date of commencement of any work relating to alterations or additions to the Boating Center or the BIR area.

I. During the term of this Lease, until such time as the Boating Center construction is Substantially Complete,

(i) BIR shall have all rights to use the BIR Area under the terms of the License Agreement;

(ii) BIR shall, in addition, have the exclusive right to control and possession of all portions of the BIR Area as and to the extent necessary for the design, permitting and construction of the Boating Center as contemplated in this Lease; but

(iii) the City shall continue to be exclusively responsible for, and liable for all costs relating to, the landscaping, general Park maintenance, and other upkeep for that portion of the BIR Area that is not being used by BIR under the License Agreement, or is not fenced off as a construction site.

J. BIR will be solely responsible for modifying, amending or relocating all utility locations and all easements existing of record in favor of the City to the extent that the same affect the BIR Area or otherwise impact the design, permitting and construction of the Boating Center; BIR shall pay all costs associated with the modification, amendment or relocation of such easements and utilities; the City agrees to cooperate in the relocation of such easements, at no cost to the City, as reasonably necessary to facilitate the construction of the Boating Center.

K. Upon Substantial Completion of the Boating Center, the License Agreement shall automatically terminate, the ownership of the Boating Center shall be transferred by quit-claim deed from BIR to the City, and the parties will enter into a lease amendment converting this Lease from a Ground Lease into a lease of the Boating Center on terms and conditions substantially identical with the terms of this Lease.

L. In the event that the City determines that a boundary line adjustment is necessary in order to create the area to be leased by BIR, BIR agrees to prepare any necessary

application and other materials at BIR's sole cost and expense. The City agrees to sign any such application as the property owner. BIR agrees to pay any required application fee to the City and to act as the project applicant for all purposes.

3. USE OF BOATING CENTER.

During the term of this Lease, BIR shall use the Boating Center for the sole purposes of (A) conducting BIR's Rowing Programs (as defined below), and (B) Community Functions (as defined below).

A. For purposes of this Lease the "Rowing Programs" shall include but not be limited to: (i) holding classes and meetings concerning training, coaching, and conditioning rowers, (ii) storing, cleaning, repairing, and transportation of rowing shells, oars and all related equipment, plus motorized boats or other water craft used for training or safety purposes in connection with rowing, and all equipment related thereto, (iii) providing classrooms, meeting rooms, lockers, changing rooms, restrooms, storage facilities, offices, administration and records retention spaces, all in support of the above-referenced activities, (iv) sponsoring and staging of regattas, (v) learn-to-row courses and other community education programs; (vi) incidental retail sales of rowing supplies, information, and equipment to participants in the Rowing Programs; and (vii) other activities customarily associated with the operation of a rowing program and/or a boating center (collectively, the "Rowing Programs"); notwithstanding the foregoing, "Rowing Programs" may not include all items referenced in part (iii) above during the period when the Boating Center consists of just the Core and Shell.

B. BIR shall also make the Boating Center available for use for any other lawful purpose on a fee basis (with fees to be set by BIR in its sole discretion), to any other public or private organizations or individuals, if and to the extent that such use does not conflict with or adversely impact BIR's Rowing Programs (the "Community Functions"), except that BIR shall not (without prior written consent of the City) make the Boating Center available to any commercial enterprise on a continuous basis or a regularly scheduled basis such as weekly or monthly (other than retail sale included in the definition of Rowing Programs). In making the Boating Center available for Community Functions, BIR shall endeavor to give preference to uses which are nonprofit or which (in BIR's judgment) benefit the community.

C. BIR shall also make the Boating Center available, free of charge, for use by the City at the City's request with reasonable prior notice, when such use does not conflict with or adversely impact the activities of BIR or of the organizations or individuals to whom BIR has, prior to such request, committed to make the Boating Center available for use. If the City uses the Boating Center, during such times it shall be responsible for and shall pay for clean up, monitoring, utilities, and oversight of the Boating Center, and restoration

and repair of any resulting damage. The City shall indemnify BIR and hold harmless BIR (and its officers, directors, agents, employees, and members) from any claims for property damage or personal injury, and any loss, liability, damage, cost or expense including reasonable attorneys' fees arising out of such use by the City (or the City's representatives, agents, employees and invitees) and not caused solely by the negligence of BIR.

4. OTHER IMPROVEMENTS.

BIR will provide, at BIR's sole cost and expense, all improvements to the BIR Area as may be necessary for BIR to conduct the activities permitted by this Lease; provided however, that (i) except as specifically authorized herein, BIR shall not undertake any improvements without the prior written consent of the City (which consent shall not be unreasonably withheld), and (ii) the City shall at all times be responsible for and obligated to install, maintain, repair and replace all lawn, landscaping and hardscape that the City chooses (in its sole discretion) to install in the vicinity of the Boating Center that is outside the foot print of the Boating Center (whether or not in the BIR Area). If BIR desires to undertake any improvement to the BIR Area and/or the Park, BIR shall provide the City with 30 days' written notice of the proposed improvement, the work to be performed in association with the proposed improvement and whether such improvement has the potential to disrupt public activities occurring at the Park. BIR shall include with such notice a copy of all plans associated with the improvement. No work shall be commenced unless and until approved by the City. Alternatively, the City may provide BIR with a list of remediation measures upon which approval of the proposed improvement is conditioned or may disapprove the improvement in the exercise of the City's reasonable discretion. All BIR construction and/or improvements may be reviewed and/or inspected by the City both during and after the construction phase, and any noted defects corrected within a reasonable period of time. In addition to the foregoing notice and approval requirements, any improvements proposed by BIR shall comply with all local, state, and federal rules and regulations, including but not limited to all permitting and use requirements.

5. USE OF PARKING SPACES.

BIR shall be entitled to use, on a non-reserved basis, parking available at, in, or around the Park (the "Parking Spaces"). The City shall not be required to provide any minimum number of parking spaces for use by BIR or to designate any specific spaces for BIR's exclusive use; BIR shall not at any time interfere with the rights of the City or of other users of the Park, to use any of the parking areas, BIR's use of Parking Spaces at the Park shall be subject to all regulation imposed by the City for use of such spaces by the general public. The City reserves the right to charge for parking, in its sole discretion. The City agrees that all such parking available at the Park shall be deemed available and sufficient to meet all parking requirements applicable provisions of the Bainbridge Island Municipal Code for a building of approximately 15,000 square feet or less for the programs and uses described above.

6. TERM OF LEASE; AUTOMATIC EXTENSIONS.

The initial term of this Lease shall commence on the date of this Lease and, unless sooner terminated or cancelled as provided in this Lease, shall expire thirty (30) years after the date of this Lease; provided, however, that if (a) BIR or its successor is not in material default, and (b) BIR or its successor, is at the expiration of the initial term or extended term, providing rowing programs, the term shall be automatically extended for up to two successive 10-year extended terms, upon the same terms and conditions. Notwithstanding the foregoing, this Lease shall automatically expire, and the parties shall have no further liability hereunder, (i) if BIR determines (in its sole discretion) at any time during the first five years of this Lease that the development of the Boating Center is not feasible, for any reason whatsoever, and gives written notice of termination to the City, or (ii) if and at such time as BIR gives written notices the City advising the City that BIR (in its sole judgment and discretion) is no longer able to offer the Rowing Programs.

7. EFFECT OF HOLDING OVER.

Any holding over after the expiration of the lease term, with City's consent, shall be construed to be a tenancy from month to month, at the same rental as required to be paid by BIR under Section 8 of this Lease, and shall be upon the terms and conditions specified in this Lease.

8. RENT.

There shall be no monetary rent (except as noted in Section 9 below). Consideration for this lease shall be the services to be provided by BIR as set forth herein.

9. ADDITIONAL CONSIDERATION.

In addition to the consideration described in Section 3:

A. BIR shall make available to the general public certain services including instructional classes to non-members, and coaching and rowing opportunities to local schools, which services would not otherwise be available to the public but for this Lease;

B. BIR will advertise its classes and make rowing club equipment available to the public for classes;

C. BIR will provide subsidized activities and/or (to the extent BIR has sufficient funds) scholarships to City residents in need of financial assistance on an annual basis for community rowing programs including the junior and master rowing programs, community rowing days and other events established by the BIR Board;

D. BIR will pay the City additional consideration equal to five percent (5%) of any rent actually received by BIR for the rental of storage space in the Boating Center to private parties; and

E. Upon substantial completion of the Boating Center, BIR shall quit claim its entire interest in the Boating Center to the City, at no charge, at which point this Ground Lease shall be amended to become a lease of the Boating Center building, on the same terms and conditions as set forth herein.

The annual value for the foregoing additional consideration is estimated to be at least \$3,000; however, the Parties agree that this estimate shall be specifically established as follows: on February 1 of each year, BIR shall submit a report of the value of the scholarships and subsidized activities provided the prior year to the City. The City acknowledges that the annual value of the foregoing additional consideration, in addition to all other benefits derived by the City for its residents as a result of the existence of BIR in the community, plus the value of the Boating Center constructed at the sole expense of BIR and deeded to the City for no other consideration, constitutes fair market consideration for the ground lease of the BIR Area.

10. UTILITIES.

Except as provided in Section 3 above, BIR shall pay (or cause to be paid) all charges for electricity, lights, water, heat, power, telephone and other services used during the term of this Lease for the Boating Center and shall indemnify and hold the City harmless against any liability on such account. BIR shall keep the Boating Center and the BIR Area free from any liens for unpaid utility charges. If any such lien is filed, BIR shall take all necessary steps to secure release of such lien within thirty (30) days after filing, including payment of any charges on which such lien is based, regardless of whether BIR disputes the amount or validity of such lien. In the event BIR fails to secure release of any such lien within the ten (10) day period, the City shall have, in addition to any other remedy provided herein or by law, the right, but shall not the obligation, to cause the lien to be released by such means as it deems proper, including payment of the charges giving rise to the lien. All such sums paid by the City and all expenses incurred by it in connection therewith, including attorney's fees and costs, shall be payable by BIR on demand with interest at the rate of eighteen percent (18%) per annum. The City shall pay (or cause to be paid) all charges for electricity, lights, water, power, and other services provided at any time during the term of this Lease to that portion of the BIR Area that is outside the exterior footprint of the Boating Center; provided that BIR shall pay all charges for lighting that is specifically intended to illuminate the outside of the Boating Center.

11. TAXES AND ASSESSMENTS.

A. Taxes. BIR agrees to pay promptly, as the same become due during the term of this Lease, all taxes levied upon and assessed against the BIR Area and the Boating Center which are due and payable during the term of this Lease.

B. Special Assessments. Special assessments applicable to the BIR Area and the Boating Center shall be paid by BIR, but only to the extent that such assessments become due and payable in full or in installments during the term of the Lease.

C. Personal Property Taxes. BIR shall pay as the same become due and payable, all personal property taxes, special assessments and other charges levied upon or assessed against the personal property owned by BIR and located on the BIR Area and which are, or will become, a lien against the BIR Area.

D. Indemnification. BIR agrees to indemnify, save and hold harmless the City and the Boating Center from all taxes, special assessments and charges for which BIR has obligated itself hereunder.

12. INSURANCE.

A. Property and Casualty Insurance. Upon completion of the Boating Center, BIR shall at all times during the term of this Lease and any extension thereof, at BIR's own expense, keep in effect and force a casualty insurance policy in an amount sufficient to provide coverage of not less than one hundred percent of the full insurable value of the Boating Center. The term "full insurable value" shall mean actual replacement value. Such policy shall be procured from a responsible insurance company authorized to do business in the State of Washington and rated AX or better in "Best's Insurance Guide." Such policy of insurance shall be issued in the names of BIR and the City as their respective interests may appear. In the event of a loss payable under the insurance policy, the proceeds thereof shall be used in the following manner:

i. In the event that the loss results from total or substantial destruction of the Boating Center, and BIR elects to rebuild the improvements under the provisions of Section 13(A), then such proceeds shall be used for such rebuilding.

ii. In the event that loss results from damage which BIR is required to repair under the provisions of Section 13(B), the proceeds shall be used to pay the cost of such repairs.

iii. In the event loss results from total or substantial destruction of the Boating Center and BIR does not elect to rebuild under Section 13(A), then the proceeds from such loss will first be used to pay for the cost of removing all debris from the BIR Area, the cost of filling any excavations caused by the construction of the Boating Center, and the balance (if any) shall be paid to BIR; provided that if such total or substantial destruction occurs during the last five years of the initial term or any extended term of this Lease, and BIR elects not to rebuild, then BIR shall be paid that portion of the remaining balance of the proceeds which results from multiplying a fraction, the numerator of which is the number of unexpired years on such term of this Lease and the denominator of which is fifty years times the balance of the proceeds remaining after the deductions (excluding the payment of the balance to BIR) described above, and then all remaining proceeds shall be paid to the City.

B. Liability Insurance. BIR agrees to obtain, pay for and maintain, throughout the term of this Lease, a policy of commercial general liability insurance with broad form property damage and contractual liability endorsements. This policy shall name the City as an additional insured, and shall insure BIR's activities and those of BIR's employees, officers, volunteers, contractors, licensees, agents, servants, guests, invitees or visitors with respect to the BIR Area against loss, damages or liability for personal injury or bodily injury (including death) or loss or damage to property with a combined single limit of not less than \$2,000,000, and a deductible of not more than \$10,000. The insurance will be noncontributory with any liability insurance carried by the City. If BIR fails to comply with this section, the City in its sole discretion may order all BIR activities to immediately cease and terminate this Lease. Within 30 days following the execution of this Lease, BIR shall obtain and file with the City a certificate of liability insurance that includes the coverage required under this section with an effective date no later than the date this Lease is executed by the parties. All insurance shall be subject to the City's approval. Each policy must provide for 45 days' prior written notice of termination or cancellation or any other change in coverage or deductibles to be given by the insurer to the City.

C. Evidence of Insurance. BIR shall deliver to the City copies of all policies or certificates of insurance BIR is required to keep in force under the provisions of this Section 12.

13. **DESTRUCTION.**

A. Total or Substantial Destruction. In the event that the Boating Center is totally destroyed or substantially destroyed by fire or other casualty so as to render the Boating Center unfit for the purpose for which it was constructed, BIR shall have the option to elect whether or not it will rebuild the Boating Center or terminate this Lease. As used in this Lease, "substantial destruction" means destruction of at least fifty percent (50%) of the total floor area of the Boating Center. BIR shall notify the City within 120 days from the date of the total or substantial destruction of the Boating Center as to whether it elects to rebuild the Boating Center or terminate this Lease. In the event that BIR elects to rebuild the Boating Center, it shall commence the work of rebuilding with due diligence and carry the same through to completion without undue interruption or delay, other than interruptions or delays due to matters beyond the control of BIR. BIR shall be entitled to receive the proceeds of the insurance required under Section 12, whether or not BIR decides to rebuild the Boating Center. In the event that BIR shall elect not to rebuild, then BIR shall cause all debris from the substantially destroyed Boating Center to be removed from the BIR Area and shall cause any excavations caused by the construction to be filled. Failure of BIR to notify the City within 120 days from the date of total or substantial destruction of the Boating Center of BIR's election to rebuild the Boating

Center shall constitute an election not to rebuild and the termination of this Lease. BIR shall be entitled to receive the proceeds of the insurance required under Section 12 for such rebuilding.

