



**CITY COUNCIL REGULAR BUSINESS MEETING
TUESDAY, MAY 27, 2025**

**COUNCIL CHAMBERS
280 MADISON AVENUE NORTH
BAINBRIDGE ISLAND, WA**

AND

**REMOTE MEETING ON ZOOM
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/92947338351](https://bainbridgewa.zoom.us/j/92947338351)
OR TELEPHONE: US: +1 253 215 8782
WEBINAR ID: 929 4733 8351**

AGENDA

1. CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE - 6:00 PM

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

3. PRESENTATION(S)

3.A (6:10 PM) Approve Proclamation Declaring May 2025, as "Mental Health Awareness Month," 5
Minutes
[Mental Health Awareness Month.docx](#)

4. PUBLIC COMMENT - 6:15 PM

In person public comment is accepted at this time on any topic of public interest. Each commenter will have three minutes, or such amount as the meeting chair determines, to speak. Public comment is not taken on individual agenda items during the meeting. For items scheduled for a public hearing, comment is accepted from an individual only one time, either during public comment or during the hearing. Public comment is simply received by the Council, with no response, and Council cannot deliberate on items that are not on the agenda. The lack of comment is not an endorsement or a denial of the comment. Please refer to guidelines and instructions for public comment, including orderly behavior and civility in remarks, attached below. Remote public comment is allowed with advance notice by noon on the date of the meeting to the City Clerk, provided that all remote commenters shall be required to display their true name and to keep their camera turned on to show their true uncovered face while delivering their comments.

4.A Guidelines and Instructions for Public Comment, 20 Minutes
[Guidelines and Instructions for Providing Public Comment.pdf](#)

5. CONSENT AGENDA

All items listed under this section are considered to be routine and will be acted upon with one motion and one vote. There will be no separate discussion of these items unless a member of the City Council, or City Manager so requests, in which event, the item will be considered separately in its normal sequence.

- 5.A (6:35 PM) Agenda Bill for Consent Agenda, 5 Minutes**
- 5.B Approve Accounts Payable and Payroll**
AP Report to Council of Cash Disbursements 05-07-25.pdf
AP Report to Council of Cash Disbursements 05-14-25.pdf
Council Report 05-20-25.pdf
- 5.C Approve City Council Meeting Minutes**
051325 DRAFT City Council Business Meeting Minutes.pdf
- 5.D Ratify the City Manager's Pre-Approved Purchase of a 2025 Ford F250 Utility Service and Towing Truck as Part of the 2025 Capital Improvement Plan Fleet Purchases (\$92,869.53 Equipment Rental and Revolving Fund) - Public Works**
F250_City of Bainbridge Island_Purchase Order Project 01403.pdf
2025-2026 Adopted Budget - Fleet and Equipment CIP (2025 - 2030).pdf
- 5.E Ratify the City Manager's Pre-Approved Purchase of a 2025 Ford F550 Heavy Duty Streets Service Truck with Plow and Sander as Part of the Capital Improvement Plan Fleet Purchase (\$150,809.33 Equipment, Rental and Revolving Fund) - Public Works**
F550_City of Bainbridge Island_Purchase Order Project 01402.pdf
2025-2026 Adopted Budget - Fleet and Equipment CIP (2025 - 2030).pdf
- 5.F Authorize the City Manager to Advertise for Construction Bids for the 2025 Annual Roads Repair and Maintenance Program - Public Works**
2025 Annual Roads Map List.pdf
- 5.G Consider Adoption of Resolution No. 2025-09 Amending the Code of Conduct and Ethics Program, 5 Minutes**
Resolution No. 2025-09 Relating to Updating the Ethics Program.docx
- 5.H Consider Ordinance No. 2025-07 and Resolution No. 2025-06 Relating to Proposed Design Review Changes for Compliance with HB 1293 - Planning, 5 Minutes**
Ord 2025-07 Design Review Amendments.docx
Resolution No. 2025-06 Amending the Administrative Manual Exhibit A - Admin Manual 1293 changes final.pdf
Ord 2025-07 Design Review Amendments Exhibit J - Design for Bainbridge 2025 FINAL.pdf
Resolution No. 2025-06 Amending the Administrative Manual.pdf
Design Review Changes slides for CC 5.13.25.pdf
- 5.I Adopt Resolution No. 2025-05 Adopting New Policies and Procedures for Authorizing South Island Sewer Connections - Public Works, 5 Minutes**
Resolution No. 2025-05-Adopting New Policies and Procedures for Authorizing South Island Sewer Connections.docx
New_Policy_2.14A_South_Island_Sewer_-_Additional_Connection_Policy_CLEAN.pdf
New_Policy_2.14A_South_Island_Sewer_-_Additional_Connection_Policy_REDLINE.pdf
South Island Sewer Slides 051325.pptx
Old Policy 2.14 South Island Sewer Connection Procedures.pdf
- 5.J Authorize the City Manager to Approve the Purchase of a 2025 International HX520 Heavy Duty Dump Truck with Plow Package, and Authorize a Related Budget Amendment in the Amount of \$79,834.84 (\$379,834.84, Equipment Rental and Revolving Fund) - Public Works,**
RWC International LLC_Purchase Order 20250023_Project 01312.pdf
BAINBRIDGE ISLAND DUMP SPECS.pdf
2024 Modified Budget_Fleet Capital Improvement Plan.pdf
- 5.K Adopt Resolution No. 2025-11, Adopting the 2024 Kitsap County Multi-Hazard Mitigation Plan -**

Executive, 5 Minutes

Resolution Authorizing - Bainbridge Island.pdf

Kitsap County MHMP 2024_to EMD-FEMA.pdf

5.L Authorize the City Manager to Execute a Construction Contract with Specialized Pavement Marking, LLC, for the 2025 Annual Roads Striping Project (\$211,187.70, Streets Fund) - Public Works

SWR_2025 Annual Striping_Specialized Pavement Marking_CC.docx

Attachment G_2025 Road Striping.pdf

Bid Tabulation_Project 00235 - 2025 Road Striping.pdf

5.M Cancel the June 3, 2025, City Council Study Session

6. COUNCIL ANNOUNCEMENTS - 6:40 PM

7. CITY MANAGER'S REPORT - 6:50 PM

8. REGULAR BUSINESS

8.A (6:55 PM) Provide Update on the Review Process and Schedule for the Groundwater Management Plan - Public Works, 20 Minutes

Revised GWMP Revised Schedule_052725.pptx

GWMP Management Actions_DRAFT.pdf

GWMP Peer Review_Scope of Work_DRAFT.pdf

GWMP First Draft Comments - 051625.pdf

RDSR Karen Burow 2021 Oct KB.pdf

8.B (7:15 PM) Introduce Resolution 2025-12 Adopting Updates to the Water, Sewer and Storm and Surface Water Management Utility Rates - Public Works, 15 Minutes

Draft - Resolution No. 2025-12 Water Sewer and Storm and Surface Water Utility Rates.docx

Resolution No. 2025-12 Exhibit A Water and Sewer Participation Fees DRAFT.docx

Resolution No 2025-12 Exhibit B Water and Sewer Monthly Rates DRAFT(2).docx

8.C (7:30 PM) Introduce Ordinance 2025-16 Adopting Revisions to BIMC 13.16 to Expand the Utility Rate Reduction Program to all Low-Income Customers - Public Works, 10 Minutes

Draft Ordinance 2025-16 regarding Low-Income Utility Rate Discounts.docx

8.D (7:40 PM) Introduce an Ordinance to Prohibit the Use of Gasoline-Powered and Diesel-Powered Leaf Blowers - Executive, 15 Minutes

Ordinance 2025-10 Prohibiting Gasoline-Powered and Diesel-Powered Leaf Blowers.docx

Gas and Diesel Powered Leaf Blowers.pptx

8.E (7:55 PM) Confirm Selections for "Something New" Art Rotation - Executive, 10 Minutes

Something New VIII Public Art Jury Selections.pdf

8.F (8:05 PM) Introduce Ordinance No. 2025-11 Relating to Commute Trip Reduction to Amend BIMC 2.70, Commute Trip Reduction Incentive Program, and BIMC 10.24, Commute Trip Reduction Program, 10 Minutes

Ordinance No. 2025-11 relating to the CTR Program.docx

8.G (8:15 PM) Consider Renewing Participation in the Kitsap County Urban County Federal Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) Programs Consortia. 10 Minutes

City of BI- Letter to Requalify Entitlement Status_5.1.25.pdf

KC-055-15-B ILA cities BI Poulsbo PO Amendment 02 REDLINE.pdf

KC-055-15-B ILA cities BI Poulsbo PO Amend 02.pdf

- 8.H (8:25 PM) Receive Monthly Update on Comprehensive Plan and Winslow Subarea Plan Updates - Planning, 15 Minutes**
[Monthly_update_05.27.2025.pptx](#)

9. ADJOURNMENT - 8:40 PM

GUIDING PRINCIPLES

Guiding Principle #1 - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

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

Guiding Principle #3 - Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

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

Guiding Principle #5 - The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Principle #6 - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

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

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



City Council meetings are wheelchair accessible. Assisted listening devices are available in Council Chambers. If you require additional ADA accommodations, please contact the City Clerk's Office at 206-780-8604 or cityclerk@bainbridgewa.gov by noon on the day preceding the meeting.



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: (6:10 PM) Approve Proclamation Declaring May 2025, as "Mental Health Awareness Month,"

SUMMARY: The attached proclamation declares the month of May 2025, as "Mental Health Awareness Month."

AGENDA CATEGORY: Proclamation

PROPOSED BY: Executive

RECOMMENDED MOTION:

I move to authorize the Mayor to sign the proclamation declaring May 2025, as "Mental Health Awareness Month" and to add this proclamation to the list of annual proclamations that may be signed by the Mayor without further Council action.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

ATTACHMENTS:

[Mental Health Awareness Month.docx](#)



PROCLAMATION

A PROCLAMATION by the City Council of the City of Bainbridge Island, Washington, declaring May 2025, as “Mental Health Awareness Month.”

WHEREAS, mental health is a vital part of overall health, yet stigma and barriers often prevent individuals from seeking the support they need; and

WHEREAS, the City wishes to demonstrate its commitment to mental health advocacy and support for all who call our community home; and

WHEREAS, by issuing this proclamation, we aim to raise awareness, encourage open conversations, and promote access to mental health resources; and

WHEREAS, as a leading advocate for youth mental health, Bainbridge Youth Services (“BYS”) provides free, confidential counseling and support services to young people in our community; and

WHEREAS, throughout May, BYS will host outreach initiatives to educate and engage the public in mental wellness efforts.

NOW, THEREFORE, I, Ashley Mathews, Mayor of the City of Bainbridge Island, on behalf of the City Council, do hereby declare May 2025, as

MENTAL HEALTH AWARENESS MONTH

in the City of Bainbridge Island and encourage residents, businesses, and organizations to join us in prioritizing mental health and ensuring that Bainbridge Island remains a community of care and compassion

DATED this 27th day of May 2025

Ashley Mathews, Mayor



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 20 Minutes

AGENDA ITEM: Guidelines and Instructions for Public Comment,

SUMMARY:

AGENDA CATEGORY: Presentation

PROPOSED BY: City Council

RECOMMENDED MOTION:

Information only.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

ATTACHMENTS:

[Guidelines and Instructions for Providing Public Comment.pdf](#)



CITY OF
BAINBRIDGE ISLAND

CITY CLERK'S OFFICE

Members of the public are encouraged to submit written public comment to the City Council at any time by emailing Council at council@bainbridgewa.gov. Members of the public who wish to provide public comment in-person at a City Council business meeting should sign up to speak on the sign-in sheet by the Chamber doors. The Mayor will call the people signed up on the sign-in sheet, and speakers will have three minutes to speak from the podium. Please speak directly into the microphone, which is adjustable. A timer on the screen will indicate when 3 minutes (or such other time set by the Mayor) has elapsed. The Deputy Mayor will also hold a sign indicating when 30 seconds of the allotted time remains.

Guidelines for public comment are below. Remote public comment is allowed with advance notice to the City Clerk by noon on the date of the meeting at cityclerk@bainbridgewa.gov, provided that all remote commenters shall be required to display their true name and to keep their camera turned on to show their true uncovered face while delivering their comments.

Excerpts from the Governance Manual regarding public comment:

5.6 Respect and Decorum

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

5.6.1 Orderly Behavior and Civility in Remarks

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

- (a) Speaking without being recognized by the Presiding Officer.
- (b) Continuing to speak after the allotted time has expired.
- (c) Speaking on an item at a time not designated for discussion by the public of that item, such as speaking on a quasi-judicial item at a time other than during a public hearing or closed record proceeding on the matter.
- (d) Throwing objects.

- (e) Speaking on an issue that is not a public topic, in violation of Section 9.12.2.
- (f) Speaking in favor of or in opposition to a ballot proposition or a candidate for public office, provided, that public comment is allowed when the City Council is considering taking a collective position in favor of or in opposition to a ballot proposition as authorized in RCW 42.17A.555.
- (g) Impersonating a City Councilmember or a member of the City staff.
- (h) Shouting or otherwise engaging in loud or boisterous behavior.
- (i) Continuing to make repetitive remarks after being requested not to do so by the Presiding Officer or a majority of the City Council.
- (j) Attempting to engage the audience rather than the Council, e.g., asking audience members to stand, clap, boo or otherwise express collective support or opposition to any matter.
- (k) Booing, hissing, or otherwise disrupting the comments of another speaker.
- (l) Using racial slurs or other slurs directed at the color, creed, religion, ancestry, gender, sexual orientation, gender expression or identity, national origin, citizenship or immigration status, or mental, physical, or sensory disability of any individual or group, under circumstances where such words constitute “fighting words” under constitutional law.
- (m) Refusing to modify conduct after being advised by the Presiding Officer that the conduct is disrupting the meeting or disobeying any other lawful order of the Presiding Officer or a majority of the City Council.

5.6.2 Permission Required to Address the Council

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

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9.12.2 Subjects – Whether or Not on the Current Agenda

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

9.12.3 Use of Microphones

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



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: (6:35 PM) Agenda Bill for Consent Agenda,

SUMMARY: Council will consider approval of the Consent Agenda.

AGENDA CATEGORY: Consent Agenda **PROPOSED BY:** Executive

RECOMMENDED MOTION:

I move to approve the Consent Agenda as presented.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME:

AGENDA ITEM: Approve Accounts Payable and Payroll

SUMMARY: Council will consider approval of accounts payable and payroll.

AGENDA CATEGORY: Consent Agenda **PROPOSED BY:** Executive

RECOMMENDED MOTION:
Approve accounts payable and payroll.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

ATTACHMENTS:

[AP Report to Council of Cash Disbursements 05-07-25.pdf](#)

[AP Report to Council of Cash Disbursements 05-14-25.pdf](#)

[Council Report 05-20-25.pdf](#)



ACCOUNTS PAYABLE REPORT TO CITY COUNCIL OF CASH DISBURSEMENTS
CHECK RUN DATE: 05/07/2025

Last check from previous run: 362316 dated 05/01/2025 issued to WA Water Service for \$390.53

Last ACH from previous run: 5673 dated 05/02/2025 issued to Solenis for \$12,303.34

Payment Type	Check Date	Check Number	Department/Vendor/Description	Amount
VOID	04/23/2025	362292	Check returned by vendor; name updated. New check issued.	N/A
Manual Check	05/09/2025	362342	COBI Permits - Woodland Middle School solar project	\$ 5,712.70
Regular Check run	05/07/2025	362317-362341	Total Regular Check Run	\$ 233,814.56
Regular ACH run	05/08/2025	5674-5726	Total Regular ACH Run	\$ 574,583.90
			Total Disbursements	\$ 814,111.16

Retainage Release	N/A	N/A	N/A	N/A
Travel Advance	N/A	N/A	N/A	N/A

Prepared and Reviewed by Grace Lin Grace Lin, Senior Accounting Technician

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished,
the services rendered, or the labor performed as described herein and that the claim
is a just, due, and unpaid obligation against the City of Bainbridge Island,
and that I am authorized to authenticate and certify to said claim.

Kim Dunscombe

05.09.2025

Kim Dunscombe, Accounting Manager

Date

Regular Check Run 05/07/25 GL

05/07/2025 12:40 |CITY OF BAINBRIDGE ISLAND
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CASH ACCOUNT: 635 111100 CASH
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VOUCHER INVOICE

INV DATE PO

CHECK RUN

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						INVOICE DTL DESC				
362317	05/07/2025	PRTD	10746 BANCROFT, EDGAR	278891	123994	04/17/2025	05/07/25	98.91		
Invoice: 123994				98.91	411	122100	UB 12072 718 TIFFANY MEADOWS DR NE WATER ACCOUNTS RECEIVABLE			
								CHECK	362317 TOTAL:	98.91
362318	05/07/2025	PRTD	10703 AAR TESTING LABORATO	279028	110337	03/31/2025	05/07/25	1,475.30		
Invoice: 110337				1,475.30	72431835	54110001272	ENG/ON-CALL TESTING PROFESSIONAL SVCS 2024 ANNUAL DRAINAGE-PROF SVCS			
								CHECK	362318 TOTAL:	1,475.30
362319	05/07/2025	PRTD	5105 BAINBRIDGE ISLAND RO	279062	2499	04/10/2025	05/07/25	900.00		
Invoice: 2499				900.00	51011211	54500000933	POL/GALA VENUE PD AWARDS GALA-RENTAL			
								CHECK	362319 TOTAL:	900.00
362320	05/07/2025	PRTD	4581 SERVICEMASTER BIOCLE	279064	250401437	04/07/2025	05/07/25	300.00		
Invoice: 250401437				300.00	53011212	541100	POL/HAZMAT CLEANING POLICE - C/E PATROL PROF SVCS			
								CHECK	362320 TOTAL:	300.00
362321	05/07/2025	PRTD	8253 CHS POULSBO	279066	54987/H	04/09/2025	05/07/25	610.01		
Invoice: 54987/H				610.01	73637892	531100	PW/SALT FOR WATER SYSTEMS O&M-ALLOC-WTR-CONSUMABLES			
								CHECK	362321 TOTAL:	610.01
362322	05/07/2025	PRTD	10751 CINTAS CORPORATION N	279067	4226084650	04/02/2025	20250003 05/07/25	61.67		
Invoice: 4226084650				61.67	73425358	54500001388	PW/WWTP UNIFORM AND LAUNDRY SERVICES WWTP UNIFORM SVC-RENTALS			
								CHECK	362322 TOTAL:	61.67
362323	05/07/2025	PRTD	51 BAINBRIDGE ISLAND	279194	05/06/2025	05/06/2025	05/07/25	240.00		
Invoice: 05/06/2025				30.00	41011141	549900	COURT PAYMENT REIMBURSEMENT - 02/11/25 DEPOSIT FIN-GF-MISC EXP			
				210.00	01136	369910	OTHER MISC REVENUE (INC NSF)			
								CHECK	362323 TOTAL:	240.00

05/07/2025 12:40 |CITY OF BAINBRIDGE ISLAND
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CASH ACCOUNT: 635 111100 CASH
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INV DATE PO

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INVOICE DTL DESC

362324	05/07/2025	PRTD	5275 KAISER PERMANENTE	279094	66316243	04/01/2025	05/07/25	138.00
	Invoice: 66316243			138.00	73111290 541100	PW/COMMERCIAL DRIVERS MED EXAM - KFAULKNER O&M-STREET-MAINT O/H-PRO SVCS		
						CHECK	362324 TOTAL:	138.00
362325	05/07/2025	PRTD	1205 PUGET SOUND ENERGY	279178	90853196	03/26/2025	05/07/25	914.28
	Invoice: 90853196			914.28	73311418 66300001232	PW/ELECTRICAL POLE INSTALL - PW YARD SECURITY GATE PW YARD SECURITY GATE-CONSTR		
						CHECK	362325 TOTAL:	914.28
362326	05/07/2025	PRTD	8654 RAUL AGUIRRE	279136	42225	04/22/2025	05/07/25	130.00
	Invoice: 42225			130.00	21011125 541230	CRT/SPANISH INTERPRETER SERVICES 04/22/25 COURT-INTERPRETER		
						CHECK	362326 TOTAL:	130.00
362327	05/07/2025	PRTD	7994 PENINSULA SERVICES	279113	114004	04/28/2025	05/07/25	96.00
	Invoice: 114004			96.00	51011211 541100	POL/MOBILE SHREDDING PD-C/E-ADM-PROF SVCS		
						CHECK	362327 TOTAL:	96.00
362328	05/07/2025	PRTD	9853 ALTEC INDUSTRIES INC	279056	12944658	04/14/2025	05/07/25	590.48
	Invoice: 12944658			590.48	73111427 531100	PW/WO 00280 - PROX SENSOR, FILTERS, FLLR BREATHER OFFICE SUPPLIES		
				279057	12946347	04/14/2025	05/07/25	420.62
	Invoice: 12946347			420.62	73111427 531100	PW/WO 24504 - PLATFORM COMPONENT OFFICE SUPPLIES		
						CHECK	362328 TOTAL:	1,011.10
362329	05/07/2025	PRTD	57 BAY HAY & FEED	279061	2039612	04/10/2025	05/07/25	16.43
	Invoice: 2039612			16.43	91011897 547200	PROPANE BULK 3.6 GALLONS GG-C/E-O&M YARD FAC-PROPANE		
				279193	2050124	05/06/2025	05/07/25	2,149.18
	Invoice: 2050124			2,149.18	31011131 531100	EX/CITY LOGO WEAR EX-GF-SUPPLIES		
						CHECK	362329 TOTAL:	2,165.61