B. Less than Substantial Destruction. In the event that the Boating Center or any part thereof is less than substantially destroyed by fire or other casualty so as not to render the Boating Center unfit for the purpose for which it was constructed, the BIR shall commence the work of repair or reconstruction with due diligence and carry the work of repair or reconstruction through to completion without undue interruption or delay, other than interruptions or delays beyond the reasonable control of BIR. BIR shall be entitled to receive the proceeds of the insurance required under Section 12.

C. Reconstruction. All work of rebuilding, reconstruction or repair under paragraphs A and B above shall be performed in accordance with all applicable laws, codes and regulations and, unless otherwise agreed by the City, will contain at least the same square footages, equipment and facilities as were originally constructed at the commencement of this Lease.

14. MAINTENANCE.

BIR assumes responsibility for the condition of the interior and exterior of the Boating Center during the term of this Lease and shall keep the Boating Center in good and safe condition and in reasonably good repair, and in accordance with all applicable laws and regulations. On the termination date of this Lease as provided herein, BIR shall yield the BIR Area and the Boating Center to the City in good condition and repair, ordinary wear and tear and loss by fire or other casualty causing substantial or total destruction excepted. The City shall not, during the term of this Lease, be required to make any repairs to the Boating Center except such repairs as may have been caused by the negligent acts of the City, its agents, representatives or employees. The City assumes responsibility for the condition of that portion of the BIR Area that is located outside the exterior footprint of the Boating Center during the term of this Lease, and shall keep the same in good and safe condition and in reasonably good repair, and in accordance with all applicable laws and regulations.

15. GOOD NEIGHBOR.

BIR agrees to maintain "good neighbor" relations in conducting its operations. This includes maintaining a clean and orderly site and keeping noise to an acceptable level to the extent possible while carrying on the Rowing Programs permitted under this Lease.

16. LIENS.

BIR agrees not to permit any liens to attach to the Boating Center, the BIR Area, or BIR's leasehold interest during the term of this Lease pursuant to the terms of Section 2(H) above. BIR

agrees to indemnify and hold the City harmless from any liens filed against the BIR Area except to the extent that such liens arise from the exclusive acts or omissions of the City.

17. INDEMNIFICATION.

BIR agrees to indemnify, defend and hold harmless the City, its officers, employees, agents, successors, and assigns from and against any and all damages, claims or other liability of whatsoever kind or nature (including but not limited to reasonable attorneys' fees) related to, resulting from, or directly or indirectly arising from or associated with BIR's or BIR's agents', members', employees', or officers' activities permitted under this Lease; provided, that such indemnification obligation shall not extend to damage or injury to the extent attributable to the City's gross negligence or intentional misconduct. This indemnification shall survive the expiration or termination of this Lease so long as the City owns the Park.

The City agrees to indemnify, defend and hold harmless BIR, its officers, employees, agents, successors, and assigns, from and against any and all damages, claims or other liability of whatsoever kind or nature (including but not limited to reasonable attorneys' fees) related to, resulting from, or directly or indirectly arising from or associated with any breach of the City's obligations under this Lease, or any activities or actions of or by the City or the City's agents, employees, contractors, or representatives; provided, that such indemnification obligation shall not extend to damage or injury to the extent attributable to the gross negligence or intentional misconduct of BIR. This indemnification shall survive the expiration or termination of this Lease.

18. ASSIGNMENT.

BIR shall not assign, sublet, mortgage, encumber or otherwise transfer any interest in this Lease or any part of the BIR Area, the Boating Center (if applicable) and/or the Park. The City may, without prior consent from BIR, transfer or assign the BIR Area and the Park to any other federal, state or local government agency or political subdivision of the State, including but not limited to the Bainbridge Island Metropolitan Park & Recreation District, or to any private entity whose primary purpose is the preservation, maintenance and operation of open space and/or park real property; provided that the terms, conditions of this Lease shall not be modified without the prior written consent of BIR, and such successor agency shall expressly assume the obligations of the City hereunder.

19. LEASEHOLD MORTGAGES.

BIR shall not have the right to mortgage (or otherwise encumber for security purposes) the Boating Center and the leasehold estate created by this Lease in the BIR Area.

20. TERMINATION.

During such times as BIR owns the Boating Center or prior to transfer of ownership to the City under Section 2(K) above, the Boating Center shall be and remain the property of BIR (or BIR's assignees), subject to the City's right to use the Boating Center described in Section 3. Upon termination of this Lease prior to transfer of ownership to the City under Section 2(K) above, whether by expiration of time, by agreement, or for default of BIR, the Boating Center (but not including personal property belonging to BIR), together with all rights therein of BIR, shall be left in place and become the sole property of the City, its successor and assigns. To make this provision self-executing, BIR covenants and agrees that, upon termination of this Lease if prior to transfer of ownership to the City under Section 2(K) above, title to the Boating Center (but not including personal property belonging to BIR) shall pass to the City, its successor and assigns forthwith and without the necessity of further conveyance or assignment. BIR agrees to execute any conveyance or assignment necessary to complete such transfer if requested by the City to do so. All personal property and equipment shall remain the property of BIR and may be removed at the end of the term.

21. DEFAULT.

If (a) default be made by BIR at any time in the payment of any sum due and payable by BIR under the provisions hereof, and such default shall continue for a period of 30 business days after written notice by the City to BIR, or (b) material default shall be made by BIR in the due observance and performance of any other covenant, condition or stipulation herein agreed by BIR to be observed or performed by it, and such default shall continue for a period of 30 days after written notice by the City to BIR, detailing the particulars of such default and requiring BIR to make good the same, and if BIR shall not have remedied the default within the period of time stated above, then the City at any time thereafter may immediately terminate this Lease and take possession of the BIR Area and the Boating Center, and from the time of termination, this Lease shall become void and of no effect, and the City may hold the BIR Area and the Boating Center, and this Lease shall be forfeited to the City, provided however, that if any such nonpayment default cannot be reasonably remedied within such 30-day period, the City shall not have the right to terminate this Lease or BIR's right to possession pursuant to this section by reason of such default if BIR commences curing such default within such 30-day period and thereafter diligently pursues in good faith the cure of such default. Notwithstanding any terms in this Lease to the contrary, effective upon any termination or expiration of this Lease, BIR shall no longer be liable for any liabilities or obligations under Sections 3, 4, and 8 through 12 of this Lease, to the extent that such liabilities or obligations arise or accrue after the Lease termination date, though BIR shall continue to be liable hereunder for liabilities and obligations imposed on BIR that arose or accrued prior to such Lease termination date.

22. DISCLAIMER.

The City is not responsible for the activities or equipment of BIR. The City will not inspect boats for condition, review selection, qualifications and/or performance of instructors and volunteers, review safety programs and procedures, or otherwise oversee any of the BIR operations, and BIR shall offer its services at BIR's sole risk. The City expects that BIR will operate in a safe and competent manner and at a minimum, in accordance with guidelines, policies, and procedures set forth by its parent organization, United States Rowing Association.

23. WARRANTY OF PEACEFUL POSSESSION.

The City covenants and warrants that BIR, in performing and observing all of its covenants and agreements herein contained, shall and may peaceably and quietly have, hold, occupy, use, and enjoy, and shall have the full, exclusive and unrestricted use and enjoyment of, all of the BIR Area during the entire term of this Lease (except as otherwise provided herein), and may exercise all of its rights hereunder, subject only to the provisions of this Lease and all applicable governmental rules and regulations and all easements and other restrictions of record as of the date of this Lease. The City agrees to warrant and forever defend BIR's right to such occupancy, use, and enjoyment and the title to the BIR Area against the claims of any and all persons whomsoever lawfully claiming or to claim the same, or any part thereof.

24. REMEDIES.

All remedies and rights accorded herein, or otherwise available to the City or BIR shall be cumulative, and no one such remedy or right shall be exclusive of any other, and the pursuit of any such remedy or rights shall not be deemed to waive any other or different remedy or relief to which the City might otherwise be entitled, either at law or in equity.

25. NOTICES.

Any notice to be given pursuant to the terms of this Lease to either of the parties hereto shall be in writing and shall be delivered personally or sent by United States mail, postage prepaid, addressed as follows:

City:

City of Bainbridge Island
280 Madison Avenue North
Bainbridge Island, WA 98110
Attention: City Manager

BIR:

Bainbridge Island Rowing Club
P.O. Box 11169
Bainbridge Island, WA 98110
Attention: President

26. EXTENT OF AGREEMENT/MODIFICATION.

This Lease, together with attachments or addenda, represents the entire and integrated agreement between the parties and supersedes all prior negotiations, representations, or agreements, either written or oral. This Lease may be amended, modified or added to only by written instrument properly signed by both parties.

27. SEVERABILITY.

A. If a court of competent jurisdiction holds any part, term or provision of this Lease to be illegal or invalid, in whole or in part, the validity of the remaining provisions shall not be affected, and the parties' rights and obligations shall be construed and enforced as if this Lease did not contain the particular provision held to be invalid.

B. If any provision of this Lease is in direct conflict with any statutory provision of the State of Washington, that provision which may conflict shall be deemed inoperative and null and void insofar as it may conflict, and shall be deemed modified to conform to such statutory provision.

28. FAIR MEANING.

The terms of this Lease shall be given their fair meaning and shall not be construed in favor of or against either party hereto because of authorship. This Lease shall be deemed to have been drafted by both of the parties.

29. NON-WAIVER.

A waiver by either party hereto of a breach by the other party hereto of any covenant or condition of this Lease shall not impair the right of the party not in default to avail itself of any subsequent breach thereof. Leniency, delay or failure of either party to insist upon strict performance of any agreement, covenant or condition of this Lease, or to exercise any right herein given in any one or more instances, shall not be construed as a waiver or relinquishment of any such agreement, covenant, condition or right.

30. FURTHER ASSURANCES.

BIR shall, during the term of this Lease, or any extensions or renewals thereof, and without further consideration execute, acknowledge and deliver to the City such other documents and instruments, and take such other actions, as the City shall reasonably request or as may be necessary to effectuate the terms of this Lease in accordance with this Lease. Subject to the terms of applicable law, the City agrees to cooperate with and assist BIR in the permitting process and agrees to execute additional documents if reasonably necessary to the permitting and/or completion of the Boating Center.

31. SURVIVAL.

Any provision of this Lease which imposes an obligation after termination or expiration of this Lease shall survive the term or expiration of this Lease and shall be binding on the parties to this Lease.

32. GOVERNING LAW.

This Lease shall be governed by and construed in accordance with the laws of the State of Washington.

33. VENUE.

The venue for any action to enforce or interpret this Lease shall lie in the Superior Court of Washington for Kitsap County, Washington.

34. RECORDATION.

This Lease shall not be recorded but concurrent with the execution of this Lease the parties hereto shall execute a Memorandum of Lease in the form attached as Exhibit D and cause the same to be recorded in the real estate records of Kitsap County, Washington.

35. AUTHORITY.

BIR warrants that it is legally and properly organized under the laws of the State of Washington as a nonprofit corporation and that the undersigned representative is authorized to execute this Lease on BIR's behalf.

36. TIME OF ESSENCE.

Time is of the essence with respect to the performance of all covenants, conditions and obligations set forth herein.

37. COUNTERPARTS.

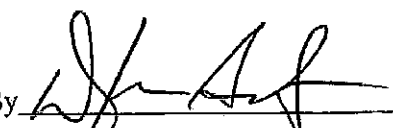
This Lease may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same agreement.

IN WITNESS WHEREOF, the parties have executed this Lease as of August 25, 2014.

BAINBRIDGE ISLAND ROWING CLUB

CITY OF BAINBRIDGE ISLAND

By 
Marc Stewart, President

By 
Douglas Schulze, City Manager

STATE OF WASHINGTON)

) ss:

COUNTY OF KITSAP)

I certify that I know or have satisfactory evidence that Marc Stewart is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument, and acknowledged it as the President of BAINBRIDGE ISLAND ROWING CLUB, to be the free and voluntary act of such municipal corporation for the uses and purposes mentioned in the instrument.



DATED: 8/21/14
B. P. Weiland

NAME: Bruce P. Weiland
(Print Name)

Notary Public in and for the State of Washington.

Commission Expires: 11-11-15

STATE OF WASHINGTON)

) ss:

COUNTY OF KITSAP)

I certify that I know or have satisfactory evidence that Douglas Schulze is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument, and acknowledged it as the City Manager of the CITY OF BAINBRIDGE ISLAND, Washington, a municipal corporation, to be the free and voluntary act of such municipal corporation for the uses and purposes mentioned in the instrument.



DATED: August 25, 2014
[Signature]

NAME: Amber Nicole Richards
(Print Name)

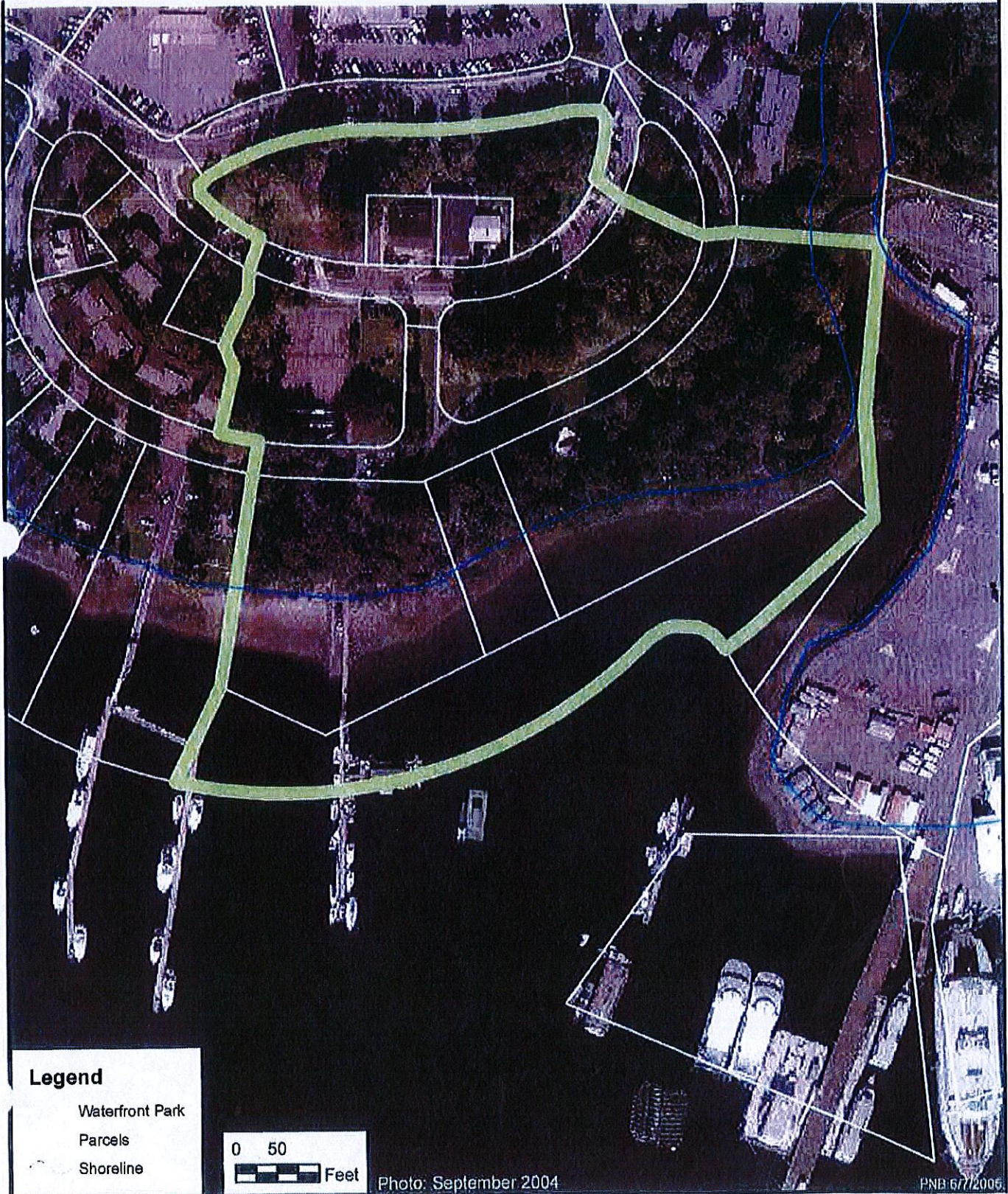
Notary Public in and for the State of Washington.