05/07/2025 12:40 |CITY OF BAINBRIDGE ISLAND
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CASH ACCOUNT: 635			111100		CASH				VOUCHER	INVOICE	INV DATE	PO	CHECK RUN	NET
CHECK NO	CHK	DATE	TYPE	VENDOR	NAME									
INVOICE DTL DESC														
362330	05/07/2025	PRTD	4850	HOME DEPOT CREDIT SE	279092	860052612			04/14/2025		05/07/25			2,426.42
		Invoice: 860052612							PW/WO 24478 - JANITORIAL SUPPLIES					
					2,426.42	73011897	531100		O&M-C/E-PWY FAC-SUPPLIES					
									CHECK	362330	TOTAL:			2,426.42
362331	05/07/2025	PRTD	4740	KITSAP COUNTY PUBLIC	279148	CINV-2025-00405			04/23/2025		05/07/25			1,493.14
		Invoice: CINV-2025-00405							ENG/2023-2025 KITSAP COUNTY AND WSSOG ILA					
					1,493.14	72431832	54110000872		H2O/SSWM GROUP-PROF SVCS					
									CHECK	362331	TOTAL:			1,493.14
362332	05/07/2025	PRTD	338	KITSAP COUNTY SHERIF	279100	25000183			04/09/2025		05/07/25			11,458.26
		Invoice: 25000183							POL/PRISONER BOARD/MAR25					
					11,458.26	51011236	551000		POLICE - C/E PRISONER DETENT'N					
									CHECK	362332	TOTAL:			11,458.26
362333	05/07/2025	PRTD	1010	PAUL L KING	279097	70267			04/28/2025		05/07/25			393.12
		Invoice: 70267							PW/WO 24572 - LOCKS FOR WWTP GATE					
					393.12	73425358	548100		O&M-WWTP-REPAIRS					
									CHECK	362333	TOTAL:			393.12
362334	05/07/2025	PRTD	2421	SALISH BEHAVIORAL HE	279103	ASOBIPIOID1224			05/01/2025		05/07/25			203,683.72
		Invoice: ASOBIPIOID1224							EX/OPIOID SETTLEMENT FUNDS TRANSFER					
					203,683.72	31011660	54110001257		NAT'L OPIOID - I/G PROF SVCS					
									CHECK	362334	TOTAL:			203,683.72
362335	05/07/2025	PRTD	8286	SUPERINTENDENT OF P	279108	19520			04/11/2025		05/07/25			350.00
		Invoice: 19520							POL/FINGERPRINTING					
					350.00	41654861	586110		FINGERPRINT OUT-GOES TO SPI					
		Invoice: 19544							04/21/2025		05/07/25			150.00
					150.00	41654861	586110		POL/FINGERPRINTING					
									FINGERPRINT OUT-GOES TO SPI					
		Invoice: 19565							04/25/2025		05/07/25			200.00
					200.00	41654861	586110		POL/FINGERPRINTING					
									FINGERPRINT OUT-GOES TO SPI					
									CHECK	362335	TOTAL:			700.00

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CASH ACCOUNT: 635 111100 CASH
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362336	05/07/2025	PRTD	8035 SHINE QUARRY, LLC	279143	11110	04/18/2025	05/07/25	209.69
	Invoice: 11110			209.69	73111427 531100	PW/WO 24509 - 3/4" MINUS OFFICE SUPPLIES	12.40 TONS	
						CHECK	362336 TOTAL:	209.69
362337	05/07/2025	PRTD	601 SOUND REPROGRAPHICS	279145	109928	04/15/2025	05/07/25	115.68
	Invoice: 109928			115.68	51011120 531100	POL/BUSINESS CARDS/BEACH PD-CLERKS-SUPPLIES		
				279146	110010	04/22/2025	05/07/25	548.11
	Invoice: 110010			548.11	31011492 54245001194	EX/WRRED GRANT FLYERS CAP-WASTE RED-OUTREACH		
						CHECK	362337 TOTAL:	663.79
362338	05/07/2025	PRTD	6673 TRI-TECH FORENSICS I	279166	01150162	04/21/2025	05/07/25	195.20
	Invoice: 01150162			195.20	53011212 531100	POL/BLOOD DRAW KITS PD-C/E-PATROL SUPPLIES		
						CHECK	362338 TOTAL:	195.20
362339	05/07/2025	PRTD	6088 ULINE SHIPPING SUPPL	279167	191637859	04/14/2025	05/07/25	3,830.18
	Invoice: 191637859			3,830.18	73637956 531100	PW/WO 24516-DESK, FILE CABINET, CHAIR O&M ALLOC-WTR/RBW/SWR/SIS-SUPL		
						CHECK	362339 TOTAL:	3,830.18
362340	05/07/2025	PRTD	8390 WEST HILLS FORD MAZD	279174	75033295	04/25/2025	05/07/25	292.68
	Invoice: 75033295			292.68	73111290 531100	PW/WO 00257 - LAMP ASY O&M-STREET-MAINT O/H-SUPPLIES		
						CHECK	362340 TOTAL:	292.68
362341	05/07/2025	PRTD	10353 VESTIS FIRST AID AND	279171	B020185	04/18/2025	05/07/25	327.48
	Invoice: B020185			327.48	73637891 531100	PW/HEARTSINE AED ADULT PAD PACK OFFICE SUPPLIES		
						CHECK	362341 TOTAL:	327.48

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NUMBER OF CHECKS 25 *** CASH ACCOUNT TOTAL *** 233,814.56

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	25	233,814.56

*** GRAND TOTAL *** 233,814.56

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YEAR PER JNL	SRC ACCOUNT	EFF DATE	JNL DESC	REF 1	REF 2	REF 3	ACCOUNT DESC LINE DESC	T OB	DEBIT	CREDIT
2025 5 83	APP 401-213000	05/07/2025	05/07/25	050725			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		98.91	
APP 635-111100	05/07/2025	05/07/25	050725				CASH AP CASH DISBURSEMENTS JOURNAL			233,814.56
APP 403-213000	05/07/2025	05/07/25	050725				ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		2,968.44	
APP 001-213000	05/07/2025	05/07/25	050725				GENERAL - ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		222,259.00	
APP 631-213000	05/07/2025	05/07/25	050725				ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		4,767.67	
APP 402-213000	05/07/2025	05/07/25	050725				ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		454.79	
APP 101-213000	05/07/2025	05/07/25	050725				STREETS - ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		1,651.47	
APP 301-213000	05/07/2025	05/07/25	050725				ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		914.28	
APP 650-213000	05/07/2025	05/07/25	050725				ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		700.00	
GENERAL LEDGER TOTAL								-----	233,814.56	----- 233,814.56
APP 631-130000	05/07/2025	05/07/25	050725				DUE TO/FROM CLEARING		229,046.89	
APP 401-130000	05/07/2025	05/07/25	050725				DUE TO/FROM CLEARING			98.91
APP 403-130000	05/07/2025	05/07/25	050725				DUE TO/FROM CLEARING			2,968.44
APP 001-130000	05/07/2025	05/07/25	050725				GENERAL - DUE TO/FROM CLEARING			222,259.00
APP 402-130000	05/07/2025	05/07/25	050725				DUE TO/FROM CLEARING			454.79
APP 101-130000	05/07/2025	05/07/25	050725				STREETS - DUE TO/FROM CLEARING			1,651.47
APP 301-130000	05/07/2025	05/07/25	050725				DUE TO/FROM CLEARING			914.28
APP 650-130000	05/07/2025	05/07/25	050725				DUE TO/FROM CLEARING			700.00
SYSTEM GENERATED ENTRIES TOTAL								-----	229,046.89	----- 229,046.89
JOURNAL 2025/05/83 TOTAL								-----	462,861.45	----- 462,861.45

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JOURNAL ENTRIES TO BE CREATED

FUND	YEAR	PER	JNL	EFF DATE	DEBIT	CREDIT
ACCOUNT				ACCOUNT DESCRIPTION		
001 GENERAL FUND	2025	5	83	05/07/2025		
001-130000				GENERAL - DUE TO/FROM CLEARING		222,259.00
001-213000				GENERAL - ACCOUNTS PAYABLE	222,259.00	
				FUND TOTAL	222,259.00	222,259.00
101 STREET FUND	2025	5	83	05/07/2025		
101-130000				STREETS - DUE TO/FROM CLEARING		1,651.47
101-213000				STREETS - ACCOUNTS PAYABLE	1,651.47	
				FUND TOTAL	1,651.47	1,651.47
301 CAPITAL CONSTRUCTION FUND	2025	5	83	05/07/2025		
301-130000				DUE TO/FROM CLEARING		914.28
301-213000				ACCOUNTS PAYABLE	914.28	
				FUND TOTAL	914.28	914.28
401 WATER OPERATING FUND	2025	5	83	05/07/2025		
401-130000				DUE TO/FROM CLEARING		98.91
401-213000				ACCOUNTS PAYABLE	98.91	
				FUND TOTAL	98.91	98.91
402 SEWER OPERATING FUND	2025	5	83	05/07/2025		
402-130000				DUE TO/FROM CLEARING		454.79
402-213000				ACCOUNTS PAYABLE	454.79	
				FUND TOTAL	454.79	454.79
403 STORM & SURFACE WATER FUND	2025	5	83	05/07/2025		
403-130000				DUE TO/FROM CLEARING		2,968.44
403-213000				ACCOUNTS PAYABLE	2,968.44	
				FUND TOTAL	2,968.44	2,968.44
631 CLEARING FUND	2025	5	83	05/07/2025		
631-130000				DUE TO/FROM CLEARING	229,046.89	
631-213000				ACCOUNTS PAYABLE	4,767.67	
635-111100				CASH		233,814.56
				FUND TOTAL	233,814.56	233,814.56
650 AGENCY FUND	2025	5	83	05/07/2025		
650-130000				DUE TO/FROM CLEARING		700.00
650-213000				ACCOUNTS PAYABLE	700.00	
				FUND TOTAL	700.00	700.00

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FUND	DUE TO	DUE FR
001 GENERAL FUND		222,259.00
101 STREET FUND		1,651.47
301 CAPITAL CONSTRUCTION FUND		914.28
401 WATER OPERATING FUND		98.91
402 SEWER OPERATING FUND		454.79
403 STORM & SURFACE WATER FUND		2,968.44
631 CLEARING FUND	229,046.89	
650 AGENCY FUND		700.00
	-----	-----
TOTAL	229,046.89	229,046.89

** END OF REPORT - Generated by Grace Lin **

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CASH ACCOUNT: 635 111100 CASH
CHECK NO CHK DATE TYPE VENDOR NAME

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	CHECK RUN	NET
INVOICE DTL DESC									
5674	05/08/2025	EFT	5 ACE HARDWARE	279029	57971-1	04/07/2025		05/07/25	20.73
	Invoice: 57971-1			20.73	73011897 531100	PW/NO 24478 - EXTENSION POLE, HOSE NOZZLE O&M-C/E-PWY FAC-SUPPLIES			
	Invoice: 57982-1			279030	57982-1	04/08/2025		05/07/25	13.08
				13.08	73425358 531100	PW/NO 24572 - FINISHING PAD, SCRAPER O&M-WWTP-SUPPLIES			
	Invoice: 58003-1			279031	58003-1	04/11/2025		05/07/25	92.79
				92.79	73425358 531100	PW/NO 24572 - PAD, LEADER HOSE O&M-WWTP-SUPPLIES			
	Invoice: 058015-1			279032	058015-1	04/14/2025		05/07/25	25.64
				25.64	73011897 531100	PW/NO 24478 - FASTENERS O&M-C/E-PWY FAC-SUPPLIES			
	Invoice: 058021-1			279033	058021-1	04/15/2025		05/07/25	101.46
				3.26	73011757 531100	PW/NO 24478, 25207 O&M-C/E-MARINA-SUPPLIES			
				98.20	73011897 531100	O&M-C/E-PWY FAC-SUPPLIES			
	Invoice: 58027-1			279034	58027-1	04/15/2025		05/07/25	32.73
				32.73	73011183 531100	PW/NO 24476 - ANT BAIT, DUAL CAR CHARGER O&M-C/E-CH FAC-SUPPLIES			
	Invoice: 058028-1			279035	058028-1	04/15/2025		05/07/25	20.72
				20.72	73421355 531100	PW/NO 24555 - COUPLING, PIPE CAP, NIPPLE WIN COLL-SUPPLIES			
	Invoice: 058029-1			279036	058029-1	04/16/2025		05/07/25	104.74
				104.74	73425358 531100	PW/NO 24572 - BLEACH, TAPE, DW XP FLP DISC O&M-WWTP-SUPPLIES			
	Invoice: 058032-1			279037	058032-1	04/16/2025		05/07/25	82.95
				82.95	73637956 531100	PW/NO 24516 - WSTBSKT, ACE BAGS, CRFT CS, PENLIGHT O&M ALLOC-WTR/RBW/SWR/SIS-SUPL			
	Invoice: 058035-1			279038	058035-1	04/16/2025		05/07/25	5.45
				5.45	73011189 53110001391	PW/LIGHTING PROJECT SUPPLIES			
	Invoice: 058038-1			279039	058038-1	04/17/2025		05/07/25	49.11
				49.11	73111290 531100	PW/NO 24497 - HOLE SAW BULK BM O&M-STREET-MAINT O/H-SUPPLIES			
	Invoice: 058041-1			279040	058041-1	04/17/2025		05/07/25	33.78
				33.78	73011189 53110001391	PW/LIGHTING PROJECT SUPPLIES			
	Invoice: 058056-1			279041	058056-1	04/18/2025		05/07/25	37.10
				37.10	73425358 531100	PW/NO 24572 - FLAT HR PLN, FASTENERS O&M-WWTP-SUPPLIES			

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CASH ACCOUNT: 635 111100 CASH
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VOUCHER	INVOICE	INV DATE	PO	CHECK RUN	NET
INVOICE DTL DESC					
Invoice: 058058-1	279042 058058-1	04/18/2025		05/07/25	52.53
	52.53 73111290 531100	PW/WO 24497 - SNAP TRIGGER, FASTENERS, KEYS O&M-STREET-MAINT O/H-SUPPLIES			
Invoice: 58076-1	279043 58076-1	04/22/2025		05/07/25	251.24
	251.24 73425358 531100	PW/WO 24572 - VACUUM, HALF FACE RESP CL FLW O&M-WWTP-SUPPLIES			
Invoice: 058077-1	279044 058077-1	04/22/2025		05/07/25	42.50
	42.50 73011189 53110001391	PW/LIGHTING PROJECT SUPPLIES			
Invoice: 058086-1	279045 058086-1	04/23/2025		05/07/25	39.26
	39.26 73411345 531100	PW/WO 24523 - DISTILLED WATER, PENLIGHT OFFICE SUPPLIES			
Invoice: 058088-1	279046 058088-1	04/23/2025		05/07/25	40.38
	40.38 73421355 531100	PW/WO 24555 - SCREWDRIVER SET, CLEANER WIN COLL-SUPPLIES			
Invoice: 058097-1	279047 058097-1	04/24/2025		05/07/25	5.45
	5.45 73011831 531100	PW/WO 24911 - MESH STRAIN POL/CRT FACILITY SUPPLIES			
Invoice: 058101-1	279048 058101-1	04/24/2025		05/07/25	75.28
	75.28 73431835 531100	PW/WO 24585 - GARDEN KNEELER, SHOVEL, SMART STRAW OFFICE SUPPLIES			
Invoice: 058102-1	279049 058102-1	04/24/2025		05/07/25	23.04
	23.04 73111290 531100	PW/WO 24497 - KEYKRAFTER X4, SINGLE CUT KEY X6 O&M-STREET-MAINT O/H-SUPPLIES			
Invoice: 058103-1	279050 058103-1	04/25/2025		05/07/25	100.37
	100.37 73421355 531100	PW/WO 24557 - SNIPS, PLIERS, BUCKETS WIN COLL-SUPPLIES			
Invoice: 058107-1	279051 058107-1	04/25/2025		05/07/25	43.66
	43.66 73425358 531100	PW/WO 24572 - CONTRACTOR BAG 55G X2 O&M-WWTP-SUPPLIES			
Invoice: 058117-1	279052 058117-1	04/28/2025		05/07/25	.41
	.41 73431835 531100	PW/WO 24581 - FASTENERS OFFICE SUPPLIES			
Invoice: 058121-1	279053 058121-1	04/28/2025		05/07/25	16.36
	16.36 73411345 531100	PW/WO 24522 - COUPLE BRS, HOSE BARB OFFICE SUPPLIES			
Invoice: 058122-1	279054 058122-1	04/28/2025		05/07/25	3.67
	3.67 73425358 531100	PW/WO 24572 - FASTENERS O&M-WWTP-SUPPLIES			

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CASH ACCOUNT: 635 111100 CASH
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Invoice: 58123-1				279055	58123-1	04/28/2025	05/07/25	5.46
				5.46	73011189 531100	PW/WO 24481 - PLUMBING SUPPLIES O&M - C/E FACIL OFC SUPPLIES		
						CHECK	5674 TOTAL:	1,319.89
5675	05/08/2025 EFT	1030	SUNBELT RENTALS	279163	166758335-0002	04/21/2025	05/07/25	321.47
Invoice: 166758335-0002				321.47	73011189 53110001391	PW/LIGHTING PROJECT - SCISSORLIFT SUPPLIES		
Invoice: 166823680-0001				279164	166823680-0001	03/25/2025	05/07/25	248.19
				248.19	73431835 548100	PW/WO 24586 - VIDEO PIPE CAMERA, CABLE LOCATOR REPAIRS & MAINTENANCE		
Invoice: 166944656-0001				279165	166944656-0001	03/27/2025	05/07/25	53.06
				53.06	73011183 548100	PW/WO 24476 - TON MACHINE SKATE O&M-C/E-CH FAC-REPAIRS		
						CHECK	5675 TOTAL:	622.72
5676	05/08/2025 EFT	8395	INTUITIVE CONTROL SY	279058	SIN044464	04/21/2025	05/07/25	1,092.00
Invoice: SIN044464				1,092.00	51011217 548500	POL/TRAFFIC SUITE SUPPORT PD-C/E-PARKING ENF-COMP SUPPOR		
						CHECK	5676 TOTAL:	1,092.00
5677	05/08/2025 EFT	8991	ALLIANCE 2020, INC	279088	5859832	04/30/2025	05/07/25	637.75
Invoice: 5859832				637.75	33011161 541100	HR/BACKGROUND CHECKS HR-C/E-PROF SVCS		
						CHECK	5677 TOTAL:	637.75
5678	05/08/2025 EFT	4861	AXON ENTERPRISES, IN	279059	INUS338248	04/09/2025	05/07/25	895.00
Invoice: INUS338248				895.00	53011212 443410	POL/TRAINING/LASNIER POLICE - C/E PATROL TRAINING		
						CHECK	5678 TOTAL:	895.00
5679	05/08/2025 EFT	50	BAINBRIDGE ISLAND EL	279060	20250049	04/11/2025	05/07/25	289.38
Invoice: 20250049				289.38	73411345 548100	PW/FLETCHER BAY SPD - REPLACE SURGE PROT DEVICE REPAIRS & MAINTENANCE		
Invoice: 20250028-A				279195	20250028-A	04/25/2025	05/07/25	960.96
				960.96	73411345 548100	PW/FLETCHER BAY WELL SITE - RELOCATE CONDUIT REPAIRS & MAINTENANCE		

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CASH ACCOUNT: 635 111100 CASH
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INVOICE DTL DESC

CHECK 5679 TOTAL: 1,250.34

5680 05/08/2025 EFT 2476 BISCC 279063 2025-Q1 04/07/2025 05/07/25 11,875.00
Invoice: 2025-Q1 11,875.00 31017690 54110000297 EX/2025-2026 HUMAN SERVICES FUNDING
SEN CENTER-OPER SUPPORT

CHECK 5680 TOTAL: 11,875.00

5681 05/08/2025 EFT 3775 BAINBRIDGE ISLAND SP 279133 1313 02/15/2025 05/07/25 2,500.00
Invoice: 1313 300.00 51011211 549100 POL/ANNUAL DUES
200.00 52011212 549100 PD-C/E-ADM-DUES/SUBCR/MEMBRSH
2,000.00 53011212 549100 PD-C/E-INV-DUES/SUBSCR/MEMBRSH
PD-C/E-PATROL-DUES/SUBCR/MEMBR

CHECK 5681 TOTAL: 2,500.00

5682 05/08/2025 EFT 360 BUILDERS FIRSTSOURCE 279116 99672672 04/16/2025 05/07/25 125.31
Invoice: 99672672 125.31 73111261 531100 PW/WO 24512 - 60 LB CONCRETE MIX X25
OFFICE SUPPLIES

Invoice: 90849177 279117 90849177 04/18/2025 05/07/25 -115.28
-115.28 73111261 531100 PW/WO 24512 - CREDIT MEMO
OFFICE SUPPLIES

Invoice: 99646269 279118 99646269 04/10/2025 05/07/25 228.36
228.36 73111261 531100 PW/WO 24512 - 60 LB CONCRETE MIX, PLYWOOD, REBAR
OFFICE SUPPLIES

Invoice: 99647043 279119 99647043 04/10/2025 05/07/25 24.78
24.78 73111261 531100 PW/WO 24512 - 5 LB 16D DUPLEX NAILS
OFFICE SUPPLIES

Invoice: 99660087 279120 99660087 04/14/2025 05/07/25 20.05
20.05 73111261 531100 PW/WO 24512 - 60 LB CONCRETE MIX X4
OFFICE SUPPLIES

Invoice: 99660278 279121 99660278 04/14/2025 05/07/25 18.26
18.26 73111261 531100 PW/WO 24512 - 40G REBAR X8
OFFICE SUPPLIES

Invoice: 99666452 279122 99666452 04/15/2025 05/07/25 42.57
42.57 73011768 531100 PW/WO 24482 - MAG CLEAN SWEEP, GARDEN HOSE SHUTOFF
O&M-C/E-PARKS-SUPPLIES

Invoice: 99667091 279123 99667091 04/15/2025 05/07/25 15.28
15.28 73111261 531100 PW/WO 24512 - RECIP BLD 9IN STPI
OFFICE SUPPLIES

279124 99673275 04/16/2025 05/07/25 4.36

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CASH ACCOUNT: 635 111100 CASH
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VOUCHER	INVOICE	INV DATE	PO	CHECK RUN	NET
INVOICE DTL DESC					
4.36	73011189 53110001391	PW/LIGHTING PROJECT			
		SUPPLIES			
279125	99673760	04/16/2025		05/07/25	100.25
100.25	73111261 531100	PW/WO 24512 - 60 LB CONCRETE MIX X20			
		OFFICE SUPPLIES			
279126	99674090	04/16/2025		05/07/25	176.89
176.89	73421355 531100	PW/WO 24557 - 6 MIL BLACK POLY BLUEBOX LINER			
		WIN COLL-SUPPLIES			
279127	99676716	04/16/2025		05/07/25	142.34
142.34	73111261 531100	PW/WO 24512 - 50 LB FAST SET CONCRETE MIX X15			
		OFFICE SUPPLIES			
279128	99676988	04/16/2025		05/07/25	142.34
142.34	73111261 531100	PW/WO 24512 - 50 LB FAST SET CONCRETE MIX X15			
		OFFICE SUPPLIES			
279129	99695524	04/21/2025		05/07/25	50.12
50.12	73111261 531100	PW/WO 24512 - 60 LB CONCRETE MIX X10			
		OFFICE SUPPLIES			
279130	99712955	04/24/2025		05/07/25	46.96
46.96	73011189 531100	PW/WO 24481 - CEMENT ABS LOVOC 160Z, RECIP BLD 6IN			
		O&M - C/E FACIL OFC SUPPLIES			
279131	99713088	04/24/2025		05/07/25	65.51
65.51	73111261 531100	PW/WO 24512 - CR DB W/ MESH RIM DIA BLADE			
		OFFICE SUPPLIES			
279132	99719128	04/25/2025		05/07/25	10.35
10.35	73111261 531100	PW/WO 24512 - CONST SCREW, TORX POWER BIT			
		OFFICE SUPPLIES			
279134	99712444	04/24/2025		05/07/25	61.57
61.57	73111261 531100	PW/WO 24512 - NORSKE MEGABITE CUTOFF WHEEL			
		OFFICE SUPPLIES			
279135	90850823	04/24/2025		05/07/25	-52.08
-52.08	73111261 531100	PW/WO 24512 - CREDIT MEMO			
		OFFICE SUPPLIES			
CHECK				5682 TOTAL:	1,107.94
279065	359694	04/08/2025		05/07/25	281.08
281.08	73011183 54810000707	PW/CITY HALL SERVICE VISIT APR25			
		CH HVAC-REPAIRS			

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				CHECK		5683	TOTAL:	281.08
5684	05/08/2025 EFT	104	CITY OF BREMERTON	279068	BPD0003248	04/16/2025	05/07/25	200.00
Invoice: BPD0003248				200.00	53011212 545000	POL/RANGE RENTAL 03/20/25 POLICE - C/E PATROL RENTS		
				CHECK		5684	TOTAL:	200.00
5685	05/08/2025 EFT	142	COPIERS NORTHWEST IN	279069	INV2993236	04/22/2025	05/07/25	576.50
Invoice: INV2993236				288.25	31011131 545000	EX,FIN/COPIER LEASE & OVERAGES		
				288.25	41011141 545000	EX-GF-RENTS & LEASES FIN-GF-RENTS & LEASES		
				CHECK		5685	TOTAL:	576.50
5686	05/08/2025 EFT	9157	CREATIVE COURSES, LL	279089	842-2025	05/01/2025	05/07/25	1,845.00
Invoice: 842-2025				1,845.00	72431832 44341000664	ENG/CESCL (ST DOE GRANT) TRAINING ST DOE GRANT TRAINING		
				CHECK		5686	TOTAL:	1,845.00
5687	05/08/2025 EFT	6363	LN CURTIS & SONS	279086	INV936825	04/14/2025	05/07/25	126.98
Invoice: INV936825				126.98	53011212 520000	POL/UNIFORMS/MCCARTY POLICE - C/E PATROL BENEFITS		
Invoice: INV939112				325.03	53011212 520000	04/18/2025 POL/UNIFORMS POLICE - C/E PATROL BENEFITS		325.03
				CHECK		5687	TOTAL:	452.01
5688	05/08/2025 EFT	10556	DESIGNING LOCAL LTD	279090	2504	04/15/2025	05/07/25	7,500.00
Invoice: 2504				7,500.00	31024759 54110001354	EX/COMMUNITY ARTS PLAN COMMUNITY ARTS PLAN-PROF SVCS		
				CHECK		5688	TOTAL:	7,500.00
5689	05/08/2025 EFT	10190	DTG ENTERPRISES INC	279071	29143797	04/21/2025	05/07/25	236.02
Invoice: 29143797				118.01	73435838 545000	PW/RESTROOM SERVICE		
				118.01	73011897 545000	O&M-DECANT-RENTS O&M-C/E-PWYD FAC-RENTS		
				CHECK		5689	TOTAL:	236.02

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5690	05/08/2025	EFT	1876	ENVIRONMENTAL RESOUR	279072	108717	04/14/2025	05/07/25	1,749.45
		Invoice: 108717					PW/WWTP TESTING SUPPLIES		
					1,749.45	73425358 531100	O&M-WWTP-SUPPLIES		
							CHECK	5690 TOTAL:	1,749.45
5691	05/08/2025	EFT	5781	EXTERMINATION SERVIC	279073	51889	04/18/2025	05/07/25	125.58
		Invoice: 51889					PW/PREVENTIVE SVCS - MAINTENANCE YARD APR25		
					125.58	73011897 548100	O&M-C/E-PWYD FAC-REPAIRS		
		Invoice: 51964					04/24/2025	05/07/25	370.19
					279074	51964	PW/EXTERMINATION SVCS - WWTP APR25		
					370.19	73425358 548100	O&M-WWTP-REPAIRS		
		Invoice: 51980					04/25/2025	05/07/25	369.10
					279075	51980	PW/PREVENTIVE SVCS - CITY HALL APR25		
					369.10	73011183 548100	O&M-C/E-CH FAC-REPAIRS		
		Invoice: 51981					04/25/2025	05/07/25	306.85
					279076	51981	PW/PREVENTIVE SVCS - MAINTENANCE YARD APR25		
					306.85	73011897 548100	O&M-C/E-PWYD FAC-REPAIRS		
							CHECK	5691 TOTAL:	1,171.72
5692	05/08/2025	EFT	1953	FERGUSON ENTERPRISES	279077	0074750	04/16/2025	05/07/25	631.53
		Invoice: 0074750					PW/WO 24528 - WATER SUPPLIES		
					631.53	73411345 531100	OFFICE SUPPLIES		
							CHECK	5692 TOTAL:	631.53
5693	05/08/2025	EFT	10693	FOR THE PEOPLE	279078	4003	04/04/2025	05/07/25	28,914.07
		Invoice: 4003					EX/KICKING GAS HEAR GRANT		
					28,914.07	31011492 54110001346	HEAR GRANT-PROF SVCS		
							CHECK	5693 TOTAL:	28,914.07
5694	05/08/2025	EFT	10565	GANNETT MEDIA CORP	279079	0007051962	05/01/2025	05/07/25	364.96
		Invoice: 0007051962					ENG,PCD/KITSAP SUN ADS APR25		
					66.44	72413434 64400001339	BIJAEM WATER LINE EXT-ADV		
					40.20	72413434 64400001339	BIJAEM WATER LINE EXT-ADV		
					73.48	72334562 64400000968	C40-EAGLE HARBOR PH1-ADV		
					171.52	63470586 544000	CUR-DEV-ZONING-ADV		
					13.32	72413434 64400001170	FERNCLIFF WTR EXT-ADV		
							CHECK	5694 TOTAL:	364.96

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5695	05/08/2025 EFT	10658	GEOSYNTEC CONSULTANT	279080	623890	04/22/2025	05/07/25	653.25
	Invoice: 623890			653.25	73411345 54110000868	PW/WATER RIGHTS STUDY WATER RIGHTS-PROF SVCS		
						CHECK	5695 TOTAL:	653.25
5696	05/08/2025 EFT	10459	GORDON THOMAS HONEYW	279081	MARCH 2025 1337	03/31/2025	05/07/25	4,300.00
	Invoice: MARCH 2025 1337			4,300.00	11011112 541100	CC/GTH LOBBYING SERVICES COUNCIL-LOBBYING/PROMOTION PS		
				279091	APRIL 2025 1337	04/30/2025	05/07/25	4,300.00
	Invoice: APRIL 2025 1337			4,300.00	11011112 541100	CC/GTH LOBBYING SERVICES COUNCIL-LOBBYING/PROMOTION PS		
						CHECK	5696 TOTAL:	8,600.00
5697	05/08/2025 EFT	513	GRAINGER	279082	9481331131	04/21/2025	05/07/25	214.25
	Invoice: 9481331131			214.25	73431835 531100	PW/WO 24581 - CARBOY WATER JUGS X4 OFFICE SUPPLIES		
				279083	9487062813	04/25/2025	05/07/25	64.96
	Invoice: 9487062813			64.96	73411345 531100	PW/WO 24522 - PRESSURE GAUGE X2 OFFICE SUPPLIES		
						CHECK	5697 TOTAL:	279.21
5698	05/08/2025 EFT	7180	HELPLINE HOUSE	279084	2025-Q1	04/11/2025	05/07/25	28,158.23
	Invoice: 2025-Q1			28,158.23	31017122 54110000297	EX/2025-2026 HUMAN SERVICES FUNDING HELPLINE HOUSE FOOD BANK		
						CHECK	5698 TOTAL:	28,158.23
5699	05/08/2025 EFT	268	HOUSING RESOURCES BA	279085	16472	04/15/2025	05/07/25	10,417.67
	Invoice: 16472			10,417.67	31017510 54130600297	EX/2025-2026 HUMAN SERVICES FUNDING HOMESHARE/HOME FINDING/OWNERSH		
						CHECK	5699 TOTAL:	10,417.67
5700	05/08/2025 EFT	5532	ISLANDER RESIDENTS A	279196	REFUND-WPCCDEP APR25	05/01/2025	05/07/25	150.00
	Invoice: REFUND-WPCCDEP APR25			150.00	41625860 586000	WPCC DEPOSIT REFUND - EVENT 04/24/25 SC/COMMONS ROOM DEP-DISBURSEME		
						CHECK	5700 TOTAL:	150.00

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5701	05/08/2025 EFT	10398	JH KELLY LLC	279093	543797	04/22/2025	05/07/25	2,678.05
	Invoice: 543797			2,678.05	73011215 54810000707	PW/POL HVAC REPAIR PD HVAC-REPAIRS		
						CHECK	5701 TOTAL:	2,678.05
5702	05/08/2025 EFT	10439	KELLEY CREATE CO	279095	39025611	04/17/2025	05/07/25	90.64
	Invoice: 39025611			90.64	51011211 545000	POL/ADMIN COPIER LEASE PD-C/E-ADMIN RENTS/LEASE		
	Invoice: 39041173			279096	39041173	04/21/2025	05/07/25	241.07
				241.07	51011211 545000	POL/MAIN COPIER LEASE PD-C/E-ADMIN RENTS/LEASE		
						CHECK	5702 TOTAL:	331.71
5703	05/08/2025 EFT	8546	KITSAP 911 PUBLIC AU	279098	BIPD2025-04	03/15/2025	05/07/25	7,380.08
	Invoice: BIPD2025-04			5,166.06	53011286 551000	POL/CALL CENTER SERVICES POLICE - C/E PATROL CENCOM		
				2,214.02	52011286 551000	POLICE - C/E - INVEST CENCOM		
	Invoice: BIPD2025-05			279099	BIPD2025-05	04/15/2025	05/07/25	7,380.08
				5,166.06	53011286 551000	POL/CALL CENTER SERVICES POLICE - C/E PATROL CENCOM		
				2,214.02	52011286 551000	POLICE - C/E - INVEST CENCOM		
						CHECK	5703 TOTAL:	14,760.16
5704	05/08/2025 EFT	10563	HORTON WEIBEL BROUGH	279101	24420	04/15/2025	05/07/25	10,000.00
	Invoice: 24420			10,000.00	32011281 541113	LEGAL/LAW SERVICES MAR25 LGL-PUBLIC DEFENDER		
						CHECK	5704 TOTAL:	10,000.00
5705	05/08/2025 EFT	5607	LMN ARCHITECTS	279102	64968	03/17/2025	05/07/25	25,446.25
	Invoice: 64968			25,446.25	64011586 54110001242	PCD/WINSLOW SUBAREA PLAN UPDATE WINSLOW SUBAREA PLAN-PROF SVCS		
						CHECK	5705 TOTAL:	25,446.25
5706	05/08/2025 EFT	10483	MIRIAM TECHNOLOGIES	279149	INV-8531	04/01/2025	05/07/25	212.95
	Invoice: INV-8531			106.47	43411341 541100	FIN/WEBCHECK SERVICE MAR 2025 FIN - WATER ADMIN PROF SERVICE		
				106.48	43421351 541100	FIN - SEWER ADMIN PROF SERVICE		

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CHECK 5706 TOTAL: 212.95

5707 05/08/2025 EFT 2574 NATIONAL BARRICADE C 279104 317345 04/13/2025 05/07/25 1,929.56
Invoice: 317345 PW/VO 24506 - FLEXIBLE GUIDE POST X60
O&M-STREET-TRAF CONTROL-SUPPLY

1,929.56 73111264 531100

279105 317346

Invoice: 317346

1,012.83 73111264 531100

279106 317347

Invoice: 317347

438.32 73111264 531100

04/13/2025 05/07/25 438.32
PW/VO 24506 - DRIVE RIVET X400
O&M-STREET-TRAF CONTROL-SUPPLY

CHECK 5707 TOTAL: 3,380.71

5708 05/08/2025 EFT 2430 OGDEN MURPHY WALLACE 279107 906422 04/23/2025 05/07/25 138,211.51
Invoice: 906422 LEGAL/PROFESSIONAL SERVICES MAR25

40.60 32011152 54111101156 LIT-NEAL PRA SUIT
40.60 32470152 54111101240 LIT-RICH (SUP. CT.)
779.20 32470152 54111101306 LIT-GERLACH CLAIM FOR DAMAGES
65,447.80 32470152 54111101357 HEX-SPERLING APPEAL
21,098.80 32470152 54111101379 LIT-LINDENBAUM
1,036.80 32011152 54111001131 ETHICS BOARD LEGAL ADVISOR
2,832.60 32011541 54111001270 GEN'L PRR WORK-OUTSIDEATTORNEY
46,935.11 32011541 54111001298 CITY ATTORNEY

CHECK 5708 TOTAL: 138,211.51

5709 05/08/2025 EFT 4129 OWEN EQUIPMENT COMPA 279111 00118766 04/14/2025 05/07/25 247.89
Invoice: 00118766 PW/VO 00004 - BALL VALVE X2
VACTOR R&M-SUPPLIES

247.89 73637941 531100

CHECK 5709 TOTAL: 247.89

5710 05/08/2025 EFT 448 PARAMETRIX INC 279112 66278 04/21/2025 05/07/25 2,245.30
Invoice: 66278 ENG/DESIGN OF SPRINGBROOK CREEK FI
SPRINGBROOK CR FISH-PROF SVCS

2,245.30 72433438 64110001159

CHECK 5710 TOTAL: 2,245.30

5711 05/08/2025 EFT 6333 PETROCARD INC. 279114 0550901-IN 04/17/2025 05/07/25 3,429.80
Invoice: 0550901-IN PW/DIESEL & REGULAR FUEL
O&M-FUEL USE-ALLOCATION
O&M-FUEL ALLOC TO OTH DEPTS

1,526.52 73638893 532000
1,903.28 73638932 532000

279115 0551504-IN

04/24/2025 05/07/25 248.29

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Invoice: 0551504-IN

248.29 73638935 531100

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PW/SHELL CORENA S4 R 32 PAIL
O&M-STD ALLOCATION-SUPPLIES

CHECK 5711 TOTAL: 3,678.09

5712 05/08/2025 EFT 8922 REXEL USA INC.
Invoice: 6E91435

279137 6E91435

04/17/2025 05/07/25

63.95

PW/LOWER YARD LIGHT REPLACEMENTS
SUPPLIES

63.95 73011189 53110001391

Invoice: 6E99554

279138 6E99554

04/18/2025 05/07/25

95.92

PW/LOWER YARD LIGHT REPLACEMENTS
SUPPLIES

95.92 73011189 53110001391

CHECK 5712 TOTAL: 159.87

5713 05/08/2025 EFT
Invoice: 04/28/2025

2409 RIVER OAKS COMMUNICA

279150 04/28/2025

04/28/2025 05/07/25

1,126.25

LEGAL/COMCAST FRANCHISE RENEWAL CONS
COMCAST FRANCHISE RENEWAL

1,126.25 32011152 54110001082

CHECK 5713 TOTAL: 1,126.25

5714 05/08/2025 EFT
Invoice: 26896A

617 S & B INC

279139 26896A

04/28/2025 05/07/25

7,780.50

PW/WWTP SCADA SERVERS REPLACEMENT
WWTP SCADA SERVER REPL

7,780.50 73425435 63550001369

CHECK 5714 TOTAL: 7,780.50

5715 05/08/2025 EFT
Invoice: S10-9886425

10496 SEATTLE AUTOMOTIVE D

279140 S10-9886425

04/16/2025 05/07/25

-34.94

PW/SHOP SUPPLIES - CREDIT MEMO
O&M-STD ALLOCATION-SUPPLIES

-34.94 73638935 531100

Invoice: S10-9886415

279141 S10-9886415

04/16/2025 05/07/25

316.02

PW/WO 00294 - BATTERY ASM X2
O&M - C/E FACIL OFC SUPPLIES

316.02 73011189 531100

Invoice: S10-9916351

279142 S10-9916351

04/28/2025 05/07/25

256.39

POL/WO 00265 - BATTERY ASM
PD-C/E-PATROL SUPPLIES

256.39 53011212 531100

CHECK 5715 TOTAL: 537.47

5716 05/08/2025 EFT
Invoice: PAYREQ11-01088-01100

8744 SOUND PACIFIC CONSTR

279144 PAYREQ11-01088-01100

04/30/2025 05/07/25

239,279.41

ENG/MAD AVE NMI & VILLAGE BASIN IM
NEW WATER TANKS-CONSTR
2,200.14 72413434 66300000988
208,211.84 72334561 66300001088
28,867.43 72423434 66300001100
MAD AVE NM IMPR-CONSTR
BUNDLED MAD AVE SWR-CONSTR

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CHECK 5716 TOTAL: 239,279.41

5717 05/08/2025 EFT 8132 SPECTRA LABORATORIES 279151 25-02472 04/15/2025 05/07/25 629.00
Invoice: 25-02472 PW/TESTING - WWTP