Commission Expires: 2/19/18

EXHIBIT A

Depiction of Waterfront Park

City of Bainbridge Island
Waterfront Park



Legend

Waterfront Park

Parcels

Shoreline

0 50
Feet

Photo: September 2004

PNB 677/2006

EXHIBIT B

Legal Description of BIR Area

A portion of Block 4, Stafford's Addition to Winslow, as recorded in Volume 8 of Plats, Pages 11, 12 and 13, records of Kitsap County, Washington, described as follows:

All of Lot 3 of said Block 4, Stafford's Addition to Winslow;

AND:

That portion of Lots 2, 12, 13 and 14 of said Block 4 described as follows:

Commencing at the northwest corner of said Lot 2, being the True Point of Beginning;

Thence southeasterly along the southerly right of way of Bjune Drive per said plat, on a 350.46 foot radius curve to the left, the radius point of which bears North $14^{\circ}59'41''$ East, through a central angle of $00^{\circ}14'17''$ an arc distance of 4.21 feet;

Thence leaving said right of way, South $01^{\circ}48'41''$ West 178.22 feet;

Thence northwesterly along a line that is northerly 10.94 feet and parallel to the northerly right of way of Shannon Drive per said plat, on a 486.56 foot radius curve to the right, the radius point of which bears North $02^{\circ}58'04''$ East, through a central angle of $11^{\circ}34'54''$ an arc distance of 98.35 feet;

Thence northerly along a line that is parallel to the easterly line of said Lot 12 for a distance of 69.06 feet;

Thence in a straight line to the most westerly corner of said Lot 3 in Block 4;

Thence southeasterly along the south line of said Lot 3 to the southwest corner of said Lot 2;

Thence northeasterly along the west line of said Lot 2, to the northwest corner of said Lot 2 and the True Point of Beginning.

Totaling approximately 15,753 square feet or 0.36 acres.

EXHIBIT C

Depiction of BIR Area

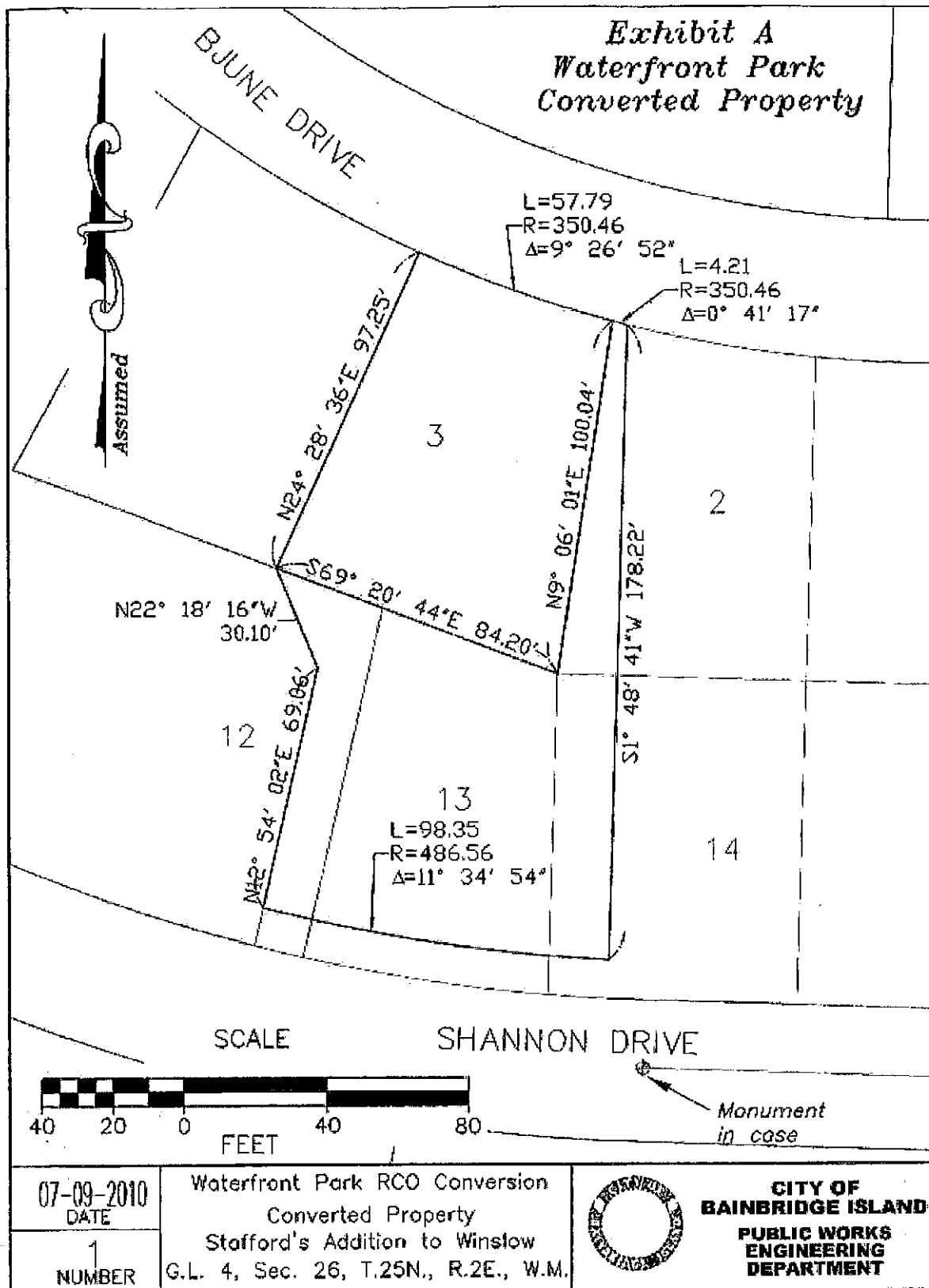


EXHIBIT D

Form of Memorandum of Lease

AFTER RECORDING RETURN TO:

City of Bainbridge Island, Washington

Attn: City Manager

280 Madison Avenue North

Bainbridge Island, Washington 98110

MEMORANDUM OF LEASE

Grantor(s): City of Bainbridge Island, Washington, a municipal corporation

Grantee(s): Bainbridge Island Rowing Club, a Washington non-profit corporation, d/b/a Bainbridge Island Rowing ("BIR")

Legal Description: Ptn. of Block 4, Stafford's Addition to Winslow, Vol. 8 of Plats, pp. 11, 12, and 13, Kitsap County, Washington

Assessor's Property Tax 4114-002-001-000
Parcel/Account Number(s):

Reference Number(s) of
Documents Assigned
or Released:

THIS MEMORANDUM OF LEASE (this "Memorandum") is entered into as of August ____, 2014, by and between the CITY OF BAINBRIDGE ISLAND, WASHINGTON, a Washington municipal corporation ("Lessor") and BAINBRIDGE ISLAND ROWING CLUB, a Washington non-profit corporation, d/b/a Bainbridge Island Rowing ("BIR") with respect to the Ground Lease dated August ____, 2014 (the "Lease").

1. **Premises.** Lessor leases to BIR, and BIR leases from Lessor certain property in Waterfront Park, City of Bainbridge Island, Washington and more particularly described as follows:

A portion of Block 4, Stafford's Addition to Winslow, as recorded in Volume 8 of Plats, Pages 11, 12 and 13, records of Kitsap County, Washington, described as follows:

All of Lot 3 of said Block 4, Stafford's Addition to Winslow;

AND:

That portion of Lots 2, 12, 13 and 14 of said Block 4 described as follows:
Commencing at the northwest corner of said Lot 2, being the True Point of Beginning;

Thence southeasterly along the southerly right of way of Bjune Drive per said plat, on a 350.46 foot radius curve to the left, the radius point of which bears North 14°59'41" East, through a central angle of 00°14'17" an arc distance of 4.21 feet;

Thence leaving said right of way, South 01°48'41" West 178.22 feet;

Thence northwesterly along a line that is northerly 10.94 feet and parallel to the northerly right of way of Shannon Drive per said plat, on a 486.56 foot radius curve to the right, the radius point of which bears North 02°58'04" East, through a central angle of 11°34'54" an arc distance of 98.35 feet;

Thence northerly along a line that is parallel to the easterly line of said Lot 12 for a distance of 69.06 feet;

Thence in a straight line to the most westerly corner of said Lot 3 in Block 4;

Thence southeasterly along the south line of said Lot 3 to the southwest corner of said Lot 2;

Thence northeasterly along the west line of said Lot 2, to the northwest corner of said Lot 2 and the True Point of Beginning.

Totaling approximately 15,753 square feet or 0.36 acres.

2. **Term.** The term of the Lease is for a term of thirty (30) years, unless sooner terminated or cancelled as provided in the Lease, provided, however, that if (a) BIR or its successor is not in material default, and (b) BIR or its successor, is at the expiration of the initial term or extended term, providing rowing programs, the term shall be automatically extended for up to two successive 10-year extended terms, upon the same terms and conditions.

3. **Purpose of Memorandum.** This memorandum is for notice purposes only, and shall in no way be deemed to modify or amend the provisions of the Lease. This Memorandum is not to be construed as the Lease between Lessor and BIR or as a modification of the Lease.

Dated the day and year above written.

LESSOR:

CITY OF BAINBRIDGE ISLAND

By: _____
Douglas Schulze, City Manager

LESSEE:

BAINBRIDGE ISLAND ROWING CLUB

By: _____
Marc Stewart, President

STATE OF WASHINGTON)

) ss

COUNTY OF KITSAP)

I certify that I know or have satisfactory evidence that Douglas Schulze is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument, and acknowledged it as the City Manager of the City of Bainbridge Island, Washington to be the free and voluntary act of such entity for the uses and purposes mentioned in the instrument.

DATED: _____

NAME: _____

(Print Name)

Notary Public in and for the State of Washington

Commission Expires: _____

STATE OF WASHINGTON)

) ss:

COUNTY OF KITSAP)

I certify that I know or have satisfactory evidence that Marc Stewart is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument, and acknowledged it as the President of Bainbridge Island Rowing Club to be the free and voluntary act of such entity for the uses and purposes mentioned in the instrument.

DATED: _____

NAME: _____

(Print Name)

Notary Public in and for the State of Washington.

Commission Expires: _____

FALL ROWING

Director of Rowing – Bruce Beall | Head Juniors Coach – Tim Goss

Juniors Coaching Staff

Varsity Boys – Bruce Beall
ROWDIR1@gmail.com 356-6205

Assistant Varsity Boys – Walker
Hauptman

Varsity Girls – Barb Trafton
barbtrafton@gmail.com 356-0634

Assistant Varsity Girls

Novice Boys – Tim Goss
tgoss1a@msn.com 604-7336

Novice Girls

Practice Begins 9/14

9/14-11/9 - 8 weeks
Monday - Friday 3:30-6:00 p.m.
@ Waterfront Park
120 rowers Max.
35 Varsity boys
35 Varsity girls
25 Novice boys
25 Novice girls

Regattas

American Lake - Sunday 10/18/15
Green Lake Frostbite - Novices Only
Saturday 11/7/15 (confirm date)
Head of the Lake - Varsity Only
Sunday 11/8/15



Juniors 2015/16 Captains

Boys -

Girls – Liz Fawley, Jessie Sheldon

An IMPORTANT note about PARKING:

Pick-up is no longer allowed on Brien Drive because of congestion problems. Please park along Bjune Drive instead and instruct kids to wait near the Waterfront Park playground.

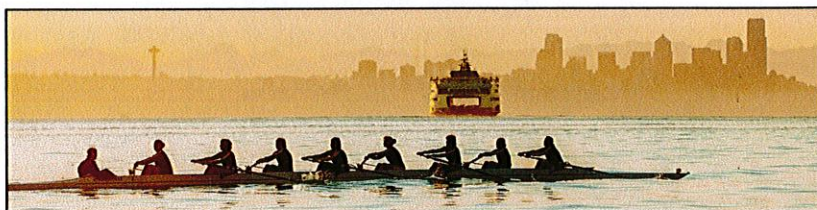
Parent Leadership Team:

Rob Bloom: <rbloom@rocksolidmeetings.com>
Janet Millerd: <janet.millerd@gmail.com>
Carrie Blunt: <sea2ogg@yahoo.com>
Julie Rosenblatt: <drjrosenblatt@gmail.com>

Welcome!

On behalf of the junior coaches I want to welcome new and returning rowers and their families to our 2015 Fall season. The goals for the next eight weeks are to develop rowing technique, specifically with lower stroke rates and longer pieces. At the same time we will continue to build strength, fitness and flexibility. In the Fall we focus primarily on longer distances to prepare rowers for 'Head' style racing. In Head races boats start one after another and race for time over a five kilometer course. Stamina and control in the boat are paramount as is the quality of the coxswain's steering and boat leadership. Most Fridays we will practice the race distance on our own challenging 5 K loop through Eagle Harbor. We are all looking forward to pleasant Fall afternoons filled with sunshine, enthusiasm and good swing in the boats and, of course, hearing that exciting command: Bainbridge, you are on the course.

Looking Forward to a great season!!
Tim Goss, Head Juniors Coach



Junior Team Pick-up and Drop Off

Recognizing that we share parking with a number of constituents, we want to be very aware of traffic flow in a potentially congested area. There are a number of groups using the parking spaces along Brien Dr. SE and this road clogs easily - particularly at pick-up time for rowers and sailors.

It is imperative that no junior parents park in the senior center parking lot to the west of the senior center either in the handicap spots or the lot in general. If your child is not ready please drive off of Brien Dr. SE and wait for them on Bjune Dr SE. They can either walk up to Bjune or contact you when they are ready to be picked up. Cars waiting for rowers can easily impede all other users of the park and senior center.

Also if you are going to be later than 6:20 rowers should walk up to T & C Market for pick up.

Heather Beckmann

From: Mark Epstein
Sent: Thursday, September 17, 2015 4:01 PM
To: Heather Beckmann
Subject: BI Rowing Club permit application

Heather,

I have been coordinating periodically with the design team for the new Bainbridge Island Rowing Club (BIRC) building on the timing of their proposed improvements in relation to the Waterfront Park Improvement Project, also currently in permit review. Since the two projects affect each other along the east perimeter of their lease line, coordination and a clear understanding of what is planned along that boundary and who is responsible for which pieces of work is critical for both projects.