629.00 73425358 54110000391 LAB & TESTING SVCS-WWTP

Invoice: 25-02484 279152 25-02484 04/15/2025 05/07/25 207.00

207.00 73425358 54110000391 PW/TESTING - WWTP
LAB & TESTING SVCS-WWTP

Invoice: 25-02486 279153 25-02486 04/15/2025 05/07/25 207.00

207.00 73425358 54110000391 PW/TESTING - WWTP
LAB & TESTING SVCS-WWTP

Invoice: 25-02680 279154 25-02680 04/18/2025 05/07/25 68.00

68.00 73411345 54110000391 PW/TESTING - HEAD OF THE BAY, SANDS WELLS
LAB SVCS-WATER

Invoice: 25-02681 279155 25-02681 04/18/2025 05/07/25 34.00

34.00 73415345 54110000391 PW/TESTING - TAYLOR WELL
LAB SVCS-WATER ROCKAWAY

Invoice: 25-02703 279156 25-02703 04/21/2025 05/07/25 32.00

32.00 73415345 54110000391 PW/TESTING - ROCKAWAY BEACH
LAB SVCS-WATER ROCKAWAY

Invoice: 25-02704 279157 25-02704 04/21/2025 05/07/25 224.00

224.00 73411345 54110000391 PW/TESTING - MULTIPLE SITES
LAB SVCS-WATER

Invoice: 25-02733 279158 25-02733 04/22/2025 05/07/25 2,271.00

2,271.00 73411345 54110000391 PW/TESTING - 23523 CV-WMS, 0715 CU
LAB SVCS-WATER

Invoice: 25-02837 279159 25-02837 04/28/2025 05/07/25 62.00

62.00 73415345 54110000391 PW/TESTING - ROCKAWAY BEACH
LAB SVCS-WATER ROCKAWAY

Invoice: 25-02838 279160 25-02838 04/28/2025 05/07/25 124.00

124.00 73411345 54110000391 PW/TESTING - CONDUCTIVITY, CHLORIDE
LAB SVCS-WATER

CHECK 5717 TOTAL: 3,858.00

5718 05/08/2025 EFT 2467 STAPLES
Invoice: 7004730499

279147 7004730499
812.13 73637891 531100

03/31/2025
PW/OFFICE SUPPLIES
OFFICE SUPPLIES

05/07/25 812.13

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CHECK 5718 TOTAL: 812.13

5719 05/08/2025 EFT 565 TACOMA SCREW PRODUCT 277124 140130170-00 12/05/2024 05/07/25 -85.28
Invoice: 140130170-00 PW/THICK FLAT WASHERS RETURN CREDIT
-85.28 73011483 531100 O&M-GF-MECH SHOP-SUPPLIES

Invoice: 140139508-00 279161 140139508-00 04/16/2025 05/07/25 108.53
108.53 73421355 531100 PW/WO 24457-HEX CAP SCREWS, NYLON INSERT LOCK NUTS
WIN COLL-SUPPLIES

Invoice: 140139928-00 279162 140139928-00 04/15/2025 05/07/25 204.97
204.97 73425358 531100 PW/WO 24572-SAW, CUTTER, SAFETY HASP, JIG SAW BLD
O&M-WWTP-SUPPLIES

CHECK 5719 TOTAL: 228.22

5720 05/08/2025 EFT 1152 HD SUPPLY INC 279168 INV00676073 04/09/2025 05/07/25 288.21
Invoice: INV00676073 PW/WO 24569 - MEDIA PLATES
288.21 73425358 531100 O&M-WWTP-SUPPLIES

CHECK 5720 TOTAL: 288.21

5721 05/08/2025 EFT 7821 VESTIS 279169 5120670904 04/17/2025 05/07/25 32.76
Invoice: 5120670904 PW/LAUNDRY SVCS
32.76 73638893 589310 LAUNDRY SERVICES

Invoice: 5120674923 279170 5120674923 04/24/2025 05/07/25 32.76
32.76 73638893 589310 PW/LAUNDRY SVCS
LAUNDRY SERVICES

CHECK 5721 TOTAL: 65.52

5722 05/08/2025 EFT 4126 VIKING FENCE COMPANY 279172 11625 04/16/2025 05/07/25 306.31
Invoice: 11625 PW/WO 24478 - KT CHAIN LINK FABRIC, TENSION WIRE
306.31 73011897 531100 O&M-C/E-PWY FAC-SUPPLIES

CHECK 5722 TOTAL: 306.31

5723 05/08/2025 EFT 167 WA ST DEPT OF ECOLOG 279173 INV-006282 04/30/2025 05/07/25 825.44
Invoice: INV-006282 PW/PERSONNEL COSTS - BI LANDFILL MONITORING
825.44 73011370 54110000261 BI LANDFILL MONITORING-PRO SVC

CHECK 5723 TOTAL: 825.44

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INVOICE DTL DESC

5724	05/08/2025	EFT	4104	WA ST FERRIES	279197	RK437636	02/28/2025	05/07/25	142.65
		Invoice: RK437636			105.35	53011212 543100	FEB25 WAVE2GO FERRY CHARGES		
					37.30	72011321 543100	PATROL-TRAVEL/MEALS/LODGING		
							ENG - C/E ADMIN TRAVEL EXPENSE		
		Invoice: RK441512			279198	RK441512	03/31/2025	05/07/25	468.10
					74.60	53011212 543100	MAR25 WAVE2GO FERRY CHARGES		
					261.10	61011581 543100	PATROL-TRAVEL/MEALS/LODGING		
					132.40	73011189 543100	PCD - C/E ADMIN TRAVEL EXPENSE		
							O&M-FAC-TRAVEL/MEALS/LODGING		
		Invoice: RK442806			279199	RK442806	04/30/2025	05/07/25	28.90
					10.25	72011321 543100	APR25 WAVE2GO FERRY CHARGES		
					18.65	73011189 543100	ENG - C/E ADMIN TRAVEL EXPENSE		
							O&M-FAC-TRAVEL/MEALS/LODGING		
							CHECK	5724 TOTAL:	639.65
5725	05/08/2025	EFT	2175	WEST SOUND WILDLIFE	279175	2025-Q1	04/09/2025	05/07/25	2,137.50
		Invoice: 2025-Q1			2,137.50	91011393 541100	WILDLIFE CONTROL SERVICES Q1 2025		
							FIN - C/E ANIMAL CONTROL FEES		
							CHECK	5725 TOTAL:	2,137.50
5726	05/08/2025	EFT	499	WESTBAY AUTO PARTS I	279176	429477	04/15/2025	05/07/25	20.52
		Invoice: 429477			20.52	73637941 531100	PW/WO 00004 - ROLLER BALL BEARING		
							VACTOR R&M-SUPPLIES		
		Invoice: 920643			279177	920643	04/09/2025	05/07/25	295.19
					295.19	73111423 531100	PW/WO 00012 - MV-3VALVE DASH		
							OFFICE SUPPLIES		
		Invoice: 920696			279179	920696	04/09/2025	05/07/25	198.71
					198.71	73111423 531100	PW/WO 00012 - REMAN VALVE		
							OFFICE SUPPLIES		
		Invoice: 921642			279180	921642	04/15/2025	05/07/25	30.82
					30.82	73637941 531100	PW/WO 00004 - GEN SCUFF		
							VACTOR R&M-SUPPLIES		
		Invoice: 921728			279181	921728	04/15/2025	05/07/25	59.81
					59.81	73637941 531100	PW/WO 00004 - FLEETRANNER BELT		
							VACTOR R&M-SUPPLIES		
		Invoice: 921730			279182	921730	04/15/2025	05/07/25	40.82
					40.82	73638935 531100	PW/SHOP SUPPLIES - V-RIBBED BELT		
							O&M-STD ALLOCATION-SUPPLIES		
					279183	921841	04/16/2025	05/07/25	100.63

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glin |A/P CASH DISBURSEMENTS JOURNAL

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CASH ACCOUNT: 635 111100 CASH
CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER	INVOICE	INV DATE	PO	CHECK RUN	NET
INVOICE DTL DESC					
Invoice: 921841	100.63 73637941 531100	PW/WO 00004 - FLEETRANNER BELT X2 VACTOR R&M-SUPPLIES			
Invoice: 921842	279184 921842	04/16/2025	05/07/25	7.22	
	7.22 73638935 531100	PW/SHOP SUPPLIES - RADIATOR CAP O&M-STD ALLOCATION-SUPPLIES			
Invoice: 921870	279185 921870	04/16/2025	05/07/25	21.40	
	21.40 73638935 531100	PW/SHOP SUPPLIES - HALOGEN SEALED BEAMS O&M-STD ALLOCATION-SUPPLIES			
Invoice: 922723	279186 922723	04/21/2025	05/07/25	59.91	
	59.91 73638935 531100	PW/SHOP SUPPLIES - FILTERS, BULBS O&M-STD ALLOCATION-SUPPLIES			
Invoice: 922844	279187 922844	04/21/2025	05/07/25	234.68	
	234.68 53011212 531100	POL/WO 00284 - 3YR WTY BAT PD-C/E-PATROL SUPPLIES			
Invoice: 922972	279188 922972	04/22/2025	05/07/25	288.39	
	288.39 73111427 531100	PW/WO 00075 - 6MO WTY BAT, BATT CABLE TERMINAL OFFICE SUPPLIES			
Invoice: 923229	279189 923229	04/23/2025	05/07/25	114.24	
	114.24 73638935 531100	PW/SHOP SUPPLIES - FILTERS O&M-STD ALLOCATION-SUPPLIES			
Invoice: 923316	279190 923316	04/23/2025	05/07/25	325.47	
	325.47 73638935 531100	PW/SHOP SUPPLIES - FILTERS, SYN EP GREASE CART O&M-STD ALLOCATION-SUPPLIES			
Invoice: 923333	279191 923333	04/23/2025	05/07/25	54.54	
	54.54 73638935 531100	PW/SHOP SUPPLIES - BATTERY ISOLATOR X2 O&M-STD ALLOCATION-SUPPLIES			
Invoice: 923440	279192 923440	04/24/2025	05/07/25	13.11	
	13.11 73638935 531100	PW/SHOP SUPPLIES - CONNECTOR O&M-STD ALLOCATION-SUPPLIES			
CHECK				5726 TOTAL:	1,865.46

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|CITY OF BAINBRIDGE ISLAND
|A/P CASH DISBURSEMENTS JOURNAL

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NUMBER OF CHECKS 53 *** CASH ACCOUNT TOTAL *** 574,583.90

	COUNT	AMOUNT
TOTAL EFT'S	53	574,583.90

*** GRAND TOTAL *** 574,583.90

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JOURNAL ENTRIES TO BE CREATED
CLERK: glin

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YEAR PER JNL	SRC ACCOUNT	EFF DATE	JNL DESC	REF 1	REF 2	REF 3	ACCOUNT DESC LINE DESC	T OB	DEBIT	CREDIT
2025 5 84	APP 001-213000	05/08/2025	05/07/25	050825			GENERAL - ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		213,738.58	
	APP 635-111100	05/08/2025	05/07/25	050825			CASH AP CASH DISBURSEMENTS JOURNAL			574,583.90
	APP 402-213000	05/08/2025	05/07/25	050825			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		41,403.40	
	APP 631-213000	05/08/2025	05/07/25	050825			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		5,700.13	
	APP 101-213000	05/08/2025	05/07/25	050825			STREETS - ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		5,124.84	
	APP 401-213000	05/08/2025	05/07/25	050825			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		7,897.27	
	APP 403-213000	05/08/2025	05/07/25	050825			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		4,746.44	
	APP 301-213000	05/08/2025	05/07/25	050825			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		208,285.32	
	APP 407-213000	05/08/2025	05/07/25	050825			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		87,537.92	
	APP 622-213000	05/08/2025	05/07/25	050825			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		150.00	
GENERAL LEDGER TOTAL									574,583.90	574,583.90
	APP 631-130000	05/08/2025	05/07/25	050825			DUE TO/FROM CLEARING		568,883.77	
	APP 001-130000	05/08/2025	05/07/25	050825			GENERAL - DUE TO/FROM CLEARING			213,738.58
	APP 402-130000	05/08/2025	05/07/25	050825			DUE TO/FROM CLEARING			41,403.40
	APP 101-130000	05/08/2025	05/07/25	050825			STREETS - DUE TO/FROM CLEARING			5,124.84
	APP 401-130000	05/08/2025	05/07/25	050825			DUE TO/FROM CLEARING			7,897.27
	APP 403-130000	05/08/2025	05/07/25	050825			DUE TO/FROM CLEARING			4,746.44
	APP 301-130000	05/08/2025	05/07/25	050825			DUE TO/FROM CLEARING			208,285.32
	APP 407-130000	05/08/2025	05/07/25	050825			DUE TO/FROM CLEARING			87,537.92
	APP 622-130000	05/08/2025	05/07/25	050825			DUE TO/FROM CLEARING			150.00
SYSTEM GENERATED ENTRIES TOTAL									568,883.77	568,883.77
JOURNAL 2025/05/84 TOTAL									1,143,467.67	1,143,467.67

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CITY OF BAINBRIDGE ISLAND
A/P CASH DISBURSEMENTS JOURNAL

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JOURNAL ENTRIES TO BE CREATED

FUND	YEAR	PER	JNL	EFF DATE	DEBIT	CREDIT
ACCOUNT				ACCOUNT DESCRIPTION		
001 GENERAL FUND	2025	5	84	05/08/2025		
001-130000				GENERAL - DUE TO/FROM CLEARING		213,738.58
001-213000				GENERAL - ACCOUNTS PAYABLE	213,738.58	
				FUND TOTAL	213,738.58	213,738.58
101 STREET FUND	2025	5	84	05/08/2025		
101-130000				STREETS - DUE TO/FROM CLEARING		5,124.84
101-213000				STREETS - ACCOUNTS PAYABLE	5,124.84	
				FUND TOTAL	5,124.84	5,124.84
301 CAPITAL CONSTRUCTION FUND	2025	5	84	05/08/2025		
301-130000				DUE TO/FROM CLEARING		208,285.32
301-213000				ACCOUNTS PAYABLE	208,285.32	
				FUND TOTAL	208,285.32	208,285.32
401 WATER OPERATING FUND	2025	5	84	05/08/2025		
401-130000				DUE TO/FROM CLEARING		7,897.27
401-213000				ACCOUNTS PAYABLE	7,897.27	
				FUND TOTAL	7,897.27	7,897.27
402 SEWER OPERATING FUND	2025	5	84	05/08/2025		
402-130000				DUE TO/FROM CLEARING		41,403.40
402-213000				ACCOUNTS PAYABLE	41,403.40	
				FUND TOTAL	41,403.40	41,403.40
403 STORM & SURFACE WATER FUND	2025	5	84	05/08/2025		
403-130000				DUE TO/FROM CLEARING		4,746.44
403-213000				ACCOUNTS PAYABLE	4,746.44	
				FUND TOTAL	4,746.44	4,746.44
407 BUILDING & DEVELOPMENT FUND	2025	5	84	05/08/2025		
407-130000				DUE TO/FROM CLEARING		87,537.92
407-213000				ACCOUNTS PAYABLE	87,537.92	
				FUND TOTAL	87,537.92	87,537.92
622 EXPENDABLE TRUST FUND	2025	5	84	05/08/2025		
622-130000				DUE TO/FROM CLEARING		150.00
622-213000				ACCOUNTS PAYABLE	150.00	
				FUND TOTAL	150.00	150.00
631 CLEARING FUND	2025	5	84	05/08/2025		

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|CITY OF BAINBRIDGE ISLAND
|A/P CASH DISBURSEMENTS JOURNAL

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JOURNAL ENTRIES TO BE CREATED

FUND	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
ACCOUNT							
631-130000					DUE TO/FROM CLEARING	568,883.77	
631-213000					ACCOUNTS PAYABLE	5,700.13	
635-111100					CASH		574,583.90
					FUND TOTAL	574,583.90	574,583.90

FUND	DUE TO	DUE FR
001 GENERAL FUND		213,738.58
101 STREET FUND		5,124.84
301 CAPITAL CONSTRUCTION FUND		208,285.32
401 WATER OPERATING FUND		7,897.27
402 SEWER OPERATING FUND		41,403.40
403 STORM & SURFACE WATER FUND		4,746.44
407 BUILDING & DEVELOPMENT FUND		87,537.92
622 EXPENDABLE TRUST FUND		150.00
631 CLEARING FUND	568,883.77	
	-----	-----
TOTAL	568,883.77	568,883.77

** END OF REPORT - Generated by Grace Lin **

Manual Check 05/09/25 GL

05/09/2025 14:12 |CITY OF BAINBRIDGE ISLAND
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|apcshdsb

CASH ACCOUNT: 635 111100 CASH
CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE PO

CHECK RUN

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				INVOICE DTL DESC			
362342	05/09/2025	PRTD	634	CITY OF BAINBRIDGE I	279208	BLD29261	05/09/2025 M050925 5,712.70
						ENG/WMS PV PERMIT	
Invoice: BLD29261						5,712.70 72311454 64980001302	TJSC CARBON OFFSET-PERMIT

CHECK 362342 TOTAL: 5,712.70

NUMBER OF CHECKS 1 *** CASH ACCOUNT TOTAL *** 5,712.70

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	1	5,712.70

*** GRAND TOTAL *** 5,712.70


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| P      2
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YEAR	PER	JNL					ACCOUNT	DESC	T	OB	DEBIT	CREDIT
SRC	ACCOUNT		JNL	DESC	REF 1	REF 2	REF 3	LINE	DESC			
2025	5	104										
APP	301-213000								ACCOUNTS PAYABLE		5,712.70	
	05/09/2025	M050925			050925				AP CASH DISBURSEMENTS JOURNAL			
APP	635-111100								CASH			5,712.70
	05/09/2025	M050925			050925				AP CASH DISBURSEMENTS JOURNAL			
									GENERAL LEDGER TOTAL		5,712.70	5,712.70
APP	631-130000								DUE TO/FROM CLEARING		5,712.70	
	05/09/2025	M050925			050925							
APP	301-130000								DUE TO/FROM CLEARING			5,712.70
	05/09/2025	M050925			050925							
									SYSTEM GENERATED ENTRIES TOTAL		5,712.70	5,712.70
									JOURNAL 2025/05/104 TOTAL		11,425.40	11,425.40

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|CITY OF BAINBRIDGE ISLAND
|A/P CASH DISBURSEMENTS JOURNAL

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JOURNAL ENTRIES TO BE CREATED

FUND	ACCOUNT	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
301	CAPITAL CONSTRUCTION FUND	2025	5	104	05/09/2025			
	301-130000					DUE TO/FROM CLEARING		5,712.70
	301-213000					ACCOUNTS PAYABLE	5,712.70	
						FUND TOTAL	5,712.70	5,712.70
631	CLEARING FUND	2025	5	104	05/09/2025			
	631-130000					DUE TO/FROM CLEARING	5,712.70	
	635-111100					CASH		5,712.70
						FUND TOTAL	5,712.70	5,712.70

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JOURNAL ENTRIES TO BE CREATED

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FUND		DUE TO	DUE FR
301	CAPITAL CONSTRUCTION FUND		5,712.70
631	CLEARING FUND	5,712.70	
		-----	-----
TOTAL		5,712.70	5,712.70

** END OF REPORT - Generated by Grace Lin **



ACCOUNTS PAYABLE REPORT TO CITY COUNCIL OF CASH DISBURSEMENTS
CHECK RUN DATE: 05/14/2025

Last check from previous run: 362342 dated 05/09/2025 issued to COBI Permits for \$5,712.70
Last ACH from previous run: 5726 dated 05/08/2025 issued to West Bay Auto Parts for \$1,865.46

Payment Type	Check Date	Check Number	Department/Vendor/Description	Amount
Regular Check run	05/14/2025	362343-362363	Total Regular Check Run	\$ 100,358.35
Regular ACH run	05/15/2025	5727-5741	Total Regular ACH Run	\$ 642,796.03
Total Disbursements				\$ 743,154.38

Retainage Release	N/A	N/A	N/A	N/A
Travel Advance	N/A	N/A	N/A	N/A

Prepared and Reviewed by Grace Lin Grace Lin, Senior Accounting Technician

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished,
the services rendered, or the labor performed as described herein and that the claim
is a just, due, and unpaid obligation against the City of Bainbridge Island,
and that I am authorized to authenticate and certify to said claim.



05.15.2025

Kim Dunscombe, Accounting Manager

Date

Regular Check Run 05/14/25 GL

05/14/2025 09:38 |CITY OF BAINBRIDGE ISLAND
glin |A/P CASH DISBURSEMENTS JOURNAL

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CASH ACCOUNT: 635 111100 CASH
CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE PO

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				INVOICE DTL DESC					
362343	05/14/2025	PRTD	10757 CALLAN, MARY & PATRI	279203	124306	05/08/2025	05/14/25	344.62	
Invoice: 124306				344.62	411 122100	UB 11058 109 EAGLE PLACE NE WATER ACCOUNTS RECEIVABLE			
				CHECK		362343	TOTAL:	344.62	
362344	05/14/2025	PRTD	2133 CALPORTLAND CO	279218	96737754	04/18/2025	05/14/25	1,774.95	
Invoice: 96737754				1,774.95	73111261 531100	PW/WO 24512 - 6.0 SK 3/8 AEA (60/40) OFFICE SUPPLIES			
Invoice: 96741225				279219	96741225	04/22/2025	05/14/25	2,368.01	
				2,368.01	73111261 531100	PW/WO 24512 - 6.0 SK 3/8 AEA (60/40) OFFICE SUPPLIES			
				CHECK		362344	TOTAL:	4,142.96	
362345	05/14/2025	PRTD	551 CENTURYLINK	279241	8744APR25	04/17/2025	05/14/25	58.36	
Invoice: 8744APR25				58.36	91411891 542100	WEAVER PRV WATER TELEMTRY GG-WTR-FAC-PHONE			
				CHECK		362345	TOTAL:	58.36	
362346	05/14/2025	PRTD	102 CITY OF BAINBRIDGE I	279226	RETREQ2-01272	05/08/2025	20250012 05/14/25	7,603.53	
Invoice: RETREQ2-01272				7,603.53	72431835 54810001272	ENG/RETAINAGE - 2024 DRAINAGE 2024 ANNUAL DRAINAGE-REPAIRS			
				CHECK		362346	TOTAL:	7,603.53	
362347	05/14/2025	PRTD	102 CITY OF BAINBRIDGE I	279238	RETREQ1-00354	04/22/2025	20250004 05/14/25	2,347.80	
Invoice: RETREQ1-00354				2,347.80	73111427 54110000354	PW/RETAINAGE (10%) FOR CONTRACT 2025021 TREE PRES/REMOVAL-RD-PROF SVCS			
				CHECK		362347	TOTAL:	2,347.80	
362348	05/14/2025	PRTD	102 CITY OF BAINBRIDGE I	279247	RETREQ1-01185	04/30/2025	20250014 05/14/25	857.50	
Invoice: RETREQ1-01185				857.50	73311448 66200001185	PW/RETAINAGE FOR CONTRACT 2025052 CH CHARGING STATIONS-CONSTR			
				CHECK		362348	TOTAL:	857.50	
362349	05/14/2025	PRTD	10761 CUNNINGHAM, LUCY	279207	124310	05/08/2025	05/14/25	118.79	
Invoice: 124310				118.79	411 122100	UB 13107 8680 RESERVE WAY WATER ACCOUNTS RECEIVABLE			

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CASH ACCOUNT: 635 111100 CASH
CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE

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INVOICE DTL DESC

						CHECK	362349	TOTAL:	118.79
362350	05/14/2025	PRTD	10765 DUANE V LARSON TRUST	279224	REFUND-BLD25632	05/09/2025	05/14/25	257.50	
Invoice: REFUND-BLD25632				257.50	72655860 58600000370	REFUND-BLD25632/DUANE V LARSON - 3P REVIEW GEO TECCH-3RD PARTY REVIEWS			
						CHECK	362350	TOTAL:	257.50
362351	05/14/2025	PRTD	10617 EVERON LLC	279227	158497767	04/09/2025	20240068 05/14/25	3,528.23	
Invoice: 158497767				3,528.23	73011215 54110000865	PW/PANIC BUTTONS AND MONITORING FOR TSJC AND O&M TSJC PANIC ALARMS-PRO SVCS			
Invoice: 158568019				279228	158568019	04/21/2025	20240035 05/14/25	104.47	
				104.47	73011215 54110000865	PW/PANIC AND INTRUSION ALARM MONITORING TSJC PANIC ALARMS-PRO SVCS			
						CHECK	362351	TOTAL:	3,632.70
362352	05/14/2025	PRTD	10760 FISK, AMIEE & GUY	279206	124309	05/08/2025	05/14/25	252.49	
Invoice: 124309				252.49	411 122100	UB 11641 1110 CHERRY AVENUE NE WATER ACCOUNTS RECEIVABLE			
						CHECK	362352	TOTAL:	252.49
362353	05/14/2025	PRTD	10759 FORBES, CLEO	279205	124308	05/08/2025	05/14/25	332.21	
Invoice: 124308				332.21	411 122100	UB 11310 1720 PRESTON STREET NE WATER ACCOUNTS RECEIVABLE			
						CHECK	362353	TOTAL:	332.21
362354	05/14/2025	PRTD	10758 FRANKINA, JAN	279204	124307	05/08/2025	05/14/25	15.62	
Invoice: 124307				15.62	411 122100	UB 11174 1075 ALEXANDER PLACE NE WATER ACCOUNTS RECEIVABLE			
						CHECK	362354	TOTAL:	15.62
362355	05/14/2025	PRTD	10755 GOLL, STEVEN	279201	124304	05/08/2025	05/14/25	501.72	
Invoice: 124304				501.72	411 122100	UB 10544 682 MADISON AVENUE N WATER ACCOUNTS RECEIVABLE			
						CHECK	362355	TOTAL:	501.72
362356	05/14/2025	PRTD	10756 MORRISROE, BARRY L	279202	124305	05/08/2025	05/14/25	167.64	
Invoice: 124305				167.64	411 122100	UB 10675 965 BLUE HERON AVENUE NE WATER ACCOUNTS RECEIVABLE			

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CASH ACCOUNT: 635 111100 CASH
CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

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INVOICE DTL DESC

				CHECK	362356 TOTAL:	167.64		
362357	05/14/2025	PRTD	1205 PUGET SOUND ENERGY	279242	0727APR25	04/30/2025	05/14/25	10.87
Invoice: 0727APR25				10.87	91011739 547100	184 WINSLOW WAY E		
						COMM EVENTS-ELECTRICITY		
Invoice: 5114APR25				279243	5114APR25	05/01/2025	05/14/25	20.50
				20.50	91111263 547100	KIMIKO & MADISON ST LIGHTS		
						GG-STRT-STREET LIGHTING-UTIL		
Invoice: 8906APR25				279244	8906APR25	05/01/2025	05/14/25	19.54
				19.54	91111263 547100	EAGLE HARBOR DR STREET LIGHT		
						GG-STRT-STREET LIGHTING-UTIL		
Invoice: 9047APR25				279245	9047APR25	05/01/2025	05/14/25	40,749.40
				10.87	73416345 547100	CITY WIDE ENERGY SERVICES		
				7,130.76	91011189 547100	CASEY STREET WTR-ELECTRICITY		
				3,354.25	91011215 547100	GG-C/E-CITY HALL-ELECTRIC		
				2,134.53	91011251 547100	GG-C/E-PD-ELECTRIC		
				63.42	91011557 547100	GG-GF-COURT-ELECTRIC		
				836.68	91011755 547100	FARMS-ELECTRIC		
				850.87	91011768 547100	GG-C/E-COMMONS-ELECTRIC		
				3,302.02	91011897 547100	GG-C/E-PARKS-ELECTRIC		
				11.65	91021182 547100	GG-C/E-O&M YARD FAC-ELECTRIC		
				8,832.80	91111263 547100	GG-OS-PROP MNGT-ELECTRIC		
				657.27	91111264 547100	GG-STRT-STREET LIGHTING-UTIL		
				9,328.78	91411345 547100	GG-STREET-TRAF CONTROL-UTILITY		
				283.38	91415345 547100	GG-WTR-ELECTRIC		
				3,856.61	91421355 547100	GG-ROCKAWAY BCH-UTILITIES		
				95.51	91435838 547100	GG-SWR-ELECTRIC		
						GG-DECANT-ELECTRIC		
				CHECK		362357 TOTAL:		40,800.31
362358	05/14/2025	PRTD	10722 PUGET SOUND SOLAR LL	279246	PAYREQ1-01185	04/30/2025	05/14/25	16,292.54
Invoice: PAYREQ1-01185				16,292.54	73311448 66200001185	PW/CITY HALL AND TSJC EV CHARGING STATIONS		
						CH CHARGING STATIONS-CONSTR		
				CHECK		362358 TOTAL:		16,292.54
362359	05/14/2025	PRTD	10764 RUYS, SUZETTE	279236	REFUND-WPCCDEP MAY25	05/05/2025	05/14/25	150.00
Invoice: REFUND-WPCCDEP MAY25				150.00	41625860 586000	WPCC DEPOSIT REFUND - EVENT	05/03/25	
						SC/COMMONS ROOM DEP-DISBURSEME		
				CHECK		362359 TOTAL:		150.00

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CASH ACCOUNT: 635 111100 CASH
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362360	05/14/2025	PRTD	601	SOUND REPROGRAPHICS	279248	108363	01/13/2025	05/14/25	141.38
	Invoice: 108363				141.38	72011321 531100	ENG/BUSINESS CARDS - S COLLIER ENG - C/E ADMIN SUPPLIES		
					279249	108632	01/22/2025	05/14/25	115.68
	Invoice: 108632				115.68	53011212 531100	POL/BUSINESS CARDS/CARPENTER PD-C/E-PATROL SUPPLIES		
					279250	108644	01/30/2025	05/14/25	303.81
	Invoice: 108644				303.81	31011131 531100	EX/SECURITY ENVELOPES WITH LOGO EX-GF-SUPPLIES		
					279251	108703	01/28/2025	05/14/25	115.68
	Invoice: 108703				115.68	72011321 531100	ENG/BUSINESS CARDS - C BLANKENSHIP ENG - C/E ADMIN SUPPLIES		
							CHECK	362360 TOTAL:	676.55
362361	05/14/2025	PRTD	1485	VERIZON WIRELESS	279252	6112479637	05/01/2025	05/14/25	78.80
	Invoice: 6112479637				78.80	72637319 54210000809	ENG/MODEMS FOR AUTOMATED FLOW STATIONS WATER QUAL FLOW MONIT-MODEM		
							CHECK	362361 TOTAL:	78.80
362362	05/14/2025	PRTD	10754	WATSON, DANIEL & FAI	279200	124303	05/08/2025	05/14/25	596.51
	Invoice: 124303				596.51	411 122100	UB 12086 9376 NORTHTOWN DRIVE NE WATER ACCOUNTS RECEIVABLE		
							CHECK	362362 TOTAL:	596.51
362363	05/14/2025	PRTD	10697	WOODLAND INDUSTRIES	279237	PAYREQ1-00354	04/22/2025	05/14/25	21,130.20
	Invoice: PAYREQ1-00354				21,130.20	73111427 54110000354	PW/RED OAK LANDMARK TREE REMOVAL AT BIHM TREE PRES/REMOVAL-RD-PROF SVCS		
							CHECK	362363 TOTAL:	21,130.20

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NUMBER OF CHECKS 21 *** CASH ACCOUNT TOTAL *** 100,358.35

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	21	100,358.35

*** GRAND TOTAL *** 100,358.35

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YEAR PER JNL	SRC ACCOUNT	EFF DATE	JNL DESC	REF 1	REF 2	REF 3	ACCOUNT DESC LINE DESC	T OB	DEBIT	CREDIT
2025 5 131	APP 401-213000	05/14/2025	05/14/25	051425			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		12,010.99	
	APP 635-111100	05/14/2025	05/14/25	051425			CASH AP CASH DISBURSEMENTS JOURNAL			100,358.35
	APP 101-213000	05/14/2025	05/14/25	051425			STREETS - ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		37,151.07	
	APP 403-213000	05/14/2025	05/14/25	051425			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		7,699.04	
	APP 301-213000	05/14/2025	05/14/25	051425			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		17,150.04	
	APP 650-213000	05/14/2025	05/14/25	051425			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		257.50	
	APP 001-213000	05/14/2025	05/14/25	051425			GENERAL - ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		22,004.30	
	APP 402-213000	05/14/2025	05/14/25	051425			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		3,856.61	
	APP 622-213000	05/14/2025	05/14/25	051425			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		150.00	
	APP 631-213000	05/14/2025	05/14/25	051425			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		78.80	
GENERAL LEDGER TOTAL									100,358.35	100,358.35
	APP 631-130000	05/14/2025	05/14/25	051425			DUE TO/FROM CLEARING		100,279.55	
	APP 401-130000	05/14/2025	05/14/25	051425			DUE TO/FROM CLEARING			12,010.99
	APP 101-130000	05/14/2025	05/14/25	051425			STREETS - DUE TO/FROM CLEARING			37,151.07
	APP 403-130000	05/14/2025	05/14/25	051425			DUE TO/FROM CLEARING			7,699.04
	APP 301-130000	05/14/2025	05/14/25	051425			DUE TO/FROM CLEARING			17,150.04
	APP 650-130000	05/14/2025	05/14/25	051425			DUE TO/FROM CLEARING			257.50
	APP 001-130000	05/14/2025	05/14/25	051425			GENERAL - DUE TO/FROM CLEARING			22,004.30
	APP 402-130000	05/14/2025	05/14/25	051425			DUE TO/FROM CLEARING			3,856.61
	APP 622-130000	05/14/2025	05/14/25	051425			DUE TO/FROM CLEARING			150.00
SYSTEM GENERATED ENTRIES TOTAL									100,279.55	100,279.55
JOURNAL 2025/05/131 TOTAL									200,637.90	200,637.90

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JOURNAL ENTRIES TO BE CREATED

FUND	YEAR	PER	JNL	EFF DATE	DEBIT	CREDIT
ACCOUNT				ACCOUNT DESCRIPTION		
001 GENERAL FUND	2025	5	131	05/14/2025		
001-130000				GENERAL - DUE TO/FROM CLEARING		22,004.30
001-213000				GENERAL - ACCOUNTS PAYABLE	22,004.30	
				FUND TOTAL	22,004.30	22,004.30
101 STREET FUND	2025	5	131	05/14/2025		
101-130000				STREETS - DUE TO/FROM CLEARING		37,151.07
101-213000				STREETS - ACCOUNTS PAYABLE	37,151.07	
				FUND TOTAL	37,151.07	37,151.07
301 CAPITAL CONSTRUCTION FUND	2025	5	131	05/14/2025		
301-130000				DUE TO/FROM CLEARING		17,150.04
301-213000				ACCOUNTS PAYABLE	17,150.04	
				FUND TOTAL	17,150.04	17,150.04
401 WATER OPERATING FUND	2025	5	131	05/14/2025		
401-130000				DUE TO/FROM CLEARING		12,010.99
401-213000				ACCOUNTS PAYABLE	12,010.99	
				FUND TOTAL	12,010.99	12,010.99
402 SEWER OPERATING FUND	2025	5	131	05/14/2025		
402-130000				DUE TO/FROM CLEARING		3,856.61
402-213000				ACCOUNTS PAYABLE	3,856.61	
				FUND TOTAL	3,856.61	3,856.61
403 STORM & SURFACE WATER FUND	2025	5	131	05/14/2025		
403-130000				DUE TO/FROM CLEARING		7,699.04
403-213000				ACCOUNTS PAYABLE	7,699.04	
				FUND TOTAL	7,699.04	7,699.04
622 EXPENDABLE TRUST FUND	2025	5	131	05/14/2025		
622-130000				DUE TO/FROM CLEARING		150.00
622-213000				ACCOUNTS PAYABLE	150.00	
				FUND TOTAL	150.00	150.00
631 CLEARING FUND	2025	5	131	05/14/2025		
631-130000				DUE TO/FROM CLEARING	100,279.55	
631-213000				ACCOUNTS PAYABLE	78.80	
635-111100				CASH		100,358.35
				FUND TOTAL	100,358.35	100,358.35

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JOURNAL ENTRIES TO BE CREATED

FUND	ACCOUNT	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
650	AGENCY FUND	2025	5	131	05/14/2025	DUE TO/FROM CLEARING		257.50
	650-130000					ACCOUNTS PAYABLE	257.50	
	650-213000							
FUND TOTAL							257.50	257.50

FUND	DUE TO	DUE FR
001 GENERAL FUND		22,004.30
101 STREET FUND		37,151.07
301 CAPITAL CONSTRUCTION FUND		17,150.04
401 WATER OPERATING FUND		12,010.99
402 SEWER OPERATING FUND		3,856.61
403 STORM & SURFACE WATER FUND		7,699.04
622 EXPENDABLE TRUST FUND		150.00
631 CLEARING FUND	100,279.55	
650 AGENCY FUND		257.50
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TOTAL	100,279.55	100,279.55

** END OF REPORT - Generated by Grace Lin **

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CASH ACCOUNT: 635 111100 CASH
CHECK NO CHK DATE TYPE VENDOR NAME

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	CHECK RUN	NET
						INVOICE DTL DESC			
5727	05/15/2025	EFT	5 ACE HARDWARE	279209	058126-1	04/29/2025		05/14/25	19.63
Invoice: 058126-1				19.63	73411345 531100	PW/WO 24522 - COUPL BRS OFFICE SUPPLIES			
Invoice: 058129-1				279210	058129-1	04/29/2025		05/14/25	140.82
				140.82	73425358 531100	PW/WO 24572 - RAKES, CARGO NET O&M-WWTP-SUPPLIES			
Invoice: 058134-1				279211	058134-1	04/30/2025		05/14/25	204.11
				204.11	73411345 531100	PW/WO 24522 - HOSE PARTS, BUCKETS OFFICE SUPPLIES			
Invoice: 058137-1				279212	058137-1	04/30/2025		05/14/25	-38.21
				-38.21	73411345 531100	PW/WO 24522 - VACUUM BREAKER OFFICE SUPPLIES			
Invoice: 058138-1				279213	058138-1	04/30/2025		05/14/25	27.29
				27.29	73411345 531100	PW/WO 24522 - SELF DRAINING VACUUM BREAKER OFFICE SUPPLIES			
Invoice: 58144-1				279214	58144-1	04/30/2025		05/14/25	28.37
				28.37	73111427 531100	PW/WO 24513 - AQUAGUN HOSE NOZZLE, HOSE COUPLING OFFICE SUPPLIES			
						CHECK	5727 TOTAL:		382.01
5728	05/15/2025	EFT	4365 AUTOMATIC FUNDS TRAN	279215	133532	04/15/2025		05/14/25	11.06
Invoice: 133532				2.08	43411341 541100	FIN/FINAL BILL PRINT AND MAIL			
				2.08	43421351 541100	FIN - WATER ADMIN PROF SERVICE			
				3.45	91411891 542500	FIN - SEWER ADMIN PROF SERVICE			
				3.45	91421891 542500	GG-WTR-FAC-POSTAGE			
						GG-SWR-FAC-POSTAGE			
Invoice: 133663				279216	133663	05/01/2025		05/14/25	1,001.69
				260.99	43411341 541100	FIN/STATEMENT PREP AND MAIL			
				260.99	43421351 541100	FIN - WATER ADMIN PROF SERVICE			
				239.85	91411891 542500	FIN - SEWER ADMIN PROF SERVICE			
				239.86	91421891 542500	GG-WTR-FAC-POSTAGE			
						GG-SWR-FAC-POSTAGE			
Invoice: BAIN2504028				279239	BAIN2504028	04/30/2025		05/14/25	714.84
				672.00	41011141 541100	FIN/B&O APR25			
				42.84	41011141 542500	FIN-GF-PROF SVCS			
						FIN-GFE-POSTAGE/SHIPPING			
						CHECK	5728 TOTAL:		1,727.59
5729	05/15/2025	EFT	5412 BENEFIT ADMINISTRATI	279240	250507	05/07/2025		05/14/25	330.00
Invoice: 250507				11.00	21011125 520000	HSA/FSA BENEFITS			
						COURT-BENEFITS			

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CASH ACCOUNT: 635 111100 CASH
CHECK NO CHK DATE TYPE VENDOR NAME

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				82.50	31011131	520000	EX-GF-BEN			
				38.50	41011141	520000	FIN-GF-BEN			
				55.00	51011211	520000	PD-C/E ADMIN-BENEFITS			
				27.50	61011581	520000	PCD - C/E ADMIN BENEFITS			
				99.00	71011321	520000	PW - C/E BENEFITS			
				16.50	81011881	520000	IT - C/E ADMIN BENEFITS			
							CHECK	5729	TOTAL:	330.00
5730	05/15/2025	EFT	50 BAINBRIDGE ISLAND EL	279217	20250053		04/28/2025	05/14/25		960.53
		Invoice: 20250053					PW/FLETCHER BAY FILTER-INSTL ENCL & LINE COND			
				960.53	73411345	548100	REPAIRS & MAINTENANCE			
							CHECK	5730	TOTAL:	960.53
5731	05/15/2025	EFT	360 BUILDERS FIRSTSOURCE	279235	99728757		04/28/2025	05/14/25		52.35
		Invoice: 99728757					PW/WO 24512 - 5 GAL BUCKETS X6			
				52.35	73111261	531100	OFFICE SUPPLIES			
							CHECK	5731	TOTAL:	52.35
5732	05/15/2025	EFT	8979 CHARGEPOINT, INC.	279220	IN330551		04/04/2025	05/14/25		5,034.14
		Invoice: IN330551					PW/WO 24481 - WINSLOW WAY CHARGING STATION			
				5,034.14	73011189	531100	O&M - C/E FACIL OFC SUPPLIES			
							CHECK	5732	TOTAL:	5,034.14
5733	05/15/2025	EFT	7016 CUSTOM PRINTING	279221	11363		03/01/2025	05/14/25		81.19
		Invoice: 11363					PCD/BUSINESS CARDS-P CHARNAS & PCD			
				81.19	61470581	549500	PCDADM-DEV-COPIES/PRINTING			
							03/26/2025	05/14/25		209.12
		Invoice: 11364					PW/BUSINESS CARDS-R NAVARETTE, T EDWARDS, N PATTON			
				209.12	73637956	531100	O&M ALLOC-WTR/RBW/SWR/SIS-SUPL			
							03/19/2025	05/14/25		55.03
		Invoice: 11365					PCD/BUSINESS CARDS-V LEWELLING			
				55.03	63470588	549500	CUR-DEV PLAN-COPIES/PRINTING			
							CHECK	5733	TOTAL:	345.34
5734	05/15/2025	EFT	10685 EAST SLOPE EARTHWORK	279225	PAYREQ2-01272		05/08/2025	05/14/25		144,467.16
		Invoice: PAYREQ2-01272					ENG/2024 ANNUAL DRAINAGE			
				144,467.16	72431835	54810001272	2024 ANNUAL DRAINAGE-REPAIRS			