The issues that are still to be resolved include but are not limited to:

1. Timing of their project. If the BIRC project does not start at the same time as the Park project, we will need an interim design for the area along the lease boundary. We are currently creating the interim plan, and we do not have a firm timeline from BIRC regarding when their project may begin.
2. Their plans do not yet indicate how the new building will meet the proposed park plaza. Neither their Site Plan nor Floor Plans indicate the elevations or how pedestrians will be able to access the building along their building's east elevation.
3. Their plans do not yet indicate how the new building entrance will meet the proposed park overlook. We are designing a wall and ramp at their front entry that may encroach within their lease line but would benefit pedestrian access to and from the building.

I trust that these issues can be resolved with more discussions, however at the moment they remain unresolved. Thank you for your help in coordinating these two exciting projects!

Sincerely,

Mark Epstein

Engineering Project Manager
206.780.3721 - office
206.735.8653 - cell
mepstein@bainbridgewa.gov



City of Bainbridge Island - Public Works
280 Madison Ave. N, Bainbridge Island, WA 98110

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ATTACHMENT S



CITY OF BAINBRIDGE ISLAND
280 MADISON AVE. NORTH
BAINBRIDGE ISLAND, WA 98110

WALKER

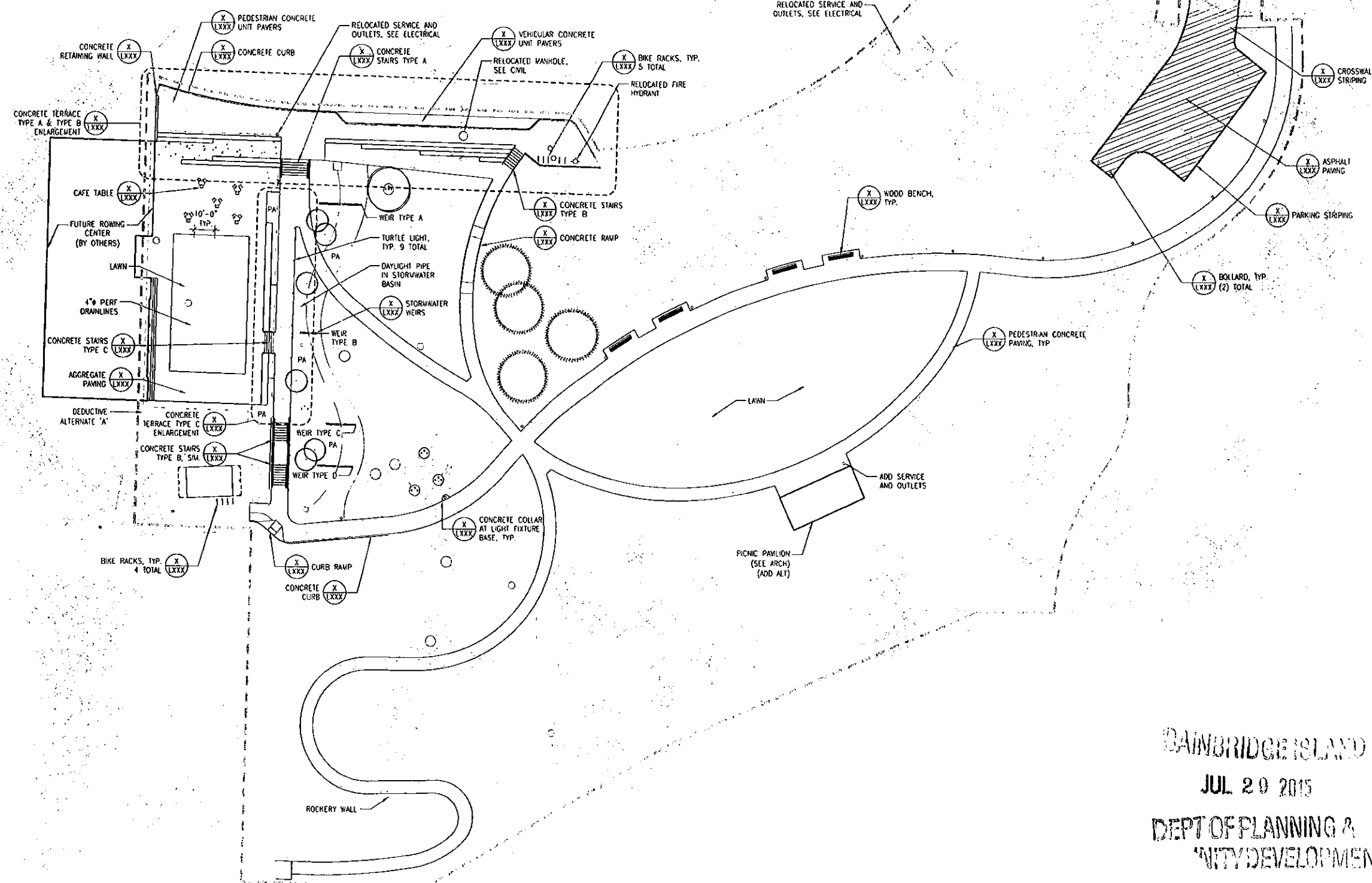
EAGLE HARBOR
WATERFRONT
PARK
BAINBRIDGE ISLAND, WA

PROJECT NAME P3119.01
DRAWN BY KH REVISION BY CJ/DO

80% CONSTRUCTION
DOCUMENTS
DATE: 06/17/2015

MATERIALS

ATTACHMENT T



KEY NOTES

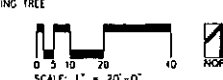
1. XXX...
2. XXX...
3. XXX...

GENERAL NOTES

1. CONTRACTOR TO NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES BETWEEN THE PLANS AND THE EXISTING CONDITIONS BEFORE STARTING WORK.

LEGEND

UNIT PAVERS	BENCH
CONCRETE PAVING - PEDESTRIAN	LIGHT POLE
ASPHALT PAVING - VEHICULAR	RELOCATED FIRE HYDRANT
AGGREGATE PAVING - PEDESTRIAN	BIKE RACK
DETECTABLE WARNING	TRASH/RECYCLING
LAWN AREA	CAFE TABLES
PA	PROPOSED TREE
STORMWATER PLANTING AREA	
GUARDRAIL	
RETAINING WALL	
4" PERF DRAINLINES	
AREA DRAIN/CATCH BASIN	
MANHOLE	
TRENCH DRAIN	



NOT FOR CO



City of Bainbridge Island
PLANNING & COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Planning Commission

FROM: Jennifer Sutton, AICP
Special Project Planner

DATE: September 24, 2015

RE: Ordinance 2015-16: Accessory Dwelling Unit Regulations

Background

The City Council discussed the City's regulations on Accessory Dwelling Units (ADU) at the January 13, 2015 Council meeting. At that meeting, the Council heard testimony that increasing the maximum ADU size from 800 to 900 square feet would mean two-bedroom ADU's could be constructed allowing a wider segment of the population to live in ADUs (i.e. a young family with one or two children, or a senior citizen with a caregiver). The table below outlines the size limitations in Kitsap County and the cities of Bremerton, Port Orchard and Poulsbo. The Council requested the Planning Commission review the existing regulations to determine if changes are needed.

The Planning Commission discussed the issue at the April 9, 2015 meeting, and requested that staff bring back an ordinance to increase the maximum ADU size to 900 square feet (see attached Draft Ordinance 2015-16). The Planning Commission held a study session on June 11, recommending only one clarifying change to subsection (f) to ensure a larger ADUs in an existing building (e.g. a daylight basement) is only allowed for buildings in existence on the date Ordinance 2015-16 was approved.

Kitsap County Comparison of Maximum Accessory Dwelling Unit (ADU) Size	
Jurisdiction	Maximum ADU Size
Kitsap County	Shall not exceed 50% of the square footage of the habitable area of primary residence or 900 square feet, whichever is smaller
Bainbridge Island	800 square feet
Bremerton	• 60% of the principal unit's total floor area (not including basement), and • One thousand (1,000) square feet maximum, 300 square feet minimum.
Port Orchard	Shall not exceed 50% of the square footage of the habitable area of primary residence or 900 square feet, whichever is smaller
Poulsbo	• 800 square feet of heated living area; however • If the accessory unit is completely located on a ground floor or basement, City may allow increased size in order to efficiently use all floor area.

Existing Regulations, BIMC 18.09.030.I.5

An accessory dwelling unit (ADU) is a small, self-contained residential unit located on the same lot as an existing single-family home. An ADU has all the basic facilities needed for day-to-day living independent of the main home such as a kitchen, sleeping area, a bathroom. ADUs are commonly viewed as a tool to help local jurisdictions meet GMA goals, to encourage affordable housing and provide a variety of housing densities and types while preserving the character of single-family neighborhoods. ADUs offer the potential for extra income for the homeowner and a more affordable living arrangement for the renter. They can also provide the opportunity for relatively independent living for the elderly or disabled with support from neighboring family.

The City's ADU regulations are contained in BIMC 18.09.030.I.5 *Use Specific Standards- Accessory Uses*. To summarize:

- ADUs are a permitted accessory use in all residential zones, except that they are a conditional use on the shoreline.
- ADUs may be contained within, or detached from, the single-family home.
- ADUs are currently limited to 800 square feet of floor area.
- ADU must share a single driveway with the primary residential unit.
- All other zoning regulations must be met—setbacks, lot coverage, parking and Health District regulations.

A search of the City's permit database indicates that approximately 200 ADUs have been permitted since 1992. Please note that this does not include older ADUs that may have been permitted under Kitsap County and grandfathered in or units that were built without permits.

Action Requested of the Planning Commission

Staff is requesting the Planning Commission discuss the ordinance, and determine whether the ordinance is ripe to schedule a public hearing on October 22, or if another study session on October 8 is desired.

Attachments

Draft Ordinance 2015-16

ORDINANCE NO. 2015-16

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to the Accessory Dwelling Units; amending Bainbridge Island Municipal Code Section 18.09.030.

WHEREAS, Accessory Dwelling Units (ADUs) are an allowed accessory use to a single-family residence; and

WHEREAS, the City Council discussed ADU's, at their January 13, 2015 meeting, noting that the City's 800 square foot maximum size is less than other Kitsap County jurisdictions; and

WHEREAS, the City Council directed staff bring forward an ordinance to increase the maximum size for an ADU; and

WHEREAS, the Planning Commission was briefed on this issue on April 9, 2015, concurring with the City Council that increasing the City's maximum ADU size would support the City's housing goals; and

WHEREAS, the City Council conducted a public hearing on Ordinance 2015-16 on XXXX, 2015; and

WHEREAS, notice was given on XXXX, 2015 to the Office of Community Development at the Washington State Department of Commerce in conformance with RCW 36.70A.106;

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

Section 1: Section 18.09.030.I.5 *Use Specific Standards- Accessory Uses*, of the Bainbridge Island Municipal Code is amended to read as follows:

I. Accessory Uses

5. Accessory Dwelling Unit.

- a. An accessory dwelling unit may be created within, or detached from, any single-family dwelling, whether existing or new, as a subordinate use, where permitted ("P") by this chapter.
- b. In the shoreline jurisdiction, an accessory dwelling unit may be created within, or detached from, any single-family dwelling, whether existing or new, as a subordinate use, where conditional ("C") pursuant to this chapter. See Chapter [16.12](#) BIMC for shoreline conditional use process.
- c. Only one accessory dwelling unit may be created per parcel.
- d. No variances shall be granted for an accessory dwelling unit.

- e. One off-street parking space shall be provided in addition to off-street parking that is required for the primary dwelling.
- f. Accessory dwelling units shall be designed to maintain the appearance of the primary dwelling as a single-family dwelling, containing ~~900~~ 800 sq. ft. of floor area or less. However, if the accessory dwelling unit will be located within an building, (i.e. a building existing on the approval date of Ordinance 2015-16) such as a basement, the City may allow an increased size in order to efficiently use all floor area. If a separate outside entrance is necessary for an accessory dwelling unit located within the primary dwelling, that entrance must be located either on the rear or side of the building.
- g. If an accessory dwelling unit is constructed in conjunction with a garage, the square footage of the garage shall not count towards the ~~900~~ 800-square-foot limitation.
- h. An accessory dwelling unit not attached to the single-family dwelling may not contain any accessory use other than a garage.
- i. No recreational vehicle shall be an accessory dwelling unit.
- j. When stairs utilized for the ADU are enclosed within the exterior vertical walls of the building, they shall not count towards the floor area of the ADU.
- k. The ADU shall share a single driveway with the primary dwelling.
- l. School impact fees and qualified exemptions from those fees as provided in Chapter 15.28 BIMC shall apply.
- m. All other applicable standards including, but not limited to, lot coverage, setbacks, parking requirements, and health district or city requirements for water, sewer, and/or septic must be met.
- n. In the Mixed Use Town Center, new accessory dwelling units are only permitted as part of a housing design demonstration project single-family subdivision approved pursuant to BIMC 2.16.020.Q.

Section 2. This ordinance shall take effect and be in force on and after five days from its passage, approval and publication as required by law.

PASSED BY THE CITY COUNCIL this _____, 2015.

APPROVED BY THE MAYOR this _____, 2015.

Anne S. Blair, Mayor

ATTEST/AUTHENTICATE:

Rosalind D. Lassoff, CMC, City Clerk

FILED WITH THE CITY CLERK:	XXXX, 2015
PASSED BY THE CITY COUNCIL:	XXXX, 2015
PUBLISHED:	_____
EFFECTIVE DATE:	_____
ORDINANCE NUMBER:	2015-16

DRAFT



City of Bainbridge Island
PLANNING & COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Planning Commission

FROM: Jennifer Sutton, AICP
Special Project Planner

Kathy Cook
Director

DATE: September 24, 2015

RE: Study Session on Comprehensive Plan Update

The Planning Commission has four different agenda items for the Comprehensive Plan Update project. Each topic is summarized below, including possible Planning Commission action.

I. New *Land Use Element* Policy LU 1.5 Related to Subarea Plans

On September 10, the Commission discussed the Thomas and Cainion Comprehensive Plan Amendment (CPA) applications, recommending denial of both applications to the City Council. In recommending denial, the Commission reiterated the recommendation to the City Council that the Special Planning Area (SPA) process should begin in the near future for both Island Center and Rolling Bay Neighborhood Service Center (NSC) areas. New Policy LU 1.2 calls for the City to but the SPA process on its multiyear workplan, and the drafting committee recommended adding a cross reference to Policy LU 1.2 in the introductory NSC language.

Lynwood Center has already gone through the subarea planning process, and in discussing the Thomas CPA, the Commission recognized that the Plan is silent on how such a subarea plan could be amended. The drafting committee proposes new Policy LU 1.5 to respond to this gap.

Planning Commission Action: The Commission should discuss and make recommendation on the new *Land Use Element* Policy LU 1.5.

II. Confirm Modification to Glossary

On September 10, the Planning Commission confirmed changes to the definitions for “**shall**” and “**should**”. In their written comment, the non-profit *EcoAdapt* suggested changing the definition of “**climate change**” to match the definition from the National Climate Assessment www.climate.gov. At the September 15 drafting committee meeting, Commissioner Quitslund suggested an addition to the *Environmental Element* introduction (page 1, see attached draft). His suggestion used the term

“precautionary principle”, precipitating the drafting committee to draft a definition. The suggested changes are attached.

Planning Commission Action: Review and confirm amendments to the *Glossary* proposed by the drafting committee. The changes are shown in strikethrough/underline formatting.

III. Review DRAFT *Environmental Element*

The Planning Commission continued discussion of the *Environmental Element* at the September 10 meeting. The Commission directed the drafting committee to consider the *EcoAdapt* and *Friends of the Farms* comments when reviewing goals and policies. Newly proposed changes to the *Environmental Element* suggested by the drafting committee are highlighted.

In addition to reviewing the proposed changes in the DRAFT *Environmental Element*, staff is seeking policy direction from the Commission on the issues listed below:

- a. **Drones:** The Commission received a public comment requesting the City to limit drones to private property.
- b. **Green Building Certification:** During the spring listening sessions, there was public comment supporting requiring or incentivizing green building certification.
- c. **Composting/Recycling/Solid Waste:** During the spring listening session, there was public comment regarding the lack of an on-Island commercial composting facility. There was also discussion on what kind of materials BI Disposal took for recycling. Solid waste issues may also belong in the *Utilities Element*.
- d. **Agricultural Resource Land Designation:** On September 10, the Commission began to discuss the creation of a new land use designation- Agricultural Resource Land (ARL). Designating the City-owned public farmland as ARL would increase preservation of those properties.
- e. **Farmland Advisory Group/Commission:** The *Friends of the Farms* commented that the City should create a new Farm Citizen Advisory Group.

Planning Commission Action: Review and confirm amendments to the *Environmental Element* proposed by the drafting committee. The changes are shown in strikethrough/underline formatting. Due to time considerations, staff is recommending that the Planning Commission not walk through each change at the September 24 meeting. Instead, please be prepared to identify any changes that raise questions or concerns.

IV. Review Comment from July 29 *Economic Element* Workshop

Over twenty citizens attended the July 29 workshop. Other citizens submitted comments in writing. Public comment was diverse, ranging from telecom and power infrastructure, downtown small businesses, jobs, tourism, and agriculture. A table of oral and written comments from the workshop is attached.

Planning Commission Action: The Commission should discuss the public comments. The Commission should also provide the drafting committee with direction on what concepts should be added, enhanced, or deleted from the *Economic Element*.

V. Next Steps

At the October 8 Planning Commission meeting, staff will bring back the next draft of the *Environmental Element* reflecting the changes recommended by the Commission at the September 24 meeting. The drafting committee will work on the changes at their next meeting on Tuesday, September 29. The City's Environmental Technical Advisory Committee will provide feedback on critical area related policies for the October 8 meeting.

The October 8 meeting will also begin review of the *Economic Element*.

IV. Attachments

- A. DRAFT new *Land Use Element* policy LU 1.5
- B. DRAFT *Glossary*
- C. DRAFT *Environmental Element*
- D. July 29 *Economic Element* Workshop Comment Table

Neighborhood Service Centers

The Neighborhood Service Centers will continue to serve as small-scale commercial activity centers. The base residential *density* within the service centers would remain at two units per acre.

Island Center

Expansion of the boundaries of Island Center would be considered part of a special planning-area process. See Policy LU 1.2. ~~A contract zoning district for~~ The 10-acre site on the northwest corner of Miller and Battle Point Roads ~~would be established to~~ may continue with garden supply sales, nursery, and related uses, and provide for some possible expansion of those uses under a contract zoning district.

Lynwood Center

~~The Plan recommends one change for Lynwood Center. This change is the removal of the 10-acre parcel currently designated for commercial development in Lynwood Center and designating the parcel as appropriate for increased residential density of up to five units per acre with public water and sewer. The Lynwood Center Subarea Plan was approved in 1997 after a A-special planning area process (Appendix XX) is also recommended for Lynwood Center.~~

Rolling Bay

Expansion of the boundaries of Rolling Bay would be considered as part of a *special planning area* process. See Policy LU 1.2.

Business/Industrial (B/I)

~~The Plan recommends expansion of the existing Business/Industrial District at Day Road by an additional 35 acres. Business/Industrial (B/I) designated land is concentrated in three distinct areas:~~

- Day Road, east and west of SR 305
- Sportsman Club Road, between New Brooklyn and SR 305
- New Brooklyn Road, west of Madison Avenue

There is an isolated B/I parcel located at the intersection of Fletcher Bay and Bucklin Hill Roads. It was designated as such to recognize an existing development pattern.

Federal, state, and local regulations govern the handling and disposal of hazardous substances and hazardous waste and will be used to evaluate ~~guide~~ future business/ industrial development.

Areas Outside Winslow, NSCs, and B/I

The areas of the Island outside Winslow, the neighborhood centers, and the business/ industrial areas are designated *Residential Open Space* and are characterized by *forest lands*, meadows, small-scale *farms*, and narrow, winding heavily-vegetated roadways. These areas also contain much of the Island's sensitive areas. These include *aquifer recharge areas* and *wetlands* and *streams*, which serve a variety of important functions, and also serve as *fish and wildlife habitat*. The Plan attempts to encourage a pattern of development that will preserve and protect these areas.

GOALS AND POLICIES

Framework of the Plan

The *GMA* requires Bainbridge Island to plan, at a minimum, for the growth in population allocated to it by the Washington State Office of Financial Management and the Kitsap County Regional Planning Council. Bainbridge Island's *Comprehensive Plan* does accommodate projected growth in a way which is consistent with the requirements of the *GMA*, yet true to the community's *vision* and overall *goals* for the future.

NOTE: Guiding Principles in Introduction chapter

Five overriding principles ~~goals~~ guide the Plan:

- 1) ~~Preserve the special character of the Island which includes forested areas, meadows, farms, marine views, and winding roads bordered by dense vegetation.~~
- 2) ~~Protect the water resources of the Island.~~
- 3) ~~Foster diversity of the residents of the Island, its most precious resource.~~
- 4) ~~The costs and benefits to property owners should be considered in making land-use decisions.~~
- 5) ~~Development should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.~~

Island-Wide Land Use Strategy

GOAL LU-1

Island-wide Sustainable Conservation and Development Strategy

As part of a long-term, Island-wide, Conservation and Development Strategy, focus urban development in designated centers, maximize public access to and protect the shoreline, minimize impacts from the SR 305 corridor, and conserve the Island's ecosystems and the green, natural and open character of its-landscape.

Policy LU 1.1

The majority of development and redevelopment on the Island *should* be accommodated over the next fifty years in central places (i.e., centers) that have or will have urban levels of services and *infrastructure*. See Fig. 1. These "central places" *should* conform to the following hierarchy of centers:

- a. Winslow Master Plan Study Area
- b. Lynwood Center
- c. Neighborhood Service Centers with a residential component
- d. Neighborhood Service Centers without a residential component
- e. Small scale *neighborhood* "nodes".

REVIEW AFTER HOUSING ELEMENT





Fig. 1. Island-wide Land Use Concept



Policy LU 1.2

The City *shall* adopt a multi-year work program to undertake the “*Special Planning Area Process*” for the designated centers of Island Center, Rolling Bay, Sportsman Triangle and Day Road. For each center, this process *shall* engage residents, landowners, businesses and other stakeholders in envisioning the appropriate extent, scale, use mix, and the desired and required services and *infrastructure* to serve the selected use mix and intensity. The product of the “*Special Planning Area Process*” will be *Subarea Plans* for each of the designated centers that will be adopted as part of the *Comprehensive Plan*. REVIEW AFTER ECONOMIC ELEMENT

Policy LU 1.3

The *Subarea Plans* adopted through the *Special Planning Area Process* *shall* be implemented by appropriate amendments to the development code, capital and operating budgets.

Policy LU 1.4

The four “Historic/Potential Centers” of Seabold, Port Madison, Fort Ward and Eagledale may be included in the multi-year work program under Policy 1.2, or if not, simply be candidate emerging centers through the 20 year life of this Plan. In the latter case, conservation priorities and planning for longer-term *infrastructure* improvements *should* take account of these potential emerging centers.

Policy LU 1.5

A privately initiated proposal to amend an adopted Subarea Plan should be included in the work program only if the following criteria are met:

- A. It has not been submitted within the preceding three years.
- B. It does not raise policy or land use issues more appropriately addressed by an ongoing work program.
- C. It addresses significantly changed conditions since the last time the pertinent Comprehensive Plan or Subarea Plan map or text was amended.

Policy LU 1.6 1.5

The City *shall* continue to utilize the goals and use regulations of the Shoreline Master Program to protect the environmental quality of and public access to the Island’s saltwater Shoreline.

Policy LU 1.7 1.6

The SR 305 corridor, with its gateways at the Washington State Ferry landing in Winslow and the Agate Pass Bridge, is a major regional facility managed by the Washington State Department of Transportation. *See* Fig. 1. The City *shall* actively work with the State and others to minimize the traffic impacts of SR 305 on mobility, safety, air quality and the visual character of Bainbridge Island, while also serving both the motorized and non-motorized needs of Island residents and businesses.

Policy LU 1.8 1.7

Lands shown on Fig. 1 as “Conservation Areas” are appropriate for residential, recreational, agricultural, habitat and open space uses. The City will use a variety of conservation tools, including public acquisition of certain properties, regulatory protection of environmentally *critical areas*, and innovative zoning tools to minimize the development footprint within these Conservation Areas. *See* Goal LU-2 and related policies.

GOAL LU-2**Conserve the Island’s ecosystems and the green, natural, open character of its landscape****Residential Open Space Goal 1 Policy LU 2.1**

Preserve the open space area outside Winslow and the Neighborhood Service Centers through a ~~development~~ *land use* pattern which will enhance the character of the area – forested areas, meadows, *farms*, ~~narrow roads bordered by dense vegetation~~ scenic and winding roads that support all forms of transportation – and the valuable functions the open space area serves on the Island (i.e., *aquifer recharge, fish and wildlife habitat*, recreation). Preservation and protection of the open space area is also addressed ~~elsewhere in this Element of the Plan~~ in the Environmental, Greenways, *Forest Lands* and *Agricultural Lands* sections

PROPOSED GLOSSARY ADDITIONS & DELETIONS 9/17/15

~~**Climate Change:** — A significant and lasting change in the statistical distribution of weather patterns. It may include changes in average weather conditions or in the number of extreme weather events. Climate change is caused by factors that include ocean processes (such as oceanic circulation), variations in solar radiation received by Earth, plate tectonics and volcanic eruptions and human induced alterations of the natural world, such as greenhouse gas emissions.~~

Climate change: Changes in average weather conditions that persist over multiple decades or longer. Climate change encompasses both increases and decreases in temperature, as well as shifts in precipitation, changing risk of certain types of severe weather events, and changes to other features of the climate system. (See www.climate.gov)

Precautionary principle: An approach to risk management, stating that if an activity carries a threat of causing serious harm to the public or to the environment, the burden of proof that it should not be limited or prohibited falls on proponents of the activity.

Shall: Indicates an unequivocal directive.

Shall: The use of the terms “shall” and “should,” determines the level of discretion the City can exercise in making future land use policy, budget, and development regulation decisions. “Shall” means that it is mandatory for the City to carry out the policy, even if a timeframe is not included. The use of “shall” in a policy statement does not convert it into a regulation.

Should: Signifies a slightly less rigid directive than “shall” to be honored in the absence of compelling considerations.

ENVIRONMENTAL ELEMENT

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ENVIRONMENTAL ELEMENT

INTRODUCTION

This element addresses the natural environment of Bainbridge Island. The Environmental Element includes goals and policies for all lands considered critical areas under the Growth Management Act, such as wetlands, streams, aquifer recharge areas, fish and wildlife habitat, frequently flooded areas, and geologically hazardous areas. This element also addresses natural resources such as forests, agricultural lands, and mineral resources and provides goals and policies concerning air quality and the retention and development of the Greenways trails and open space system.

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

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

Citizens of Bainbridge Island enjoy and value the Island's natural environment. The public parklands, open spaces, and other natural areas contribute to the quality of life on the Island. The 2013 and 2014 National Citizen Survey Bainbridge Island Community Values Survey—2000, indicates that the citizens' support for preservation of environmentally sensitive areas and agricultural lands remains high. It also indicates that the community is supportive of providing pedestrian and bicycle trails and increased public access to shorelines.

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

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

GOALS AND POLICIES

Environment

GOAL EN-1

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

Policy EN 1.1

When making land use decisions, ~~shall be made~~ seriously considering the overall goal of the Comprehensive Plan in protecting the Island's natural environment.

Policy EN 1.2

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

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

Discussion: Critical areas are ~~intended~~ identified in order to flag concerns ~~in during~~ the review process and to make applicants aware of potential hazards or areas ~~where~~ which may be damaged by unsound development decisions. ~~The designations are not intended to eliminate all development.~~ development in these areas may be constrained. Compatible development will be allowed which avoids designated critical areas, minimizes the impact, or mitigates potential problems through engineering, siting, or design, or other techniques. Proposals will be examined on a case-by-case basis to allow for creative solutions and to assure that the special combinations of factors in a particular case are addressed.

Policy EN 1.3

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

Policy EN 1.4

~~Encourage community land use plans and development patterns that maintain, enhance, or restore natural systems, and protect wildlife, fish resources and open spaces.~~

Community land use plans and development patterns should, to the fullest possible extent, maintain and enhance natural systems, and protect wildlife, fish resources and open spaces.

Policy EN 1.5

The City shall create and maintain overlay maps ~~that~~ which show the location of agricultural lands, critical aquifer recharge areas¹, geologically hazardous areas, floodplains, streams, wetlands, and fish and wildlife habitat. Additionally, the City shall utilize the maps from the Bainbridge Island Climate Impact Assessment (2016).



Policy EN 1.6

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

Policy EN 1.7

To protect the island's ecosystems, the use of neonicotinoid pesticides should be prohibited.

Policy EN 1.8

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

GOAL EN-2

Encourage sustainability in City Government operations.

Policy EN 2.1

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

Policy EN 2.2

Seek to minimize the quantity and toxicity of materials used and waste generated for City facilities and operations through reduction, reuse, and recycling.

Policy EN 2.3

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

Policy EN 2.4

The City shall follow integrated pest management practices.

¹ Critical aquifer recharge areas WAC 365-190-100

Goal EN-3

~~Whenever there is a subdivision of land, the City shall~~ Consider the impact on critical areas whenever there is a subdivision of land.

Policy EN 3.1

The ~~number and~~ design of lots shall be based on protecting natural systems and avoiding or minimizing the impact to critical areas, ~~and protecting natural systems.~~ Development shall be consistent with the objectives of the Critical Areas policies rather than maximizing the number of lots. In order to protect critical areas, the full density permitted under the zoning ordinance might not be achieved.

~~**Discussion:** Although it may be possible to obtain maximum density on a site that which has one or more critical areas, there may be sites which do not have the capacity to obtain maximum density and protect critical areas.~~

Policy EN 3.2

~~Creative solutions (such as flexible lot design, TDRs, and PDRs), which may allow the maximum number of lots while~~ The use of TDRs' and PDRs to protect ~~protecting~~ critical areas should be explored.

Policy EN 3.3

Any lot created by subdivision of land shall include sufficient area to accommodate a building site ~~not in~~ outside of a critical area and its buffers.

Goal EN-4

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

Policy EN 4.1

~~Encourage~~ Planning and land development should employ using conservation design methods and principles such as, low impact development techniques for managing storm and waste water, green building materials, high-efficiency heating and lighting systems., ~~and mitigation that offsets impacts to biodiversity.~~

Policy EN 4.2

Create a program with effective mechanisms intended to offset development impacts to the Island's ecosystems. ~~biodiversity, including developing a priority lands map that identifies areas with a high level of biodiversity and considering establishing a habitat bank on the Island.~~

Policy EN 4.3

~~Provide incentives for developments to offset unavoidable impacts to biodiversity in areas where high quality natural habitats exist.~~

Fish and Wildlife

GOAL EN-5

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

FW 1.1 Policy EN 5.1

The protection and enhancement of fish and wildlife habitat and wildlife corridors shall be an integral component of the land use planning process. ~~Land uses and developments shall minimize the impacts to priority habitat and priority species as defined by the Washington Department of Fish and Wildlife, and to species or habitat determined to be locally significant.~~

FW 1.2 Policy EN 5.2

The identification of priority fish and wildlife habitat shall be based on an evaluation of the species of wildlife on the Island and the habitat requirements of these species now and in the future.