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CASH ACCOUNT: 635 111100 CASH
CHECK NO CHK DATE TYPE VENDOR NAME

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CHECK 5734 TOTAL: 144,467.16

5735 05/15/2025 EFT 10752 MOE, CLAIRE YOUNKER 279229 05/07/2025 05/07/2025 05/14/25 2,150.69
Invoice: 05/07/2025 EX/2025 VOLUNTEER APPRECIATION EVENT CATERING
2,150.69 31011131 53910001359 VOLUNTEER APPR EVENT-FOOD/BEV

CHECK 5735 TOTAL: 2,150.69

5736 05/15/2025 EFT 10658 GEOSYNTEC CONSULTANT 279230 617167 03/14/2025 05/14/25 18,810.50
Invoice: 617167 ENG/2025 SHORELINE ROADWAYS GEOTECH ASSESSEMENT
18,810.50 72111421 54110001390 2025 SHORELINE GEOTECH ASSES

CHECK 5736 TOTAL: 18,810.50

5737 05/15/2025 EFT 315 KITSAP HUMANE SOCIET 279231 52198 05/01/2025 05/14/25 7,551.00
Invoice: 52198 2025-26 ANIMAL CONTROL AND IMPOUNDING PSA
7,551.00 91011393 541100 FIN - C/E ANIMAL CONTROL FEES

CHECK 5737 TOTAL: 7,551.00

5738 05/15/2025 EFT 5607 LMN ARCHITECTS 279232 64957 03/05/2025 05/14/25 49,779.00
Invoice: 64957 PCD/WINSLOW SUBAREA PLAN UPDATE
49,779.00 64011586 54110001242 WINSLOW SUBAREA PLAN-PROF SVCS

CHECK 5738 TOTAL: 49,779.00

5739 05/15/2025 EFT 4111 OLYMPIC SPRINGS INC 279233 374941 04/30/2025 05/14/25 54.33
Invoice: 374941 PW/WWTP - 5 GAL PURIFIED WATER X5
54.33 73425358 531100 O&M-WWTP-SUPPLIES

CHECK 5739 TOTAL: 54.33

5740 05/15/2025 EFT 9650 PAPE MACHINERY INC 279234 16065929 05/01/2025 05/14/25 97.47
Invoice: 16065929 PW/WO 24572 - WWTP LANDSCAPING SUPPLIES
97.47 73425358 531100 O&M-WWTP-SUPPLIES

CHECK 5740 TOTAL: 97.47

5741 05/15/2025 EFT 7801 REDSIDE CONSTRUCTION 279253 PAYREQ15-00988 05/05/2025 05/14/25 411,053.92
Invoice: PAYREQ15-00988 ENG/WINSLOW WATER TANK REPLACEMENT
411,053.92 72413434 66300000988 NEW WATER TANKS-CONSTR

CHECK 5741 TOTAL: 411,053.92

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NUMBER OF CHECKS 15 *** CASH ACCOUNT TOTAL *** 642,796.03

	COUNT	AMOUNT
TOTAL EFT'S	15	642,796.03

*** GRAND TOTAL *** 642,796.03

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YEAR PER JNL	SRC ACCOUNT	EFF DATE	JNL DESC	REF 1	REF 2	REF 3	ACCOUNT DESC LINE DESC	T OB	DEBIT	CREDIT
2025 5 132	APP 401-213000	05/15/2025	05/14/25	051525			ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		412,733.64	
APP 635-111100	05/15/2025	05/14/25	051525				CASH AP CASH DISBURSEMENTS JOURNAL			642,796.03
APP 402-213000	05/15/2025	05/14/25	051525				ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		799.00	
APP 101-213000	05/15/2025	05/14/25	051525				STREETS - ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		18,891.22	
APP 001-213000	05/15/2025	05/14/25	051525				GENERAL - ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		65,559.67	
APP 407-213000	05/15/2025	05/14/25	051525				ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		136.22	
APP 631-213000	05/15/2025	05/14/25	051525				ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		209.12	
APP 403-213000	05/15/2025	05/14/25	051525				ACCOUNTS PAYABLE AP CASH DISBURSEMENTS JOURNAL		144,467.16	
GENERAL LEDGER TOTAL									642,796.03	642,796.03
APP 631-130000	05/15/2025	05/14/25	051525				DUE TO/FROM CLEARING		642,586.91	
APP 401-130000	05/15/2025	05/14/25	051525				DUE TO/FROM CLEARING			412,733.64
APP 402-130000	05/15/2025	05/14/25	051525				DUE TO/FROM CLEARING			799.00
APP 101-130000	05/15/2025	05/14/25	051525				STREETS - DUE TO/FROM CLEARING			18,891.22
APP 001-130000	05/15/2025	05/14/25	051525				GENERAL - DUE TO/FROM CLEARING			65,559.67
APP 407-130000	05/15/2025	05/14/25	051525				DUE TO/FROM CLEARING			136.22
APP 403-130000	05/15/2025	05/14/25	051525				DUE TO/FROM CLEARING			144,467.16
SYSTEM GENERATED ENTRIES TOTAL									642,586.91	642,586.91
JOURNAL 2025/05/132 TOTAL									1,285,382.94	1,285,382.94

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CITY OF BAINBRIDGE ISLAND
A/P CASH DISBURSEMENTS JOURNAL

P 6
apcshdsb

JOURNAL ENTRIES TO BE CREATED

FUND	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
ACCOUNT							
001 GENERAL FUND	2025	5	132	05/15/2025	GENERAL - DUE TO/FROM CLEARING		65,559.67
001-130000					GENERAL - ACCOUNTS PAYABLE	65,559.67	
001-213000							
					FUND TOTAL	65,559.67	65,559.67
101 STREET FUND	2025	5	132	05/15/2025	STREETS - DUE TO/FROM CLEARING		18,891.22
101-130000					STREETS - ACCOUNTS PAYABLE	18,891.22	
101-213000							
					FUND TOTAL	18,891.22	18,891.22
401 WATER OPERATING FUND	2025	5	132	05/15/2025	DUE TO/FROM CLEARING		412,733.64
401-130000					ACCOUNTS PAYABLE	412,733.64	
401-213000							
					FUND TOTAL	412,733.64	412,733.64
402 SEWER OPERATING FUND	2025	5	132	05/15/2025	DUE TO/FROM CLEARING		799.00
402-130000					ACCOUNTS PAYABLE	799.00	
402-213000							
					FUND TOTAL	799.00	799.00
403 STORM & SURFACE WATER FUND	2025	5	132	05/15/2025	DUE TO/FROM CLEARING		144,467.16
403-130000					ACCOUNTS PAYABLE	144,467.16	
403-213000							
					FUND TOTAL	144,467.16	144,467.16
407 BUILDING & DEVELOPMENT FUND	2025	5	132	05/15/2025	DUE TO/FROM CLEARING		136.22
407-130000					ACCOUNTS PAYABLE	136.22	
407-213000							
					FUND TOTAL	136.22	136.22
631 CLEARING FUND	2025	5	132	05/15/2025	DUE TO/FROM CLEARING	642,586.91	
631-130000					ACCOUNTS PAYABLE	209.12	
631-213000					CASH		642,796.03
635-111100							
					FUND TOTAL	642,796.03	642,796.03

FUND		DUE TO	DUE FR
001 GENERAL FUND			65,559.67
101 STREET FUND			18,891.22
401 WATER OPERATING FUND			412,733.64
402 SEWER OPERATING FUND			799.00
403 STORM & SURFACE WATER FUND			144,467.16
407 BUILDING & DEVELOPMENT FUND			136.22
631 CLEARING FUND		642,586.91	
		-----	-----
	TOTAL	642,586.91	642,586.91

** END OF REPORT - Generated by Grace Lin **



CITY OF
BAINBRIDGE ISLAND

PAYROLL REPORT TO CITY COUNCIL OF CASH DISBURSEMENTS

PAYROLL CHECK RUN: 05-20-2025

Run Type	Date	Check # Sequence	Comments	Amount
Normal	5/20/2025	64434 - 64580	Regular check run (Direct Dep)	461,366.61
EFTPS	5/20/2025	EFTPS	Federal Tax Electronic Transfer	173,231.48
EFT	5/20/2025	ACH	DSHS	147.08
Normal	5/20/2025	110663 - 110670	Vendor check run (Paper Checks)	140,344.19
			TOTAL:	\$ 775,089.36

Prepared and Reviewed by: 
DeAnna Houser, Payroll Specialist

Date 05/21/2025

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claim is a just, due and unpaid obligation against the City of Bainbridge Island, and that I am authorized to authenticate and certify to said claim.



Carrie Freitas, Budget Manager

Date 05/21/2025



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME:

AGENDA ITEM: Approve City Council Meeting Minutes

SUMMARY: Council will consider approval of City Council meeting minutes.

AGENDA CATEGORY: Consent Agenda **PROPOSED BY:** Executive

RECOMMENDED MOTION:
Approve City Council Meeting Minutes.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

ATTACHMENTS:
[051325 DRAFT City Council Business Meeting Minutes.pdf](#)



**REGULAR CITY COUNCIL BUSINESS MEETING
TUESDAY, MAY 13, 2025**

Meeting Minutes

1) CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

Mayor Mathews called the meeting to order at 6:02 p.m. in Council Chambers and on the Zoom webinar.

Mayor Mathews, Deputy Mayor Quitslund, and Councilmembers Deets, Moriwaki, and Schneider were present. Councilmember Fantroy-Johnson was on Zoom and Councilmember Hytopoulos was absent and excused.

Mayor Mathews read the Land Acknowledgement.

2) APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE

Councilmember Moriwaki moved and Deputy Mayor Quitslund seconded to approve the agenda as presented. The motion carried unanimously, 6 - 0.

3) PRESENTATION(S)

3.A Approve Proclamation Recognizing "National Therapy Animal Day"

[Cover Page](#)

[Proclamation for National Therapy Animal Day.docx](#)

Bill Johnson and his therapy dog Remi accepted the proclamation.

3.B Present Proclamation Declaring May 2025, as Missing and Murdered Indigenous Women and Girls Awareness Month

[Cover Page](#)

[MMIWG Month Proclamation 2025.docx](#)

The Suquamish Tribe was unable to attend the meeting to accept the proclamation due to the loss of a tribe elder. Mayor Mathews read the proclamation.

3.C Present Proclamation Declaring May 2025, as Asian American, Native Hawaiian and Pacific Islander Heritage Month

[Cover Page](#)

[AANHPI Month Proclamation 2025.docx](#)

Councilmember Moriwaki read the proclamation. Stephanie Reese accepted the proclamation along with members of the Asian Arts and Heritage Festival.

3.D Present Proclamation Recognizing Memorial Day on May 26, 2025

[Cover Page](#)

[Proclamation Recognizing Memorial Day 2025.docx](#)

Councilmember Deets read the proclamation. Gary Sakuma of the American Legion Colin Hyde Post 172 accepted the proclamation.

3.E Present Proclamation Declaring May 18 through May 24, 2025, as "National Public Works Week" - Public Works

[Cover Page](#)

[2025 Public Works Week Proclamation.docx](#)

Councilmember Quitslund read the proclamation. Public Works Director Wierzbicki accepted the proclamation.

3.F Receive Presentation from City Employee Wellness Committee on the City's Participation in the Association of Washington Cities Well City Program

[Cover Page](#)

[The Wellness Program FINAL.pptx](#)

City Manager King introduced the agenda item. Joanna Mendenhall along with other wellness committee members provided the presentation.

4) PUBLIC COMMENT

4.A Guidelines and Instructions for Public Comment

[Cover Page](#)

[Guidelines and Instructions for Providing Public Comment.pdf](#)

Steve Dymoke spoke regarding concerns with the LIHI development agreement soft debt.

Mayor Mathews closed public comment at 6:37 p.m.

5) CONSENT AGENDA

5.A Agenda Bill for Consent Agenda

[Cover Page](#)

Councilmember Moriwaki asked to pull item 5.E.

MOTION: I move to approve the Consent Agenda and pull item 5.E. **Moriwaki/Quitslund:** The motion carried unanimously, 6 - 0.

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

NOES: None

ABSENT: Kirsten Hytopoulos

ABSTAIN: None

5.B Approve Accounts Payable and Payroll

[Cover Page](#)

[AP Report to Council of Cash Disbursements 04-23-25.pdf](#)
[AP Report to Council of Cash Disbursements 05-01-25.pdf](#)
[Council Report 05-05-25.pdf](#)

5.C Approve City Council Meeting Minutes

[Cover Page](#)
[City Council Study Session Minutes, April 15, 2025.pdf](#)
[Regular City Council Business Meeting Minutes, April 22, 2025.pdf](#)

5.D Authorize the City Manager to Execute a Three-Year Unit Price Contract with Peninsula Tree Service Inc. for the Maintenance Tree Removal and Trimming Project, and Authorize a Budget Amendment from the Streets Fund in the Amount of \$25,000.00 for the 2025 Tree Removal Services (\$60,000.00 Annually, Streets Fund)- Public Works

[Cover Page](#)
[Maintenance Tree Removal and Trimming UPC Contract for Agenda.docx](#)
[Bid Tabulation_Project 00354_2025-2028 Tree Removal and Maintenance UPC.pdf](#)

5.F Authorize the City Manager to Approve Change Order #2 for the Small Works Construction Contract with Synergy Electrical Contracting for Emergency Operations Center Antenna Grounding Improvements to the Ted Spearman Justice Center (\$9,194.64 General Fund) - Public Works

[Cover Page](#)
[Synergy_Antenna Grounding Change Order #2.pdf](#)
[CO2 TSJC Duct Heating Coil Synergy Electrical Antenna Grounding.pdf](#)

5.G Adopt Ordinance No. 2025-12 Amending Chapter 2.80, Public Records Disclosure

[Cover Page](#)
[Ordinance No. 2025-12 Amending Chapter 2.80, Public Records Disclosure.docx](#)
[2024-07 Public Records Act Administrative Rules.pdf](#)

ITEM REMOVED FROM THE CONSENT AGENDA

5.E Authorize the City Manager to Execute a Construction Contract with Nordland Construction NW Inc. for the Japanese American Exclusion Memorial Water Line Project (\$746,550.82 - Donated Funds) - Public Works

[Cover Page](#)
[FBB_BIJAEM Water Main Extension_Nordland Construction NW Inc_CC.docx](#)
[Agreement for Construction of Water Main Extension_BIJAEMA_Executed.pdf](#)
[Bid Form_BIJAEM Water Line Extension_2025.04.24_CC.pdf](#)
[CIP_Japanese American Memorial Water Line Extension_01339.pdf](#)

MOTION: I authorize the City Manager to execute a construction contract with Nordland Construction NW Inc. for \$746,550.82 to support the Japanese American Exclusion Memorial Water Line project.

Moriwaki/Quitslund: The motion carried, unanimously, 6 – 0.

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

NOES: None

ABSENT: Kirsten Hytopoulos

ABSTAIN: None

6) COUNCIL ANNOUNCEMENTS

Council members provided updates on local and regional events.

7) CITY MANAGER'S REPORT

City Manager King reported on the new A Frame Sign Ordinance that is now in effect. After providing a 30-day grace period, City staff recently retrieved approximately 60 signs located within the public right-of-way and on city sidewalks. Owners are given an opportunity to retrieve their signs. He reported that the Madison Avenue Bundled Project paving is complete and as weather permits, after street striping, the project will be complete.

8) REGULAR BUSINESS

8.A Receive Briefing by Lobbyist Gordon Thomas Honeywell on the 2025 Legislative Session Cover Page

City Manager King introduced the agenda item. Amina Abdalla (in person) and Briahna Murray (on Zoom) from Gordon Thomas Honeywell provided a briefing on the 2025 Legislative session.

Councilmember Moriwaki had a question regarding the ferry transportation funding.
Council thanked Briahna and Amina for their work.

8.B Introduce Findings from the 2024-25 Water, Sewer and Storm and Surface Water Management Utility Study - Public Works Cover Page Final Report - 2024 Utility Rate and SPF Update.pdf 2024-25 Utility Rate Study Presentation.pptx Utility Advisory Committee - 2024-25 Rate Study Recommendation.pdf

City Manager King introduced the agenda item. Public Works Director Wierzbicki provided the presentation.

7:28 p.m. Mayor Mathews left the meeting.
7:30 p.m. Mayor Mathews returned to the meeting.

Councilmembers had questions and made comments on the presentation.
City Manager King and Director Wierzbicki responded.

8.C Introduce Resolution No. 2025-05 Adopting New Policies and Procedures for Authorizing South Island Sewer Connections and Consider Forwarding to the May 27, 2025, Regular Business Meeting for Adoption - Public Works Cover Page Resolution No. 2025-05-Adopting New Policies and Procedures for Authorizing South Island Sewer Connections.docx Attachment A New Policy 2.14A South Island Sewer - Additional Connection Policy REVISED.pdf Old Policy 2.14 South Island Sewer Connection Procedures.pdf South Island Sewer Slides 021825.pptx

City Manager King introduced the agenda item. Public Works Director Wierzbicki provided the presentation.

Council discussed the topic.

MOTION: I move to forward Resolution No. 2025-05 to the May 27, 2025, regular business meeting for consideration of adoption.

Deets/Moriwaki: The motion carried unanimously, 5 - 0.

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

NOES: None

ABSENT: Kirsten Hytopoulos

ABSTAIN: Ashley Mathews

8.D Adopt Resolution No. 2025-10 Approving the Development Agreement between the City of Bainbridge Island and the Low Income Housing Institute (LIHI) for the Development, Operation, and Maintenance of an Affordable Housing Project at 625 Winslow Way East - Executive

[Cover Page](#)

[Resolution Approving Development Agreement between City and LIHI for Affordable Housing Project at 625 Winslow Way East 4926-296.docx](#)

[Development Agreement for Affordable Housing Project 4-18-25 Rev3.docx](#)

[Attachment E - Ground Lease and Regulatory Agreement with LIHI.docx](#)

[625 Winslow Way.pptx](#)

City Manager King introduced the agenda item. John Grant, Chief Strategy Officer from LIHI, was in the audience and invited to speak briefly.

MOTION: I move to adopt Resolution No. 2025-10 approving a Development Agreement between the City and Low Income Housing Institute (LIHI) for the development, construction, operation, and maintenance of an affordable housing project at 625 Winslow Way East.

Mathews/Moriwaki: The motion carried unanimously, 6 - 0.

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

NOES: None

ABSENT: Kirsten Hytopoulos

ABSTAIN: None

8.E Consider Ordinance No. 2025-07 and Resolution No. 2025-06 Relating to Proposed Design Review Changes for Compliance with HB 1293 - Planning

[Cover Page](#)

[Design Review Changes slides for CC 5.13.25.pdf](#)

[Ord 2025-07 Design Review Amendments.pdf](#)

[Ord 2025-07 Design Review Amendments Exhibit J - Design for Bainbridge 2025 FINAL.pdf](#)

[Resolution No. 2025-06 Amending the Administrative Manual.pdf](#)

[Resolution No. 2025-06 Amending the Administrative Manual Exhibit A - Admin Manual 1293 changes final.pdf](#)

City Manager King introduced the agenda item. Planning Manager Charnas gave a presentation.

MOTION: I move to place approval of Ordinance No. 2025-07 and Resolution No. 2025-06 relating to proposed design review changes for compliance with HB 1293 on the next City Council meeting for adoption.

Deets/Quitslund: The motion carried unanimously, 6 - 0.

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

NOES: None

ABSENT: Kirsten Hytopoulos

ABSTAIN: None

8.F Introduce Resolution No. 2025-09 Amending the Code of Conduct and Ethics Program

[Cover Page](#)

[Resolution No. 2025-09 Relating to Updating the Ethics Program.docx](#)

City Manager King introduced the item.

MOTION: I move to forward Resolution No. 2025-09 to the May 27, 2025, agenda.

Deets/Moriwaki: The motion carried unanimously, 6 - 0.

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

NOES: None

ABSENT: Kirsten Hytopoulos

ABSTAIN: None

8.G Consider Request to Extend the Terms of Planning Commissioners Deines, Sullivan, and Schaab through the end of the Comprehensive Plan update process - Executive

[Cover Page](#)

[2025 Planning Commission Applicant - Kelly Leo redacted.pdf](#)

[2025 Planning Commission Applicant - Sean Sullivan - redacted.pdf](#)

[2025 Plng Comm Applicant - Benjamin Deines - redacted.pdf](#)

[Planning Commission Application 2025 - Peter Schaab redacted.pdf](#)

[2025 Planning Commission applicant - Matthew Weighall redacted.pdf](#)

City Manager King introduced the item.

MOTION: I move to confirm the recommended reappointment of Peter Schaab to the Planning Commission, Position 5, to a term that ends June 2028.

Quitslund/Schneider: The motion carried unanimously, 6 - 0.

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

NOES: None

ABSENT: Kirsten Hytopoulos

ABSTAIN: None

MOTION: I move to confirm the recommended reappointment of Sean Sullivan to the Planning Commission, Position 6, to a term that ends June 2028.

Quitslund/Schneider: The motion carried unanimously, 6 - 0.