FW 1.3 Policy EN 5.3

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

FW 1.4 Policy EN 5.4

~~The City shall~~ Protect priority fish and wildlife habitat and limit fragmentation of habitat that physically and genetically isolates fish and wildlife populations, (physically and genetically) by identifying an interconnected system of corridors ~~which that~~ will provide continuous links east to west and north to south, connecting larger tracts identified as priority critical habitat.

FW 1.5 Policy EN 5.5

Wetlands and riparian areas shall be protected.

FW 1.6 Policy EN 5.6

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

Discussion: Local extirpation means the elimination of self-sustaining residential populations from the entire Island and its waters, or ~~adequate habitat~~ elimination of habitat sufficient to sustain use of the Island's lands and waters by transitory or migratory populations.

FW 1.7 Policy EN 5.7

~~The City shall work~~ Work closely with the Washington State Department of Fish and Wildlife (the agency with expertise to “preserve, protect, and perpetuate” wildlife resources of the state) in matters involving wildlife including identifying “priority fish and wildlife habitat”.

FW 1.8 Policy EN 5.8

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

Policy EN 5.9

The City will consider climate change and its impacts in all decisions related to wildlife, fish resources, and natural systems.

Aquatic Resources
GOAL 1 EN-6

~~Preserve and protect the Island’s remaining aquatic resources.~~ Achieve no net loss of the functions and values of the Island’s aquatic resources² and promote their maintenance, restoration and enhancement.

Discussion: ~~Aquatic resources include marine nearshore, wetlands, streams, lakes, creeks, and associated vegetated areas.~~

Over ~~the past~~ recent decades, awareness has grown of the importance of preserving and protecting aquatic resources, particularly wetlands, in our natural and built environment. Aquatic resources have a number of important ecological functions and values. These functions vary from wetland to wetland, stream to stream, but include providing water quality protection, flood plain control, shoreline stabilization, contributions to groundwater and stream flows and wildlife and fisheries habitat. Wetlands and streams also have values as natural areas providing aesthetic, recreational and educational opportunities that need to be preserved for future generations.

AQ 1.1

~~Achieve no overall net loss of the City’s remaining, regulated, aquatic resources.~~

AQ 1.2 Policy EN 6.1

~~Development shall not be~~ Do not approved development in regulated wetlands, streams, or buffer areas, unless a property owner would be denied all reasonable use of property.

Discussion: ~~In some cases, buffer configurations and widths can be modified to allow normal usage of legally established lots. In other cases, the development and implementation of a habitat management plan may provide resource protection to allow development. A variance~~

² Aquatic resources – Marine nearshore, wetlands, streams, lakes, creeks and associated vegetated areas.

~~process should be available to accommodate development in buffer areas. Reasonable use exception should be reserved for development in the critical area if no other process will allow for a reasonable use of the property. A Reasonable Use Exception (RUE) is a form of variance from regulations that allows some use of a legally established lot. A reasonable use must minimize the impact to critical areas. The RUE process is included in the critical areas regulations of the Bainbridge Island Municipal Code, which implements policies of this document.~~

AQ 1.3 Policy EN 6.2

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

AQ 1.4 Policy EN 6.3

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

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

AQ 1.5 Policy EN 6.4

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

AQ 1.6 Policy EN 6.5

Prior to any clearing, grading, or construction on a site, all wetlands, streams, and buffer areas should be specifically identified and accurately located in the field in order to protect these areas during development. After construction, permanent visual markers should be placed around the buffer areas.

Discussion: The purpose of this policy is to educate future home owners and users of aquatic resources (i.e., e.g., trail users) of the boundary of the aquatic resources.

AQ 1.7 Policy EN 6.6

~~New development using flexible lot design should include any wetlands, streams, or required buffers in separate tracts or easements to remain in common ownership.~~

AQ 1.8 Policy EN 6.6

Herbicides and pesticides ~~should~~ shall not be used in wetlands, streams, and buffer areas, and should be discouraged in the areas that drain into them.

Discussion: ~~Encourage alternatives to the use of herbicide and pesticide in areas adjacent to buffer areas by providing technical information and educational programs including the use of native vegetation.~~

AQ 1.9 Policy EN 6.7

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

AQ 1.10 Policy EN 6.8

Access to regulated wetlands by farm animals should be discouraged. Agricultural activities must be in conformance with Best Management Practices.

AQ 1.11 Policy EN 6.9

Restoration, creation or enhancement of wetlands, streams, and their buffers shall be required in order to offset the impacts of alteration of a wetland/stream or buffer area. Compensation for loss of aquatic resources should be determined according to function, acreage, type, location, time factors, and an ability to be self-sustaining.

Policy EN 6.10

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

Policy EN 6.11

Evaluate the merits of new technologies such as greywater capture, package treatment plants and composting toilets, as alternatives to traditional septic and sewer systems and determine which of those systems should be allowed and/or encouraged to better protect the quality and capacity of the Island's groundwater, surface water and nearshore environment.

Policy EN 6.12

The City will consider the implications of climate change, acidification, and their impacts when developing regulations or approving capital projects related to aquatic resources, including marine nearshore, wetlands, streams, lakes, creeks, associated vegetated areas and frequently flooded areas.

Wetlands

AQ 1.12 Policy EN 6.13

Maintain the Island's wetlands in their natural state by:

- Preservation of native vegetation in and next to the wetlands.
- Restoration of areas that have already been degraded.
- Protection of areas that have not been disturbed.

AQ 1.13 Policy EN 6.14

The City should make every effort to purchase or obtain conservation easements for significant wetlands and areas of the shoreline critical to natural habitat.

Streams**AQ 1.14 Policy EN 6.15**

Maintain the Island's streams and creeks in their natural state by:

- Preservation of their courses, their banks, and the vegetation next to them.
- Restoration of areas that have already been degraded.
- Protection of areas that have not been disturbed.

AQ 1.15 Policy EN 6.16

Allow stream relocation only where relocation would result in improved stream habitat and when a property owner would otherwise be denied all reasonable use of the property.

AQ 1.16 Policy EN 6.17

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

AQ 1.17 Policy EN 6.18

Anadromous fish streams and adjacent land should be preserved and enhanced to ensure the propagation of salmonid fish.

AQ 1.18 Policy EN 6.19

Require the construction of necessary roads and utility corridors to avoid wetland and stream crossings and disturbances.

Sand Spits**AQ 1.19 Policy EN 6.20**

~~Development on sand spits shall be limited to protect aquatic resources. Newly proposed development on sand spit properties shall be evaluated according to the cumulative impacts of additional requests for like actions on the remainder of lots on the sand spit.~~

~~**Discussion:** Sand spits have limited upland area and, with their proximity to dynamic aquatic environments, are subject to impacts associated with flooding, storm waves, liquefaction, sea level rise, and the cumulative impacts of development on water quality, shoreline habitat, visual resources, and marine environments. However, redevelopment of existing structures, in accordance with legal nonconforming structure regulations, shall not require cumulative impact analysis.~~

NOTE: THIS SECTION IS SUGGESTED FOR DELETION BECAUSE THERE ARE ALREADY GOALS/POLICIES RELEATED TO SAND SPITS IN THE SHORELINE MASTER PROGRAM

Frequently Flooded Areas

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

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

MOVED TO SEA LEVEL RISE GOAL 8

~~Sea level rise may happen as the result of natural or human activity such as geologic subduction or global warming. Here in the Puget Sound we experience the affects of both the geologic and hydrologic events. Regardless of the cause assigned, cumulative sea level rise has serious implications for the shorelines and lowland areas that are potentially affected by beach, bluff erosion and loss of intertidal zones. These areas serve such purposes as nursery habitat, feeding grounds for fish and fowl, stormwater collection and water filtration.~~

GOAL 1-EN-7

Protect the natural functions of frequently flooded areas.

Discussion: ~~Frequently Flooded Areas are described in the Critical Areas Ordinance as those lands and floodplains adjacent to streams, lakes, coastal areas and wetlands with a 1% or greater chance of flooding in any given year (i.e. the 100-year floodplain), as determined by the Federal Emergency Management Agency (FEMA).~~

FL 1.1 Policy EN 7.1

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

Discussion: Frequently flooded areas can and do migrate over time. Increased development may affect the level of occurrence and location of frequently flooded areas. The Flood Insurance Rate Maps adopted by the City were originally produced in 1975 and updated in 1977. Opportunities to update flood hazard maps should be kept current pursued as resources become available.

FL 1.2 Policy EN 7.2

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

FL 1.3 Policy EN 7.3

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

FL 1.4 Policy EN 7.4

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

Sea Level Rise**GOAL 2 EN-8**

Anticipate and prepare for the consequences of sea level rise.

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

Policy EN 8.1

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

**SL1 Policy EN 8.2**

~~The City should work~~ Coordinate with Tribal, Federal, State and local agencies to ~~develop a coordinated water management program that includes~~ addresses issues related to ~~Sea Level Rise~~.

Geologically Hazardous Areas**GOAL 1 EN-9**

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

GH 1.1 Policy EN 9.1

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

GH 1.2 Policy EN 9.2

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

GH 1.3 Policy EN 9.3

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

GH 1.4 Policy EN 9.4

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

GH 1.5 Policy EN 9.5

When clearing, grading, or filling is permitted on sloped areas containing landslide areas and erosion hazard areas, limit such activity ~~shall be limited~~ to the dry period of the year.

GH 1.6 Policy EN 9.6

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

GOAL-2 EN-10

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

GH 2.1 Policy EN 10.1

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

Discussion: ~~The primary tectonic structure of concern for Bainbridge Island is the Seattle fault system. One surface strand has been identified south of Blakely Harbor; however, it is likely that this is only part of the system of fault lines. These fault lines result in the need to plan for larger earthquake acceleration than was previously anticipated.~~

GH 2.2 Policy EN 10.2

~~Tsunami hazards should be e~~Consider tsunami hazards in regulating land use activities on Bainbridge Island.

Discussion: Preliminary tsunami modeling suggests that the southern end of Bainbridge Island is susceptible to inundation or wave run-up of up to four (4) meters following a large earthquake on the Seattle fault.

GH 2.3 Policy EN 10.3

Seismic activity and the potential for earthquake-induced landslides should be considered in the determination of geologically hazardous areas.

Discussion: Areas that are stable under normal conditions can become landslides during earthquake events.

GH 2.4 Policy EN 10.4

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

Atmospheric Conditions Air Quality**GOAL 1 EN-11**

Protect and promote clean air.

Policy EN 11.1

Discussion: Clean air is necessary for healthful living. These policies address the desire need for clean air to protect the Island residents and ecosystems, under current and future climatological conditions. For example, increasing regional air temperatures are increasing air pollution components such as ground level ozone and smog. ~~of the Island from unacceptable impacts.~~

AT 1.1 Policy EN 11.2

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

Policy EN 11.3

Encourage the retention of existing trees and vegetation and the installation of new trees and vegetation landscaping in new development that ~~will~~ provides natural filtration of suspended particulate matter, removes carbon dioxide, and improves air quality.

Policy EN 11.4

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

Policy EN 11.5

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

AT 1.2 Policy EN 11.6

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

Policy EN 11.7

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

Policy EN 11.8

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

Policy EN 11.9

Discourage large outdoor wood fires, leaf burning, and the burning of wood as home heating fuel. Encourage the retrofit or replacement of non-certified wood stoves with certified appliances.

Policy EN 11.10

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

Noise**GOAL 2 EN-12**

Promote the reduction of cumulative noise impacts.

AT 2.1 Policy EN 12.1

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

AT 2.2 Policy EN 12.2

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

Policy EN 12.3

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

Greenhouse Gases

GOAL 3 EN-13

~~Contribute to regional greenhouse gas reduction efforts.~~

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

Policy EN 13.1

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

Policy EN 13.2

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

Policy EN 13.3

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

AT 3.1 Policy EN 13.4

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

AT 3.2 Policy EN 13.5

Promote energy conservation measures by all government entities, including ~~such as~~:

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

Policy EN 13.6

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

Move EN 13.7 to Air Quality

Policy EN 13.7

Discourage large outdoor wood fires, leaf burning, and the burning of wood as home heating fuel.

Dark Skies

Goal 4 EN-14

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

AT 4.1 Policy EN 14.1

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

Invasive Species

Goal EN-15

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

Policy EN 15.1

Coordinate with public agencies and nonprofit organizations to remove invasive plant species from public lands.

Policy EN 15.2

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

Greenways

NOTE: REVIEW THE GREENWAYS SECTION (GOALS 16-19) WITH NON-MOTORIZED TRANSPORTATION PLAN (FOR OVERLAP) AND ANY NEW PARK ZONE POLICES



GOAL 1 EN-16

Develop and maintain a Greenways Plan for Bainbridge Island.

~~Discussion:~~ On Bainbridge Island the “greenways” concept encompasses a variety of terms. The greenways system is composed of land areas and connector links. The land areas include, but are not limited to: large open areas, public lands, farmlands, critical areas, forests, shoreline areas, and parks. The features of the connector links include trail systems, riparian areas, visual or scenic views of ridgelines, wildlife corridors or any combination of these. In most cases these land areas and connectors will be public or will be private and encumbered with appropriate conservation easements (or other instrument), to insure that they will not be significantly altered by future development.

The greenways system contributes to the preservation of the rural character of the Island, provides important wildlife habitat, improves the environmental quality of the Island (i.e., water quality, aquifer recharge, air pollution abatement) preserves working farms, and provides pedestrian, equestrian and bicycle trails, as well as other recreational opportunities.

GW 1.1 Policy EN 16.1

Each Greenway component should incorporate some or all of the following:

- Refuge, habitat, and functional migration routes for wildlife.
- Trails, free of motorized traffic, ~~that are~~ for use by walkers, joggers, bicyclists, and equestrians to travel to and from schools, recreation areas, public transportation areas, commercial areas, and neighborhoods.
- Recreation opportunities.
- Scenic landscapes and viewpoints.
- Large open spaces, farmlands, forests, shoreline areas and critical areas.
- Public end roads.
- Historic areas.
- Buffers of trees and vegetation that help to maintain the rural character of the Island.

GW 1.2 Policy EN 16.2

In creating a Greenways Plan, where feasible, multiple function characteristics should be considered and barrier-free trails that are designed and built expressly for access for persons with disabilities should be provided.

GW 1.3 Policy EN 16.3

Encourage the development of City road ends to promote neighborhood access and/or view corridors to the shoreline. Greenways should include access to the shoreline including road ends or rights-of-way leading to saltwater. Shoreline access points should be marked and visible from the shore and water where appropriate for small boat use. Where possible, waterways should be designated between shoreline points for rowboat and kayak access.

GW 1.4 Policy EN 16.4

Tax title strips which are of unknown ownership or owned by Kitsap County should be acquired, whenever possible, as part of the greenways system.