AYES: Brenda Fantroy-Johnson, Jon Quitslund, Joe Deets, Clarence Moriwaki, Leslie Schneider, Ashley Mathews
NOES: None
ABSENT: Kirsten Hytopoulos
ABSTAIN: None

MOTION: I move to confirm the recommended reappointment of Benjamin Deines to the Planning Commission, Position 7, to a term that ends June 2028.

Quitslund/Schneider: The motion carried unanimously, 6 - 0.

AYES: Brenda Fantroy-Johnson, Jon Quitslund, Joe Deets, Clarence Moriwaki, Leslie Schneider, Ashley Mathews
NOES: None
ABSENT: Kirsten Hytopoulos
ABSTAIN: None

8.H Confirm the Appointment of Deputy Mayor Quitslund to Represent the City of Bainbridge Island on the Kitsap Service Grant Recommendation Committee
[Cover Page](#)

MOTION: I move to appoint Deputy Mayor Quitslund to represent the City of Bainbridge Island on the Kitsap Service Grant Recommendation Committee.

Moriwaki/Deets: The motion carried unanimously, 6 - 0.

AYES: Brenda Fantroy-Johnson, Jon Quitslund, Joe Deets, Clarence Moriwaki, Leslie Schneider, Ashley Mathews
NOES: None
ABSENT: Kirsten Hytopoulos
ABSTAIN: None

9) COMMUNICATIONS

9.A Receive Recommendation from the Planning Commission to Amend the Resolution for Public Participation Meetings to Include Submittal Requirements
[Cover Page](#)

Information only.

9.B Consider Request from Councilmember Schneider to Add a Discussion of Establishing a Mobility Advisory Committee to a Future Council Agenda
[Cover Page](#)
[Proposal for Mobility Advisory Committee.pdf](#)

MOTION: I move to add a discussion on the creation/establishment of a Mobility Advisory Committee to a future council meeting.

Schneider/Moriwaki: The motion carried unanimously, 6 - 0.

AYES: Brenda Fantroy-Johnson, Jon Quitslund, Joe Deets, Clarence Moriwaki, Leslie Schneider, Ashley Mathews
NOES: None
ABSENT: Kirsten Hytopoulos
ABSTAIN: None

10) ADJOURNMENT

Mayor Mathews adjourned the meeting at 8:47 p.m.

Ashley Mathews, Mayor

Peggy Nimb, CMC, Deputy City Clerk



City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME:

AGENDA ITEM: Ratify the City Manager's Pre-Approved Purchase of a 2025 Ford F250 Utility Service and Towing Truck as Part of the 2025 Capital Improvement Plan Fleet Purchases (\$92,869.53 Equipment Rental and Revolving Fund) - Public Works

SUMMARY: The Public Works Department is purchasing a Ford F250 utility service and towing truck that will support the operations and maintenance streets crew and will replace an existing vehicle (tag #207), which has met department requirements for replacement.

City staff are requesting that the City Council consider ratifying the purchase of the vehicle, which was executed by the City Manager via purchase order on May 6, 2025, as per the authority provided by the City Council on January 28, 2025.

AGENDA CATEGORY: Consent Agenda

PROPOSED BY: Public Works

RECOMMENDED MOTION:

Move to ratify the City Manager's pre-approved purchase of a 2025 Ford F250 utility service and towing truck as part of the 2025 Capital Improvement Plan fleet purchases.

COMMUNITY ENGAGEMENT AND OUTREACH:

None planned.

FISCAL IMPACT:

Amount:	\$92,869.53
Ongoing Cost:	
One-Time Cost:	\$92,869.53
Included in Current Budget?	true

BACKGROUND: At the January 28, 2025, regular business meeting, the City Council authorized the City Manager to make purchases of fleet vehicles up to \$350K. Purchases would then be ratified by the City Council after completion of the purchase. This authority was provided to allow the City to move quickly on the purchase of vehicles that are in high demand.

Public Works staff worked with Bud Clary Ford using the Washington State Department of Enterprise Services contract for the purchase of a medium duty pickup in the amount of \$92,869.53 including sales tax. The enterprise services contract allows the City to piggyback on the State's negotiated price for vehicles and equipment, thereby lowering the price that could be received on the open market.

The City Manager executed the purchase order on May 6, 2025, as per the authority provided by the City Council.

RCW 43.19.648 generally requires that, to the extent practicable, local governmental vehicles must be fueled by electricity or biofuel. This purchase meets that requirement in that it is equipped with an engine that runs on renewable diesel.

ATTACHMENTS:

[F250_City of Bainbridge Island_Purchase Order Project 01403.pdf](#)

[2025-2026 Adopted Budget - Fleet and Equipment CIP \(2025 - 2030\).pdf](#)



PURCHASE ORDER

CITY OF BAINBRIDGE ISLAND PUBLIC WORKS O&M

280 Madison Avenue North
Bainbridge Island, WA 98110
Phone: 206.842.2016
Fax: 206.780.3710
www.bainbridgewa.gov

P.O. NO. 20250020
DATE May 1, 2025
CUSTOMER ID: 9682
ORG.: 73501448
OBJECT: 664000
PROJECT: 01403

VENDOR

Bud Clary Ford Hyundai
P.O. Box 127
Longview, WA 98632
Attn: Kathleen Brennan
360.423.4321 x100943
ford.orders@budclary.com

SHIP TO

City of Bainbridge Island
7305 NE Hidden Cove Rd
Bainbridge Island, WA 98110
Phone: 206.842.1212
Fax: 206.780.5104
Attn: Ellen Fairleigh

QTY	ITEM #	DESCRIPTION	UNIT PRICE	LINE TOTAL
1	2025-08009-0001	2025 Ford F250 4WD	\$46,965.00	\$46,965.00
1	2025-08009-0010	2025 Ford F250 Pickup, Regular Cab, 4WD, 142WB, 8ft Box, 6.8L V8 Gas, TorqShift-G 10-Speed Automatic Transmission with Select Drive Modes, 10,000# GVWR, 3814# Payload, 3.73 RAR #X37, LT245/75R17E BSWAll-Season Tires, 17in argent painted steel wheels/painted hub covers (F2B/600A/99A/44F/142WB/TD8/64A) --This is the BASE Vehicle, please refer to Vehicle Standard Specifications for complete description.	\$0.00	\$0.00
1	2025-08009-0011	Alternative Cab/Wheelbase: Extended Cab, 164WB, 8ft box, 10000# GVWR, 3457# Payload (X2B/164WB)	\$2,387.00	\$2,387.00
1	2025-08009-0021	6.7L 4-Valve OHV Power Stroke V8 Turbo Diesel B20, manual push-button engine-exhaust braking, TorqShift 10-Speed Automatic w/ Selectable Drive Modes, Manual Regeneration, 190-Amp Alternator #67D, Dual 750CCABatteries, 3.31 RAR, 10000# GVWR (Diesel Fuel Tank: 142WB = 29 gallons, 160WB/164WB = 34 gallons,	\$10,286.00	\$10,286.00

1	2025-08009-0028	Snow Plow Prep Package (4x4 Only) (includes computer selected springs for snowplow application; 190-Amp Alternator #67D w/ Gas; 410-Amp Dual Alternators #67B w/ Diesel; Rapid-Heat Supplemental Cab Heater #41Aw/Diesel) (Not compatible with Heavy Service Front Suspension Packages #67H) (Ford recommends also ordering dual batteries for maximum compatibility) (473)	\$245.00	\$245.00
1	2025-08009-0031	F250 >10K GVWR Package (Not available w/ gas engines) (included w/ 6.7L High Output Diesel #99M) (68U)	\$98.00	\$98.00
1	2025-08009-0032	Electronic Locking Rear Axle (SRW only) (3.31/3.55/3.73/4.30) (X3H/X3J/X3E/X4M)	\$422.00	\$422.00
1	2025-08009-0034	NEW: Trailer Brake Controller, including Smart Trailer Tow Connector. (included with XLT) (52B)	\$294.00	\$294.00
1	2025-08009-0045	Pro Power Onboard - 2kW (Includes Dual Alternators 12V 250-Amp plus 24V 15-Amp) (Must also order Dual Batteries #86M) (Will remove rear underseat storage on XLT Extended Cab model) (43K)	\$966.00	\$966.00
1	2025-08009-0062	Platform Running Boards (Extended/Crew Cabs) (18B)	\$437.00	\$437.00
1	2025-08009-0065	Upfitter Switches (6) (located in overhead console) (Must also order upgraded alternator #67D, 67E or 67B or ProPower Onboard #43K) (66S)	\$162.00	\$162.00
1	2025-08009-0070	Wheel Well Liner, Front (61L)	\$177.00	\$177.00
1	2025-08009-0082	Interior Work Surface (requires 40/20/40 seat) (52S)	\$138.00	\$138.00
1	2025-08009-0199	Warranty, Delayed Start (End-User submits request at www.fordwsd.com)	\$0.00	\$0.00
1	2025-08009-0204	Delivery to customer location in Northwest Washington (counties of: Clallam, Island, Jefferson, King, Kitsap, Mason, Pierce, San Juan, Skagit, Snohomish, Whatcom) (DLR)	\$250.00	\$250.00
1	2025-08009-0211	Two (2) Extra RKE Fob w/ Flip Key, programmed (Will give you 4 Fob/Keys total) (DLR)	\$382.00	\$382.00
1	2025-08009-0232	Mud Flaps, Front (DLR)	\$110.00	\$110.00
1	2025-08009-0235	Floor Mats, HD Rubber Molded, Front (Weather Tech) (DLR)	\$153.00	\$153.00
1	2025-08009-0236	Floor Mats, HD Rubber Molded, 2nd Row (Extended/Crew Cabs) (Weather Tech) (DLR)	\$128.00	\$128.00

1	2025-08009-1000	1000-1999 Upfits to be installed prior to delivery by ALLIED BODY WORKS, Seattle, WA, Contact: 800-733-7450. (#1001-1029 Flatbeds, Gooseneck Bodies, and Options) (#1100-1199 Service Bodies, Enclosed ServiceBodies and Options) (#1220-1289 Lighting, Inverters) (#1290-1339 Tommy Gates, Snowplows, Sanders, Dumplnerts) (#1340-1399 Ladder Rack, Transfer Tank, misc pickup options) -- Upfit pricing effective for orders receivedthrough 12/19/2025	\$0.00	\$0.00
1	2025-08009-1038	NEW: Installation of factory provided plug with Ford Pro Power Onboard system. Includes Knapheide outlet box inservcie body. (Flatbeds and other bodies require underbody toolbox to mount outlet box) (ABW1038)	\$431.00	\$431.00
1	2025-08009-1101	Knapheide 8ft Service Body Package (56CA, SRW, Box Delete) [inc. Solid tops, galva grip bumper, painted white, 14-gauge two-sided galvanneal steel shell, Exclusive inreturn flangein floor design for support, continuous corrosionresistant stainless steel pry-proof hinges, double-spring over center door retainer, double-shell 20 gauge two-sidedA-40 galvanneal steel compartment doors, automotive-quality rotary-style latches, interior latch covers, neoprenedoor seals, slam lock tailgate, LED light package meeting FMVSS standards including surface mounted LEDstop/tail/turn and backup lights with built in LED amber warning light strobe option with (9) selectable patternswired to switch in cab, and built in reflectivity for additional safety, 5in track on dash with universal phone holder,and two grab handles at rear of body with track to accept phone holder or other accessories (other accessories notincluded)] (696) (ABW1101)	\$14,396.00	\$14,396.00
1	2025-08009-1141	Forklift Loadable Utility Rack (requires Knapheide Service Body Upfit) (KNP UTLR) (ABW1141)	\$3,684.00	\$3,684.00
1	2025-08009-1142	NEW: Ratchet straps for Loadrunner or Utility rack for ease of tying down materials, (2) per side, (4) total (RACRS) (ABW1142)	\$443.00	\$443.00
1	2025-08009-1163	Line-X 8ft Service body cargo area including floor, walls, bulkhead, and back of tailgate (requires Knapheideservice body upfit) (LINEX-SB8) (ABW1163)	\$1,621.00	\$1,621.00
1	2025-08009-1240	Lighting - Front Strobe kit including (2) warning strobe lights for front grille, that tie into Knapheide factory wireharness. Amber, Green, or Blue is available but must be specified at time of order, default is amber. (requiresKnapheide service body, or enclosed service body upfit) (KNP 32776970) (ABW1240)	\$635.00	\$635.00

1	2025-08009-9004	2025-08011-1019 Allied to remove and retain pickup bed. Allied to remove and remount rearview camera from pickup tailgate to service body. This option for when factory box delete not available on F250 pickup. (Requires base XL trim level and 8ft pickup box wheelbase. Not compatible with bliss or any side sensor package)(ABW1019)	\$863.00	\$863.00
SUBTOTAL				\$85,673.00
Shipping				n/a
8.4% Sales Tax				\$7,196.53
TOTAL				\$92,869.53

Accepted By Contractor:

Contractor:


Signature

Reid Cashman
- Senior Fleet Coordinator

/ Printed Name, Title

5/2/25
Date

Accounts Payable:

Accounts Payable Clerk - J. Kines

280 Madison Avenue N.

Bainbridge Island, WA 98110

206.780.8612

accountspayable@bainbridgewa.gov

Ellen Fairleigh

Digitally signed by Ellen Fairleigh
DN: cn=Ellen Fairleigh, email=EllenFairleigh@bainbridgewa.gov,
Date: 2025.05.02 15:00:04-0700

Requested by Ellen Fairleigh

Date


Approved by Blair King

5/6/25
Date

Organization Purchase Request Details

Organization Information

[Return to Org Requests](#)

Contract #: 28423 - Motor Vehicles	Quote #: 2025-4-726
Status: Submitted To Dealer	Submit Date: 05-01-2025
Organization: 21804 - BAINBRIDGE ISLAND, CITY OF - 21804	Order Date:
Order Contact: Ellen Fairleigh	Expected Delivery Date:
Contact Phone: 206-798-4621	Delivery Date:
Contact Email: efairleigh@bainbridgewa.gov	Cancel Date:
	Organization Reference #:
Dealer: Bud Clary Ford - W403	Organization PO #:
Dealer Address:	Dealer Contact: Kathleen Brennan
	Dealer Phone: (360) 423-4321 Ext: 10943
	Dealer Email: ford.orders@budclary.com
Internal Notes: Please deliver vehicle to 7305 NE Hidden Cove Rd., Bainbridge Island, WA 98110	
Comments To Dealer: Please add pick-up bed delete to order. Option 1240- Amber lights	
Dealer Reference #: 25-0482 A660	
Dealer Comments: 5/1/2025: Revised to add #2025-08011-1019 Allied to remove and retain pickup bed. \$863.00, added info lines. Please send PO.	

Color Options

Color Name	Quantity
Oxford White (Z1)	1

Tax Exempt: N

Vehicle Options

Order Code	Order Code Description	Qty	Unit Price	Ext. Price
2025-08009-0001	2025 Ford F250 4WD	1	\$46,965.00	\$46,965.00
2025-08009-0003	INFORMATION ONLY: Bud Clary Ford Hyundai (Clary Longview, LLC) - DES Vendor #W403, State Vendor Payee #SWV0271256	1	\$0.00	\$0.00
2025-08009-0005	INFORMATION ONLY: Ford Motor Company is not able to guarantee that this vehicle will be produced during the current model year production cycle. Also, due to uncontrollable increasing costs of raw materials, Ford might not be able to provide price protection for vehicles that will need to be re-ordered as 2026 model year. If Ford is unable to build this vehicle, we will contact you when we receive notification, offering the choice of order cancellation without penalty or acceptance of 26MY CARS contract pricing to re-order vehicle (and upfits if applicable) with factory expedited scheduling.	1	\$0.00	\$0.00
2025-08009-0006	INFORMATION ONLY: Bud Clary Ford CARS Cancellation Fees: NO fee to cancel order if vehicle has not been scheduled for production and is able to be cancelled at factory. 2% cancellation fee if vehicle has been serialized and is locked in for production by manufacturer. 10% cancellation fee if vehicle has been serialized and has specialized equipment ordered. Custom bodies cannot be cancelled. 2WD and 4x2 vehicles cannot be cancelled. Absolutely NO cancellation if customer has licensed/registered vehicle.	1	\$0.00	\$0.00
2025-08009-0010	2025 Ford F250 Pickup, Regular Cab, 4WD, 142WB, 8ft Box, 6.8L V8 Gas, TorqShift-G 10-Speed Automatic Transmission with Select Drive Modes, 10,000# GVWR, 3814# Payload, 3.73 RAR #X37, LT245/75Rx17E BSW All-Season Tires, 17in argent painted steel wheels/painted hub covers (F2B/600A/99A/44F/142WB/TD8/64A) -- This is the BASE Vehicle, please refer to Vehicle Standard Specifications for complete description.	1	\$0.00	\$0.00
2025-08009-0011	Alternative Cab/Wheelbase: Extended Cab, 164WB, 8ft box, 10000# GVWR, 3457# Payload (X2B/164WB)	1	\$2,387.00	\$2,387.00
2025-08009-0021	6.7L 4-Valve OHV Power Stroke V8 Turbo Diesel B20, manual push-button engine-exhaust braking, TorqShift 10-Speed Automatic w/ Selectable Drive Modes, Manual Regeneration, 190-Amp Alternator #67D, Dual 750CCA Batteries. 3.31 RAR, 10000# GVWR (Diesel Fuel Tank: 142WB = 29 gallons. 160WB/164WB = 34 gallons.	1	\$10,286.00	\$10,286.00

2025-08009-0028	Snow Plow Prep Package (4x4 Only) (includes computer selected springs for snowplow application; 190-Amp Alternator #67D w/ Gas; 410-Amp Dual Alternators #67B w/ Diesel; Rapid-Heat Supplemental Cab Heater #41A w/Diesel) (Not compatible with Heavy Service Front Suspension Packages #67H) (Ford recommends also ordering dual batteries for maximum compatibility) (473)	1	\$245.00	\$245.00
2025-08009-0031	F250 >10K GVWR Package (Not available w/ gas engines) (included w/ 6.7L High Output Diesel #99M) (68U)	1	\$98.00	\$98.00
2025-08009-0032	Electronic Locking Rear Axle (SRW only) (3.31/3.55/3.73/4.30) (X3H/X3J/X3E/X4M)	1	\$422.00	\$422.00
2025-08009-0034	NEW: Trailer Brake Controller, including Smart Trailer Tow Connector. (included with XLT) (52B)	1	\$294.00	\$294.00
2025-08009-0045	Pro Power Onboard - 2kW (Includes Dual Alternators 12V 250-Amp plus 24V 15-Amp) (Must also order Dual Batteries #86M) (Will remove rear underseat storage on XLT Extended Cab model) (43K)	1	\$966.00	\$966.00
2025-08009-0062	Platform Running Boards (Extended/Crew Cabs) (18B)	1	\$437.00	\$437.00
2025-08009-0065	Upfitter Switches (6) (located in overhead console) (Must also order upgraded alternator #67D, 67E or 67B or Pro Power Onboard #43K) (66S)	1	\$162.00	\$162.00
2025-08009-0070	Wheel Well Liner, Front (61L)	1	\$177.00	\$177.00
2025-08009-0082	Interior Work Surface (requires 40/20/40 seat) (52S)	1	\$138.00	\$138.00
2025-08009-0199	Warranty, Delayed Start (End-User submits request at www.fordwsd.com)	1	\$0.00	\$0.00
2025-08009-0204	Delivery to customer location in Northwest Washington (counties of: Clallam, Island, Jefferson, King, Kitsap, Mason, Pierce, San Juan, Skagit, Snohomish, Whatcom) (DLR)	1	\$250.00	\$250.00
2025-08009-0211	Two (2) Extra RKE Fob w/ Flip Key, programmed (Will give you 4 Fob/Keys total) (DLR)	1	\$382.00	\$382.00
2025-08009-0232	Mud Flaps, Front (DLR)	1	\$110.00	\$110.00
2025-08009-0235	Floor Mats, HD Rubber Molded, Front (Weather Tech) (DLR)	1	\$153.00	\$153.00
2025-08009-0236	Floor Mats, HD Rubber Molded, 2nd Row (Extended/Crew Cabs) (Weather Tech) (DLR)	1	\$128.00	\$128.00
2025-08009-1000	1000-1999 Upfits to be installed prior to delivery by ALLIED BODY WORKS, Seattle, WA, Contact: 800-733-7450. (#1001-1029 Flatbeds, Gooseneck Bodies, and Options) (#1100-1199 Service Bodies, Enclosed Service Bodies and Options) (#1220-1289 Lighting, Inverters) (#1290-1339 Tommy Gates, Snowplows, Sanders, Dump Inserts) (#1340-1399 Ladder Rack, Transfer Tank, misc pickup options) -- Upfit pricing effective for orders received through 12/19/2025	1	\$0.00	\$0.00
2025-08009-1038	NEW: Installation of factory provided plug with Ford Pro-Power Onboard system. Includes Knapheide outlet box in service body. (Flatbeds and other bodies require underbody toolbox to mount outlet box) (ABW1038)	1	\$431.00	\$431.00
2025-08009-1101	Knapheide 8ft Service Body Package (56CA, SRW, Box Delete) [inc. Solid tops, galva grip bumper, painted white, 14-gauge two-sided galvanneal steel shell, Exclusive inreturn flangein floor design for support, continuous corrosion resistant stainless steel pry-proof hinges, double-spring over center door retainer, double-shell 20 gauge two-sided A-40 galvanneal steel compartment doors, automotive-quality rotary-style latches, interior latch covers, neoprene door seals, slam lock tailgate, LED light package meeting FMVSS standards including surface mounted LED stop/tail/turn and backup lights with built in LED amber warning light strobe option with (9) selectable patterns wired to switch in cab, and built in reflectivity for additional safety, 5in track on dash with universal phone holder, and two grab handles at rear of body with track to accept phone holder or other accessories (other accessories not included)] (696) (ABW1101)	1	\$14,396.00	\$14,396.00
2025-08009-1141	Forklift Loadable Utility Rack (requires Knapheide Service Body Upfit) (KNP UTLR) (ABW1141)	1	\$3,684.00	\$3,684.00
2025-08009-1142	NEW: Ratchet straps for Loadrunner or Utility rack for ease of tying down materials, (2) per side, (4) total (RAC RS) (ABW1142)	1	\$443.00	\$443.00
2025-08009-1163	Line-X 8ft Service body cargo area including floor, walls, bulkhead, and back of tailgate (requires Knapheide service body upfit) (LINEX-SB8) (ABW1163)	1	\$1,621.00	\$1,621.00
2025-08009-1240	Lighting - Front Strobe kit including (2) warning strobe lights for front grille, that tie into Knapheide factory wire harness. Amber, Green, or Blue is available but must be specified at time of order, default is amber. (requires Knapheide service body, or enclosed service body upfit) (KNP 32776970) (ABW1240)	1	\$635.00	\$635.00
2025-08009-9004	2025-08011-1019 Allied to remove and retain pickup bed. Allied to remove and remount rearview camera from pickup tailgate to service body. This option for when factory box delete not available on F250 pickup. (Requires base XL trim level and 8ft pickup box wheelbase. Not compatible with bliss or any side sensor package) (ABW1019) \$863.00	1	\$863.00	\$863.00