Discussion: Tax title strips are usually narrow pieces of land that were left over because of an error in a legal description, a survey, a platting error, or a mis-measurement by the County Assessor's office. An Island-wide inventory of these lands should be conducted and strips appropriate for public use should be identified.

GW 1.5 Policy EN 16.5

Wildlife corridors should provide connections to larger protected open space and habitat areas, including public parks and privately held reserves or open space areas.

GW 1.6 Policy EN 16.6

The trail, open space and recreational components of the Greenways and Open Space Plan should be coordinated with the Non-Motorized Transportation Plan.

Discussion: See also the Transportation Element, Non-Motorized Transportation Plan.

GW 1.7 Policy EN 16.7

Greenways should include connections to recreational opportunities and sites of historical interest.

GOAL 2 EN-17

The City and the Bainbridge Island Park and Recreation District shall jointly develop a Greenways Master Plan that will identify greenway land areas and connector links, and other large tracts. The overall goal of the Greenways Plan is to provide several continuous links, east to west and north to south, to enhance the quality of life for Island residents.

Discussion: The Bainbridge Island Park and Recreation District and the City of Bainbridge Island are working cooperatively with Kitsap County to plan a county-wide Greenways system to create, adopt and implement a Greenways Master Plan. The Kitsap County Greenways project is being coordinated through the Regional Planning Council. Three planning area teams have been designated – North, Central and South Kitsap County. A Bainbridge Island Greenways Group has been formed as a subcommittee to the North Area Planning Team. Greenways and Open Space have been developed as a part of this Plan.

GW-2.1 Policy EN 17.1

Promote and encourage the preservation of a greenways system through the use of property tax reductions, conservation easements, land donations, or other techniques such as land use actions requiring open space for new development, or acquisition through purchase with public funds. Encourage and support community-based, non-profit organizations offering options and alternatives to development in the interest of preserving desirable lands as a public benefit.

GW-2.2 Policy EN 17.2

The ~~implementation of part of~~ the Greenways Master Plan ~~shall be~~ is one of the criteria used when evaluating the preservation of open space as part of clustering, flexible lot design subdivisions, transfer of development rights (TDRs), and purchase of development rights (PDRs).

GOAL 3 EN-18



The Bainbridge Island Park and Recreation District should develop and maintain a trails system that establishes non-motorized access throughout the greenways system of Bainbridge Island, maximizes public access to greenway land areas, provides increased recreational opportunities for the public, and provides an alternative to motorized transportation between residential, public transportation, commercial, schools and recreation areas. The City should assist in acquisition of trail easements.

Discussion: Trails are an important component of the connector links to provide human access, where appropriate. Not all greenway connectors will, or should, have trails. Some areas are environmentally sensitive or provide wildlife habitat that would cease to exist if human development were allowed. In some cases the connectors are visual buffers, such as trees along roadsides.

GW-3.1 Policy EN 18.1

The multipurpose trail system should serve local and regional users and be linked to the Kitsap County and regional trail systems. Trail linkages should be provided to the Agate Pass Bridge,

between residential areas, public transportation, schools, commercial and Neighborhood Service Centers, along the Winslow waterfront and recreation areas.

GW 3.2 Policy EN 18.2

Trails should provide for the needs of a diverse population of differently-abled people engaging in non-motorized passive and active pursuits including:

- Recreation and nature study.
- Exercise.
- Shopping.
- Commuting to work and school.

Discussion: See also the Transportation Element, Non-Motorized Transportation Plan.

GW 3.3 Policy EN 18.3

The trail system should be recognized and maintained by the City or Parks District as distinct from informal or private pathways.

Discussion: A Trails Plan adopted as part of the Bainbridge Island Park and Recreation District Comprehensive Plan identifies those trails systems recognized and maintained by the City or Parks Districts as primary trails. Primary trails are distinct from informal or private pathways.

GW 3.4 Policy EN 18.4

Encourage the retention of existing informal or private pathways and the creation of new pathways which link to the greenways system. These trails should be developed and maintained under joint public/private partnership, if appropriate, or developed privately.

Discussion: Informal or private pathways should form a secondary system with linkages to the public system.

GW 3.5 Policy EN 18.5

Linkages should be provided to the Agate Pass Bridge, between residential areas, public transportation, commercial and Neighborhood Service Centers, and recreation areas.

GW 3.6 Policy EN 18.6

Unopened road rights-of-way should not be vacated, and unopened easements should not be revoked without a requirement for permanent public trail access. Trails should be planned to avoid conflict with future road development in these rights-of-way easements.

Discussion: See also the Transportation Element.

GW 3.7 Policy EN 18.7

New utility rights-of-way and easements should be encouraged to include trail access easements.

Discussion: See also the Utilities Element.

GW 3.8 Policy EN 18.8

Existing utility rights-of-way and easements should be reviewed on a case-by-case basis to provide trail access.

Discussion: A survey should be conducted of existing utility easements and rights-of-way that would be appropriate for trail use. This survey should occur in conjunction with implementation of the Non-Motorized Transportation Plan.

GW 3.9 Policy EN 18.9

The trails system should include parking areas at trail heads located on public land, and not neighborhood areas, unless it is not feasible to provide parking on public land for a trail system. Trails that connect with the ferry systems should encourage access for bicyclists and walk-on passengers, and discourage the need to drive an automobile.

Discussion: See also GW 3.1.

GOAL 4 EN-19



Maintain a system of high quality public parks and recreation facilities on Bainbridge Island.

GW 4.1 Policy EN 19.1

The park system for Bainbridge Island should include neighborhood, community, and regional parks with sufficient acreage and facilities to meet the standards contained in the Bainbridge Island Parks and Recreation District Comprehensive Plan.

Discussion: The Parks and Recreation Comprehensive Plan prepared by the Bainbridge Island Park and Recreation District, which is adopted as part of this Plan, contains an analysis of the existing and proposed future parks and recreation system.

GW 4.2 Policy EN 19.2

A greenways and open space designation should be created for public parks, dedicated open spaces and trails.

Discussion: The Greenways and Open Space category is for areas devoted to public recreational facilities such as parks and trails and areas that have been preserved as open spaces through a variety of open space methods.

GW 4.3 Policy EN 19.3

Promote the use of property tax reductions, conservation easements, and other techniques as incentives to preserve desirable lands as a public benefit.

GW 4.4 Policy EN 19.4

Ensure that future development provides adequate recreational facilities and trail linkages to public parks and recreational facilities.

GW 4.5 Policy EN 19.5

Whenever new development adjoins a park site, a vegetative buffers should ~~shall be required~~ which ~~shall include the preservation and protection of existing vegetation,~~ to visually screen the development year-round from the park.

BAINBRIDGE ISLAND GREENWAYS AND OPEN SPACE PLAN GREENWAY MAPS

A Greenways Plan was developed by staff based on the Greenways Goals and Policies and the work of ongoing greenways-related projects (Bainbridge Island Greenways Committee, Bainbridge Island Parks and Recreation District Trails Committee, Road Ends Advisory Committee, Public Works Transportation Committee and others). The maps will be coordinated with the Non-Motorized Transportation Plan and updated as needed to show new greenways opportunities.

The Greenways Plan has an Open Space and Trails component and a Wildlife and View Corridor component. The Open Space and Trails plan will take shape mainly through the acquisition of land, the development of trails, and the dedication of easements. It is driven largely by land ownership and use. The Wildlife and View Corridor plan will rely primarily on retaining wildlife habitat and natural systems. Existing regulations and preservation incentives rather than acquisition will be the primary tools for implementing this part of the Plan.

Open Space and Trails Map

This map outlines the accessible part of the greenway which will connect large, public open spaces with a trail network. It distinguishes existing opportunities (public land, dedicated trails, water access, etc.) from potential opportunities for acquisition or trails. This map will be administered by the Department of Planning and Community Development and updated by resolution of the City Council without requirement to amend the Comprehensive Plan.

Existing Opportunities

Public recreation areas: This is public land dedicated to recreational use. These park lands are the major open spaces in the publicly accessible part of the Greenways Plan.

Private land with public access: These lands are not publicly owned but do have limited public access and internal trails. Included here are subdivisions on which trails have been obtained as mitigation for development impacts. The developments shown have received at least preliminary approval.

Private trail corridors: This trail network connects the island's large public open spaces along road rights-of-way. The Plan calls for the improvement of these roads to better accommodate pedestrian and bicycle traffic. These trails should be separated from traffic (moved onto undeveloped portions of the right-of-way) as the means become available. Trail easements across private land could also augment or replace roadside trails.

Established trails (other than those along public right-of-way): The map indicates where there are public trails across private property, but there is no attempt to map trail networks on property already designated on the map as public or private open space.

Water access or viewpoint: These are points on the shoreline with public uplands or with access to the shoreline by way of a utility corridor. There is not always access to the beach; some are viewpoints only.

Associated public tidelands: Public tidelands are shown where they adjoin public uplands and where there is potential for public access.

Potential Opportunities

Planned acquisitions: The City or the Parks District plan to purchase this land as the means become available. The Greenways Plan supports the acquisition of these properties; they would make tremendous additions to the greenways network.

Other land where the City should pursue trails: These are public, utility or institutional lands where we cannot assume public access. Also included are proposed residential developments through which we hope to establish public trails.

Potential water access or viewpoint: These locations are being looked into by the Road Ends Advisory Committee as possible City road ends. It should be noted that this map does not claim public access to these areas, but rather acknowledges their potential. The Greenways Plan supports the Road Ends Advisory Committee's work, as the locations shown would help link the trail network to the water.

Wildlife and View Corridor Map

This map delineates critical areas, some important wildlife habitat, and parcels which have some level of protection afforded them by their land use or ownership. Other areas are delineated for their importance to the visual quality of the island. This map will be administered by the Department of Planning and Community Development and updated without requirement to amend the Comprehensive Plan.

This is an inventory map identifying meaningful wildlife corridors and scenic resources. The Bainbridge Island Wildlife Corridor Map, adopted by resolution of the City Council, more specifically identifies habitat links to larger protected open space habitat areas. Work remains to adequately analyze and catalog vegetation and important viewsheds.

Many of the **Wildlife Corridor** elements on this map are already committed to open space use or preserved by conservation easements. Much of the remaining land can be protected through the purchase of development rights (proposed TDR/PDR program) and the enforcement of existing critical areas regulations. The preservation of **View Corridor** elements will rely on conscientious development, the purchase of development rights and the pursuit of conservation easements.

Wildlife Corridor

Regulated critical areas: This shows critical areas including priority wetlands, stream corridors, lakes, ponds and steep slopes. Offshore areas include tidelands, Eelgrass beds, Kelp beds, and Herring and Surf Smelt spawning areas.

Permanent public open space: These parks are in public ownership and typically have large areas of undeveloped land.

Permanent private open space: This includes conservation easements and open space designated in Flexible Lot Designs, subdivisions and short plats.

Current Use open space: These property owners have made a ten-year commitment not to develop their land. This land is much less secure as wildlife habitat.

Farms: Farmland provides valuable habitat because of a low human presence and because of the Edge Effect it produces in the transition zone between field and forest.

View Corridor

Ridgelines: Ridgelines break up views across the island. Their importance should be considered in the review of development proposals; a little creative site design can often provide easy alternatives to clearing a visually significant ridge.

Scenic road corridors: These road corridors are noted for having outstanding buffers to screen the adjacent development. As parcels are developed along these roads it is important to retain that buffer.

Agricultural Lands

The protection and support of existing farms and the preservation of prime agricultural lands and farms of local significance are important goals of the residents of Bainbridge Island, as evidenced in the Bainbridge Island Subarea Plan, testimony from public meetings, and community survey. Agricultural lands provide open space, habitat, groundwater recharge, local food production with fewer transportation impacts, and cultural value. Their protection can augment sustainability goals.

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

Farm operations on the Island are unique. ~~Unlike many other jurisdictions, farms on the Island are not located within one geographical area.~~ No area is zoned specifically for agriculture, but agriculture is a permitted use in all residential zones, and farming is promoted in the Open Space Residential zones. ~~Instead, o~~Over 40 small farms, ranging in size from 1 acre to 40+ acres, are mostly dispersed throughout the Island, with some clustering of farms in a few locations. The specialty, high-intensity, ~~very~~ small farms will continue to be an important adjunct to farming in the future.

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

~~Agriculture is one of the most fragile industries a vulnerable enterprise in any rapidly growing area. As land values continue to rise, the threat to small economic viability of farms on Bainbridge Island increases—depends on the farmers' industry and ingenuity, and on public policies that provide incentives and tax relief. Given the nature of farming on the Island—small farms dispersed throughout the Island—the City must use creative solutions to conserving existing farms and encouraging the creation of new farms.~~

GOAL-1 EN-20

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

AG 1.1 Policy EN 20.1

Owners of farms should have the option of participating in the transfer of development rights (TDRs)/purchase of development rights (PDRs) program. A set of criteria should be developed to determine farms appropriate for the TDRs program.

AG 1.2 Policy EN 20.2

Inventory land currently used and/or potentially available for agriculture, including community gardens. ~~The City should examine whether identifying specific areas on the Island as appropriate for future agricultural operations would provide viable opportunities for new and expanded farming operations.~~

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

AG 1.3 Policy EN 20.3

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

Policy EN 20.4

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

Policy EN 20.5

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

Policy EN 20.6

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

Policy EN 20.7

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

Policy EN 20.8

Ensure protection of the Island's aquifers by promoting less-water intensive agricultural uses.

GOAL 2 EN-21

Minimize conflict between agricultural and non-agricultural uses.

AG 2.1 Policy EN 21.1

Development adjacent to areas-designated or registered as agricultural land should be designed and located so as to avoid or minimize potential conflicts with agricultural activities.

AG 2.2 Policy EN 21.2

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

AG 2.3 Policy EN 21.3

Maintain the The Right to Farm Ordinance shall be maintained.

AG 2.4 Policy EN 21.4

The City should cCooperate with the Washington State Extension Service and the Kitsap Conservation District to facilitate the development promote the use of Best Management Practices.

GOAL 3 EN-22

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



AG 3.1 Policy EN 22.1

Small-scale farming shall should be encouraged to adopt Best Management Practices.

AG 3.2 Policy EN 22.2

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

AG 3.3 Policy EN 22.3

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

AG 3.4

Accessory farm buildings should be allowed as an integral component of farming activity.

AG 3.5 Policy EN 22.4

The City should pPermit the production, processing, and marketing of farm products from Island farms. Processing shall include value-added processing of Island-grown crops.

AG 3.6 Policy EN 22.5

The City should sSupport the Farmers' Market.

AG 3.7 Policy EN 22.6

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

Policy EN 22.7

Support agricultural tourism that ensures compatibility with surrounding uses.

Forest Lands

Few large tracts of second-growth timber remain on the Island and some of these could will likely be converted to other uses in the near future. As of August 2004 2015, there were approximately 620-529.34 acres classified as timberlands by the Kitsap County Tax Assessor. Forty-six Thirty-eight parcels are classified as Open Space Forest Land (over 20 acres),

including the 42-acre Port Madison watershed, and 16 are classified as Open Space Timber (less than 20 acres). These forest lands, together with tracts that are protected by conservancy agreements and other privately owned forested acres that may not be classified as timberlands, have immeasurable value within the Island-wide conservation strategy.

GOAL 4 EN-23

Encourage the retention of forest land and multiple-aged forests producing commercial timber, since healthy forests land provides many ecological benefits to all forms of life on the Island such as wildlife habitat and stormwater retention.

FP 4.1 Policy EN 23.1

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

The City shall prepare a Conversion Option Harvest Plan (COHP) process, approved by the Department of Natural Resources, which will establish criteria to review Forest Practices applications for property owners who want to “convert” their property to non-forestry status and yet are not prepared to develop the property.

FP 4.2 Policy EN 23.2

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

To the extent forestry activity is retained on the Island, encourage the retention of the use of multiple-age management of commercial forest land on the Island.

MINING GOAL AND POLICY M5.1 MOVED TO FOLLOW COMMUNITY FORESTRY

Community Forests & Trees Forestry CHANGE TO URBAN FORESTRY??

GOAL 1 EN-24

Bainbridge Island seeks to rRetain, conserve and steward improve portions of the community forests where people live, work and learn, through public education and through management and protection measures that are sufficient will help to conserve these resources.

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

It is recognized that, in addition to biological benefits, a community forest provides a significant return by creating appealing streets and neighborhoods, with resulting higher property values in the built environment. In addition, trees and forests provide buffering and

screening between differing land uses, reduce surface water runoff, improve air and water quality, help maintain soil and slope stability, provide wildlife habitat, ~~and~~ reduce energy consumption by providing shade and functioning as windbreaks, and sequester carbon dioxide.

CF 1.1 Policy EN 24.1

~~The City shall~~ Encourage protection, restoration and maintenance of existing vegetation that has environmental, wildlife habitat and aesthetic qualities, including tree groves, significant tree stands, forested hillsides, and vegetation associated with wetlands, stream corridors and riparian areas.

CF 1.2 Policy EN 24.2

~~The City shall~~ Utilize various tools to understand and monitor existing conditions and changes over time of Island-wide tree cover, significant tree groves and significant individual trees.

Discussion: ~~The City should undertake~~ Monitoring tools could include periodic tree inventories to assess ~~the~~ canopy cover and health of forested areas ~~forests~~ and significant trees.

CF 1.3 Policy EN 24.3

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

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

CF 1.4 Policy EN 24.4

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

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

Discussion: ~~The Community Forestry commission should be supported and maintained to provide leadership in community outreach. City government staff and diverse community groups should be encouraged to participate in outreach and monitoring activities.~~

CF 1.5 Policy EN 24.5

Encourage the use of Best Management Practices to protect and enhance community forests.

CF 1.6 Policy EN 24.6

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

Discussion: Focused activities might include celebration of Arbor Day; developing a volunteer tree protection program that identifies and conserves trees that are significant due to size, species, or historical or cultural importance; and provision of expert arborist resources where necessary. A program, such as a “Heritage Tree Program,” would be voluntary on the part of the property owner, and would include criteria that must be met to be considered as a resource important for recognition and protection. A Heritage Tree Program might, for example, require that special consideration be given to preservation of Heritage Trees during site development.

Policy EN 24.7

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

Mining

GOAL EN-25

~~There are no active mining operations on the Island. Several locations have been reclaimed including a pit on the corner of Fletcher Bay Road and Johnsonville Road and a pit south of Lovgreen Road adjacent to a parcel now owned by the Bainbridge Island Parks and Recreation District.~~

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

M-5.1 Goal EN-25.1

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

EXISTING CONDITIONS – OVERVIEW

MOVE TO APPENDIX

Bainbridge Island Key Issues and Public Comment

ECONOMIC ELEMENT

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment/Conclusion
A SUPPORT FOR ENTREPRENEURISM & A DIVERSIFIED ECONOMY			
1	We should encourage business that fit our vision. The very first sentence of our existing Economic Element reads: <i>“The future economy of Bainbridge Island is linked to the overall community vision. A healthy economy, based on the vision of the Island, is a tool for accomplishing larger community goals.”</i>	Ron Peltier	
2	The following must be retained, from existing first framework goal: <i>“When weighing choices regarding our future economy, the fundamental considerations should be the quality of the Island’s natural environment and the community’s desire to maintain the visual character.”</i>	Ron Peltier	
3	Called for the Island to plan for a more diverse economic base. Advised looking at infrastructure in terms of concurrency- schools, roads, telecom. Also, suggested taking a look at the larger regional perspective and to purposefully shape the kind of growth that happens here. He remarked that change occurs permit by permit and that permits need to be true to the content of the vision. Recognize that a lot has changed on the Island and in the region since 2004. Economic development needs balance, and goes hand-in-hand with community development.	John Powers, Kitsap Economic Development Alliance	
4	The internet infrastructure and speed needs to be improved. Need fiber for internet to confront the challenges of the sharing and maker economy. The sharing/ maker economy is great for Bainbridge- look at the BARN or office expats. Should be supported. Saw B.I. role as incubator site for new businesses. Also said that some kind of benchmarks are needed to prompt action to implement.	Mickey Molnaire, Chamber of Commerce	
5	Said that the current comprehensive plan profile of local economy is very dated. Argued that B.I. is a “creative class” economy, so we don’t need to and really can’t compete with either Poulsbo or Seattle for providing many goods and services. Said we have to deal with SR 305 and the internet connectivity issues to keep our unique economic advantage – otherwise, the creative class will leave. Said it is very difficult to make mixed-use work here because of real estate economics. Said we need more flexible zoning and affordable housing.	Chuck DePew	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment/Conclusion
B SMALL BUSINESSES			
1	Small business on Bainbridge, including home businesses, is very much about the creative and entrepreneurial spirit of Islanders, often linked to the arts.	Ron Peltier	
2	Successful small business on BI all fill a niche and provide something the community wants and needs. The Stream Liner Diner, and Eagle Harbor Books, successful for over thirty years, were both started by Paul and Julie Storie. Willows started out as “Soy Beans’n Such” in the 1970s.	Ron Peltier	
3	Said she had just attended a Main Street conference recently and appreciates how our historic main street is so important. Said that “buy local” still requires work to avoid leakage across Agate Pass and to Seattle. Said we need to be aggressive about affordable housing on the Island- teachers should be able to live on the Island.	Jeri Lane, Bainbridge Island Downtown Association	
4	Winslow Way small business owner. What policies can support independent businesses, Tourists want the unique small business. Keep sales tax at home by supporting local businesses. In turn, local businesses support for schools and nonprofits through sponsorships and auctions. Although a small business owner is not getting rich, owning a business is rewarding in other ways. We all benefit from a healthy economy.	Barbara Tolliver	
5	The vacant storefronts on Winslow Way are a real loss. Help keep Winslow vibrant with stores	Charles Schmidt	
C RETAIL & SERVICE			
1	Part of Island Life, and preservation of our Island special character, is the reality of limited access to goods and services. Our comp plan has recognized this since 1994.	Ron Peltier	
2	Islanders providing trade services have been reduced by the cost of housing and by competition from off island contractors not properly licensed and bonded. The city could do a better job of enforcing bonding and licensing requirements.	Ron Peltier	
D HOME-BASED BUSINESSES			
1	By bringing reliable and affordable broadband internet service to the entire Island. Perhaps through Kitsap PUD. This would be an economic boost for the entire Island.	Ron Peltier	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment/Conclusion
E ROLE OF AGRICULTURE ON THE ISLAND			
1	Agriculture on BI contributes to the special character of the island and to the diversity of our residents.	Ron Peltier	
2	Ag on BI provides a living connection between Islanders and where our food comes from.	Ron Peltier	
3	Agriculture on Bainbridge is threatened by the lack of a long term plan for the sustainable use of our groundwater resources.	Ron Peltier	
4	A farmer on the Island. Good to see agriculture featured in the plan. Pointed out that taxpayers are already supporting farming because 60 of the acres that are farmed are publicly owned. Future farmland is important, and should continue to be supported.	Ryan Montella	
F ROLE OF THE ARTS ON THE ISLAND			
1	The arts provide an opportunity for us to reflect as a community on things, ideas, issues, and cultural events that are important to us in some way.	Ron Peltier	
2	Supporting artists equals support for diversity of the Island's residents.	Ron Peltier	
3	The arts are a reminder of our creative possibilities and of the aesthetic elements that are relevant to everything in life.	Ron Peltier	
G ROLE OF THE REAL ESTATE INDUSTRY ON THE ISLAND			
1	The real estate industry on the Island has an obligation to advocate for the long term value of homes and land on Bainbridge.	Ron Peltier	
2	The real estate industry on BI has helped to encourage the construction of large and expensive housing that is not conducive to a diverse community.	Ron Peltier	
H NEIGHBORHOOD SERVICE CENTER AND BUSINESS/INDUSTRIAL DISTRICTS			
1	I don't see a need for more goods and services in the NSC near me, Rolling Bay, but a good way	Ron Peltier	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment/Conclusion
	to find what people living near the NSCs need would be to conduct neighborhood meetings.		
2	Argued for rezoning his property (Sand Pit) near Lynwood as Business Industrial. Mike says it's now zoned residential 2.5 acre zone, and that this amendment is being considered by the PC as part of the Land Use Element. Business Industrial development yields good paying jobs, and the City should promote Island jobs over commuting jobs.	Bill Moore	
I ROLE OF TOURISM ON THE ISLAND			
1	Let's protect and enhance the reasons tourists want to visit Bainbridge Island: the same reasons most of us live here: quality environment, small town feel, heritage and history.	Ron Peltier	
2	Promote bed and breakfasts.	Doug Rauh	
3	Suggested working to increase number of lodging units to be able to create a strong tourism sector on the Island. October through April many business struggle due to drop off in Tourism.	Jeri Lane, Bainbridge Island Downtown Association	
4	Agreed we need to establish Bainbridge Island as an overnight destination during off-season.	Erick Fredericks, BI Lodging Assoc.	
J BAINBRIDGE ISLAND AS TECHNOLOGY HUB			
1	Branding Bainbridge Island does not appear to be a priority for the community, demonstrated by community reaction to the recent attempt to brand the Island	Ron Peltier	
K CIVIC ACTIVITIES & NON-PROFIT ORGANIZATIONS			
1	Organizations, such as Rotary, are essential. They do things that city government is not capable of.	Ron Peltier	
2	Yes Magazine is a good example of a business/organization that is consistent with the core stewardship values that have been a part of our comp plan since 1994	Ron Peltier	
3	The healthy food movement, recycling, and all the core stewardship values from our comp plan, originated in the community through organizations and movements.	Ron Peltier	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment/Conclusion
4	We should recognize growth in the non-profit sector as it has grown and as it is important to the Island.	Dominique Cantwell	
L	OTHER ISSUES		
1	<u>Goal 3 Provide adequate [high standard] infrastructure that is supportive of a healthy economy and environment</u> <u>Add the following new policies:</u> <u>E3.3 Provide cost based, non-profit, locally controlled and technologically advanced infrastructure including roads, transportation, water, sewer and electric and telecommunications services.</u> <u>E 4.6 Provide 100% carbon free non-profit electric service by 2020.</u> <u>E. 4.7 meet all electric load growth with local carbon free energy efficiency and renewable power sources.</u>	Ted Jones & Stephen Johnson	
2	<u>New Goal</u> <u>Goal 7 Establish a locally controlled, non-profit, 100% carbon free electric utility to serve the island by 2020.</u> <u>Discussion. Electric service on the island is by far its most important economic enterprise. The islands annual power bill is \$17 million dollars. Virtually all of this money leaves the island (PSE has one employee based on the island) and much of it goes off shore as profits to PSE's foreign owners, Macquarie Bank Sydney Australia. An island owned utility would boost the economy by:</u> A. <u>Buying Local. Much of the \$17 million would stay on the island with a public power utility paying for local salaries and services. Its estimated that 4-8 million dollars would be spent here, that now leaves the island.</u> B. <u>Island Jobs. The islands owned utility would employ 10-15 locals at family wage salaries, and have line crews based on the island.</u> C. <u>Low Cost Power. As a non-profit utility Bainbridge would have the right to purchase low cost power from the Bonneville Power Administration, including very low cost "tier one" power which will be available for only a limited time.</u> <u>Lower Rates As a public power utility Bainbridge will have lower rates than PSE. Public power utilities in Washington have rates which average 30% lower than PSE, and recent studies for cities in Oregon considering new utilities and seeking BPA tier one power forecast rates more than 25% less than their current provider over a 20 year period. See:</u>	Ted Jones & Stephen Johnson	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment/Conclusion
	http://www.millersburgcitypower.com/ and http://www.millersburgcitypower.com/wp-content/uploads/2014/04/EES-Millersburg-Municipalization-Report-04-03-141.pdf)		
3	All economic activity on Bainbridge Island depends upon the availability of fresh water. Long-term economic health will depend upon the long-term sustainable use of our ground water resources. A failure to do this long-range planning is a threat to the future of our Island economy. COBI currently does not do long range planning of any kind.	Ron Peltier	
4	Environmental health is fundamental to a healthy economy. It should not be sacrificed for short term economic gain. The fundamental question in our comp plan regards our core philosophy as a community: are we committed to the long-term quality of life on our Island? (Workshop comments indicate that we are). If so, then we need to respect the limited carrying capacity of our Island and develop our economy accordingly.	Ron Peltier	
5	The first sentence of Washington's Growth Management Act Reads: "The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands , pose a threat to the environment, sustainable economic development , and the health, safety, and high quality of life enjoyed by residents of this state."	Ron Peltier	
6	The WSF traffic bottleneck at Winslow Way delivering vehicles that want to leave the island. Suggested increasing headway between boats to enable a smoother flow, which will be better for business. Said Comp Plan should encourage the WSF reservation system. If they know when they'll be on the boat, he said that people in backed up cars might patronize businesses. Said Bainbridge needs to push for better ferry access. Advocated for cleaner fuel for ferries. Observed that SR 305 is a scenic highway. Said COBI should do all it can to protect the trees along SR 305. If you want to protect a scenic highway, you need to protect the trees. Said red light running systems should be installed (?). Said that we have too many signs on the cross-streets that intersect SR 305. Said he wanted to see a cross-index of comp plan goals and the code. Said the City should push for electric double decker buses. Also suggested bringing natural gas to the island, like from Tacoma power.	Doug Rauh	
7	Said Police Station by the WSF helps security and economic vitality in Winslow and that it would be a mistake to move it.	Doug Rauh	
8	Reduce signs on Bainbridge for beautification.	Doug Rauh	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment/Conclusion
9	Several small sewer package plants would be good	Doug Rauh	
10	Said there is a crisis of the lack of Island affordable housing. Thinks we need to look at the parking issue if we really want to address affordable housing. Said a stall costs \$30,000. Argued that the City could reduce or defer impact fees for affordable housing as many other cities are also doing. He said that a jammed 305 is an economic development issue.	Eric Fredericks, BI Lodging Association	
11	Show the breakdown of sales tax and property tax, and what percentage goes to the City	Charles Schmidt	
12	The Economic Element is outdated. Affordable housing is needed on the Island. The City should relax parking requirements to help get affordable housing built.	Tad Fairbank	
13	The police facility downtown is not a good idea. Should go up on New Brooklyn by the fire department	Tad Fairbank	
14	Policies should be quantifiable, have benchmarks.	Tad Fairbank	
15	Said indicators are needed and sustainable business network has started meeting to talk about local issues. Many goals in existing plan use fuzzy words like “encourage”, “support” etc. Said the Plan has too many “should” statements and that indicators can be more specific about what should be done. Cited the STARR program which includes indicators that she said could work well with Economic Element. Cited Portland Oregon program for businesses that created credentials for businesses related to energy usage, water usage, etc. Said that a letter is coming from her group.	Kat Gjovik	