Request Totals

Total Vehicles: 1

8.4 % Sales Tax: **\$7,196.53**

Request Total: **\$92,869.53**

City of Bainbridge Island
Fleet and Equipment CIP (2025 - 2030)
2025 - 2026 Adopted Budget

Project	General Fund	Streets Fund	Water Fund	Sewer Fund	SSWM Fund	Prev. Years	2025	2026	2027	2028	2029	2030	Total
FLEET & EQUIPMENT - 6-YEAR CIP (1000s)													
Police Vehicles (2) (replace)	100%					-	220	230	240	250	260	270	1,470
Truck Cab and Chassis		50%			50%	300	-	-	-	-	-	-	300
Heavy Duty Pickup (replace)	20%	80%				-	175	-	-	-	-	-	175
Compressor (new)		100%				-	50	-	-	-	-	-	50
Medium Duty Pickup (replace)		100%					100						100
Asphalt Patch Machine (replace)		100%				-	325	-	-	-	-	-	325
Forklift (replace)	20%	20%	20%	20%	20%	-	-	100	-	-	-	-	100
Asphalt Roller (new)		100%				-	-	80	-	-	-	-	80
Pup Trailer (new)		50%			50%	-	-	150	-	-	-	-	150
Electric Medium Pick-up (new)	20%	20%	20%	20%	20%	-	-	100		-	-	-	100
Ravo Street Sweeper (replace)		20%			80%	-	-	-	750	-	-	-	750
Electric Sedan (new)	20%	20%	20%	20%	20%	-	-	-	80	-	-	-	80
Commercial Mower (replace)					100%	-	-	-	40	-	-	-	40
Backhoe (replace)	20%	20%	20%	20%	20%	-	-	-	-	350	-	-	350
Dump Truck (replace)	20%	20%	20%	20%	20%	-	-	-	-	325	-	-	325
Backhoe (replace)	20%	20%	20%	20%	20%	-	-	-	-	-	400	-	400
Roadside Mower (replace)		100%				-	-	-	-	-	325	-	325
TOTALS						300	870	660	1,110	925	985	270	5,120



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME:

AGENDA ITEM: Ratify the City Manager's Pre-Approved Purchase of a 2025 Ford F550 Heavy Duty Streets Service Truck with Plow and Sander as Part of the Capital Improvement Plan Fleet Purchase (\$150,809.33 Equipment, Rental and Revolving Fund) - Public Works

SUMMARY: The Public Works Department needs to purchase a heavy duty streets service truck equipped with a dump body, plow, and sander to support work within the Streets Division. The truck will replace an existing vehicle (Tag # 33), which is no longer in service.

City staff are requesting that the City Council ratify the City Manager's purchase of the vehicle, which was executed via purchase order on May 6, 2025 as per the authority provided by the City Council on January 28, 2025.

AGENDA CATEGORY: Consent Agenda **PROPOSED BY:** Public Works

RECOMMENDED MOTION:

Move to ratify the City Manager's pre-approved purchase of a 2025 Ford F550 heavy duty streets service truck with plow and sander as part of the Capital Improvement Plan fleet purchases.

COMMUNITY ENGAGEMENT AND OUTREACH:

None planned.

FISCAL IMPACT:

Amount:	\$150,809.33
Ongoing Cost:	
One-Time Cost:	\$150,809.33
Included in Current Budget?	true

BACKGROUND: At the January 28, 2025, regular business meeting, the City Council authorized the City Manager to make purchases of fleet vehicles up to \$350K. Purchases would then be ratified by the City Council after completion of the purchase. This authority was provided to allow the City to move quickly on the purchase of vehicles that are in high demand. Public Works staff worked with Bud Clary Ford using the Washington State Department of Enterprise Services contract for the purchase of a heavy duty pickup in the amount of \$150,809.33 including sales tax. The enterprise services contract allows the City to piggyback on the State's negotiated price for vehicles and equipment, thereby lowering the price that could be received on the open market.

The City Manager executed the purchase order on May 6, 2025, as per the authority provided by the City Council.

RCW 43.19.648 generally requires that, to the extent practicable, local governmental vehicles must be fueled by

electricity or biofuel. This purchase meets that requirement in that it is equipped with an engine that runs on renewable diesel.

ATTACHMENTS:

[F550_City of Bainbridge Island_Purchase Order Project 01402.pdf](#)

[2025-2026 Adopted Budget - Fleet and Equipment CIP \(2025 - 2030\).pdf](#)



PURCHASE ORDER

CITY OF BAINBRIDGE ISLAND PUBLIC WORKS O&M

280 Madison Avenue North
Bainbridge Island, WA 98110
Phone: 206.842.2016
Fax: 206.780.3710
www.bainbridgewa.gov

P.O. NO. 20250021
DATE May 2, 2025
CUSTOMER ID: 9682
ORG.: 73501448
OBJECT: 664000
PROJECT: 01402

VENDOR

Bud Clary Ford Hyundai
P.O. Box 127
Longview, WA 98632
Attn: Kathleen Brennan
360.423.4321 x10943
ford.orders@budclary.com

SHIP TO

City of Bainbridge Island
7305 NE Hidden Cove Rd
Bainbridge Island, WA 98110
Phone: 206.842.1212
Fax: 206.780.5104
Attn: Ellen Fairleigh

QTY	ITEM #	DESCRIPTION	UNIT PRICE	LINE TOTAL
1	2025-09006-0001	2025 Ford F550 4WD Cab and Chassis	\$57,976.00	\$57,976.00
1	2025-09006-0010	2025 Ford F550 4WD Cab and Chassis, Regular Cab, 145WB, 60CA, DRW, 18,000# GVWR, 7.3L 2V DECVT NAV8 Gas, 10-Speed Automatic w/ Selectable Drive Modes, 225/70Rx19.5G BSW A/P Tires (Set/6), 4.88 RAR(F5H/660A/145WB/99N/44G/TGJ/X48) -- THIS IS THE BASE VEHICLE, please review Vehicle Standard Specifications	\$0.00	\$0.00
1	2025-09006-0017	Alternative Wheelbase, Crew Cab, 203WB, 84CA, 18,000# GVWR (W5H/203WB)	\$2,954.00	\$2,954.00
1	2025-09006-0020	Alternative Engine, 6.7L 4-Valve OHV PowerStroke V8 Turbo Diesel B20 with manual push-button Engine-ExhaustBraking/TorqShift 10-Speed automatic w/ Selectable Drive Modes and Transmission Power Take-Off Provision(PTO) (Includes Operator Commanded Regeneration, 4.10 RAR, Dual 750CCA Batteries, 190-Amp alternator, Intelligent Oil Life Monitor) (18,000# GVWR) (99T/44G)	\$10,286.00	\$10,286.00
1	2025-09006-0030	GVWR Maximum (19,500# GVWR, 4.30 RAR with Limited Slip, High-Capacity Trailer Tow Package w/ trailerbrake wiring kit and upgraded rear axle) (Increases GCW from 32,500 Lbs to 40,000 Lbs) (Only available with Diesel Engine) (68H/X4L/535)	\$2,088.00	\$2,088.00
1	2025-09006-0034	NEW: Integrated Trailer Brake Controller (included w/ XLT Trim Level upgrade) (52B)	\$294.00	\$294.00

1	2025-09006-0036	Pro Power Onboard - 2kW (Note: placement and connection of the aux outlet is the responsibility of the final stage manufacturer) (Includes Dual Alternators 12V 250-Amp plus 24V 15-Amp) (Must also order Dual Batteries #86M)(Will remove rear underseat storage on XLT Extended Cab model) (43K)	\$966.00	\$966.00
1	2025-09006-0048	Snow Plow Prep Package (to be ordered w/ 6.7L Diesel Engine) (Both XL and XLT Trim Levels include 350-Amp Alternator #67A) (Ford recommends ordering the 410-Amp Dual Alternators #67B for max power output) (Not compatible w/ other front suspension packages #67H, 67X or 67P) (473)	\$245.00	\$245.00
1	2025-09006-0051	Tires: XL (all cabs), XLT (Ext/Crew only) 225/70R19.5G BSW Traction (includes 4 traction tires on the rear and 2A/P tires on the front (Set/6) (If spare tire option is also ordered, may not be same as road tires) (TGM)	\$187.00	\$187.00
1	2025-09006-0053	Spare tire with wheel (includes hydraulic jack) (Spare tire might not be the same as road tire. Ford reserves the right to shift tire manufacturers to meet production capacity demands.) (512/61J)	\$343.00	\$343.00
1	2025-09006-0055	Front Wheel Well Liners (factory) (61L)	\$177.00	\$177.00
1	2025-09006-0057	Cab Steps, Extended or Crew Cab (6in Angular Black Running Boards)(18B)	\$437.00	\$437.00
1	2025-09006-0059	Backup Alarm (76C)	\$216.00	\$216.00
1	2025-09006-0060	Skid Plate, Transfer Case (Not available with Regular Cab) (41P)	\$98.00	\$98.00
1	2025-09006-0061	XL Chrome Package (Includes chrome front bumper, bright grille, power sliding rear glass w/ rear window defroster on ext/crew cab, remote start, halogen fog lamps) (96V)	\$221.00	\$221.00
1	2025-09006-0062	Rearview Camera and Prep Kit (includes loose camera and wiring bundle) (872) (Info: Upfitters offer rearview camera installation option with body orders)	\$407.00	\$407.00
1	2025-09006-0064	Interior Work Surface (requires 40/20/40 seat) (52S)	\$138.00	\$138.00
1	2025-09006-0199	Warranty, Delayed Start (End-User submits request at www.fordwsd.com)	\$0.00	\$0.00
1	2025-09006-0204	Delivery to customer location in Northwest Washington (counties of: Clallam, Island, Jefferson, King, Kitsap, Mason, Pierce, San Juan, Skagit, Snohomish, Whatcom) (DLR)	\$250.00	\$250.00
1	2025-09006-0211	Two (2) Extra RKE Fob w/ Flip Key, programmed (Will give you 4 Fob/Keys total) (DLR)	\$382.00	\$382.00
1	2025-09006-0235	Floor Mats, HD Rubber Molded, Front (Weather Tech) (DLR)	\$153.00	\$153.00
1	2025-09006-0236	Floor Mats, HD Rubber Molded, 2nd Row (Extended/Crew Cabs) (Weather Tech) (DLR)	\$128.00	\$128.00
1	2025-09006-1053	Knapheide Dump Body - 11ft with Folding Sides, quick drop tailgate, tapered 1/4 cab shield, double acting electric/hydraulic hoist, and 5in track on dash with universal phone holder, body is painted black (84CA, DRW)(ALL DB-11BFS) (ABW1053)	\$21,195.00	\$21,195.00
1	2025-09006-1540	60in x 18in x 18in Steel Underbody Toolbox installed forward of the rear axle, DRIVER side (84CA or longer)(requires platform, stakeside, or dump body) (ALL TB-60) (ABW1540)	\$1,417.00	\$1,417.00

G:\PW_O&M Projects\ACTIVE\2025\Fleet Procurement\2025 Ford F550 Heavy Duty Pickup_01402\1.0 Financial\Purchase Order 20250021\Bud Clary Ford Hyundai_Purchase Order 20250021_Project 01402

1	2025-09006-1541	60in x 18in x 18in Steel Underbody Toolbox installed forward of the rear axle, PASSENGER side (84CA or longer)(requires platform, stakeside, or dump body) (ALL TB-60) (ABW1541)	\$1,417.00	\$1,417.00
1	2025-09006-1561	Heavy Duty 2.5in Receiver Hitch with equal or greater than 20,000 GTWR includes/ 7-Way Flat RV Plug and reducer, Class V (7-Way or 6-Way Round plug available in lieu of 7-Way Flat for no additional cost, must specify at time of order) (Requires Body Order) (ALL-HDHITCH) (ABW1561) 7-way flat requested.	\$1,368.00	\$1,368.00
1	2025-09006-1563	8-Ton Pintle/Ball Combination hitch with 2-5/16in ball, mounted on 14,000 MGTW mounting plate with 3 positions and 9in shank, includes 5/8in zinc hitch pin assembly. Left loose in cab. (BUY BH82516, PM87, HP6253WC)(ABW1563)	\$220.00	\$220.00
1	2025-09006-1578	NEW: Semiauto style tarp system with premium mesh tarp for dump body applications (Requires dump body upfit)(ABW1578)	\$2,261.00	\$2,261.00
1	2025-09006-1580	Installation of factory provided rearview camera (Must order Ford's Rearview Camera and Prep Kit, which is shipped loose from factory) (ABW1580)	\$167.00	\$167.00
1	2025-09006-1581	NEW: Installation of factory provided plug with Ford Pro-Power onboard system. Includes Knapheide outlet box in service body. (Flatbeds and other bodies require underbody toolbox to mount outlet box) (ABW1581)	\$431.00	\$431.00
1	2025-09006-1623	Snow Plow Package, Power Up and Angle, with corrosion resistant 304 stainless steel moldboard with 1/2in cutting edge, tubular steel floating A-frame, 70 degree attack angle and 1-1/2in angle cylinders, fully enclosed 2HP/hydraulic unit with full size SAE standard cartridge valves, dual-beam halogen plow lights with double postmounts, ergonomic backlit control easy to use with gloves. (9 Foot) (BUY GOV-EX90) (Must also order Ford Factory Snow Plow Prep Package #473) (ABW1623)	\$10,934.00	\$10,934.00
1	2025-09006-1626	Emergency Repair kit for SnowDogg Straight Blade Snow Plows. Includes parts needed to complete many common street-side repairs. These include replacement hydraulic hoses/fitting, headlight hardware, snapper pins, hydraulic fluid and more. (ABW1626)	\$158.00	\$158.00
1	2025-09006-1672	Buyers SaltDogg (9ft) 4.0 Cubic Yard Electric Stainless Hopper Spreader. Conveyor and spinner powered by independent electric motors. Capable of spreading bulk salt or a 50/50 salt/sand mix. In cab controls with independent variable speeds for conveyor and spinner. 14in poly spinner broadcasts up to 30ft. 12in chain conveyor drive. Chute is adjustable up to 11-1/2in. High quality 304 stainless steel construction. Stainless steel inverted V improves flow and reduces stress on the drive line. Top screen and tie downs included. Made in the USA. (Requires service body, dump body or flatbed upfit) (BUY 14709F460211) (ABW1672)	\$14,999.00	\$14,999.00

1	2025-09006-1756	3500 Lumen work light, quantity (2), installed at customer specified location (defaults to cabguard or rear if no location given at time of order), wired to switch in cab. (requires body upfit) (FRC LED320-B03-W) (ABW1756) Lights mounted inside the headache rack for the dump body facing backward toward the dump body in the top corners.	\$1,145.00	\$1,145.00
1	2025-09006-1774	Lighting - Buyers Surface Mounted LED Amber Warning light package. Includes (4) Ultra Thin Wide Angle 5inLED strobe lights, rated SAE J595 Class 1; IPX8 for extreme dust resistance and waterproofing with 12 bright LEDseach, 16 different flash patterns, 5 year warranty. (BUY 8890300-P4) (ABW1774) Two in grille, two in rear bumper/tailgate.	\$1,622.00	\$1,622.00
1	2025-09006-1777	Lighting - Whelen Responder LP Super-LED mini lightbar, aluminum base, amber color, clear dome installed wired to switch in cab. (WHE R2LPHPCA) (ABW1777) Install on top of cab guard.	\$1,392.00	\$1,392.00
1	2025-09006-9006	Sander modification: add vibrator kit.	\$825.00	\$825.00
1	2025-09006-9007	2025-09006-1056 NEW: One Crysteel rotary drum style metering chute. Metering chute installed in the center of tailgate. Can add up to quantity three. CHANGES BODY TO CRYSTEEL DUMP BODY. (Requires dump bodyupfit) (CRY RTDRM) (ABW1056) QUANTITY THREE at \$542.00 each.	\$1,626.00	\$1,626.00
SUBTOTAL				\$139,123.00
Shipping				n/a
8.4% Sales Tax				\$11,686.33
TOTAL				\$150,809.33

Accepted By Contractor:

Contractor:



Signature

Reid Cushman

- Senior Fleet Coordinator

/ Printed Name, Title

5/12/25

Date

Accounts Payable:

Accounts Payable Clerk - G. Lin

280 Madison Avenue N.

Bainbridge Island, WA 98110

206.780.8612

accountspayable@bainbridgewa.gov

Ellen Fairleigh

Digitally signed by Ellen Fairleigh
DN: c=US, email=ellen.fairleigh@bainbridgewa.gov
ou=Ellen Fairleigh
Date: 2025.05.12 15:44:14-0700

Requested by Ellen Fairleigh

Date



5/16/25

Approved by Blair King

Date

Organization Purchase Request Details

Organization Information

[Return to Org Requests](#)

Contract #: 28423 - Motor Vehicles
Status: Submitted To Dealer
Organization: 21804 - BAINBRIDGE ISLAND, CITY OF - 21804
Order Contact: Ellen Fairleigh
Contact Phone: 206-798-4621
Contact Email: efairleigh@bainbridgewa.gov

Quote #: 2025-4-743**Submit Date:** 05-01-2025**Order Date:****Expected Delivery Date:****Delivery Date:****Cancel Date:****Organization Reference #:****Organization PO #:**

Dealer: Bud Clary Ford - W403
Dealer Address:

Dealer Contact: Kathleen Brennan
Dealer Phone: (360) 423-4321 Ext: 10943
Dealer Email: ford.orders@budclary.com

Internal Notes: Please deliver vehicle to 7305 NE Hidden Cove Rd., Bainbridge Island WA 98110

Comments To Dealer: Please adjust quote as follows and note the following lighting installation locations: 1056: 3 chutes total 1561: 7 way flat requested 1672: add vibrator 1756: Lights mounted inside the headache rack for the dump body facing backward toward the dump body in the top corners 1774: Two in grille, two in rear bumper/tailgate 1777: Install top of cab guard

Dealer Reference #:**Dealer Comments:** 5/1/2025: Revised coal chutes to quantity three, added #9006 vibrator kit \$825.00. Please send PO.

Color Options

Color Name	Quantity
Oxford White (Z1)	1

Tax Exempt: N

Vehicle Options

Order Code	Order Code Description	Qty	Unit Price	Ext. Price
2025-09006-0001	2025 Ford F550 4WD Cab and Chassis	1	\$57,976.00	\$57,976.00
2025-09006-0003	INFORMATION ONLY: Bud Clary Ford Hyundai (Clary Longview, LLC) - DES Vendor #W403, State Vendor Payee #SWV0271256	1	\$0.00	\$0.00
2025-09006-0005	INFORMATION ONLY: Ford Motor Company is not able to guarantee that this vehicle will be produced during the current model year production cycle. Also, due to uncontrollable increasing costs of raw materials, Ford might not be able to provide price protection for vehicles that will need to be re-ordered as 2026 model year. If Ford is unable to build this vehicle, we will contact you when we receive notification, offering the choice of order cancellation without penalty or acceptance of 26MY CARS contract pricing to re-order vehicle (and upfits if applicable) with factory expedited scheduling.	1	\$0.00	\$0.00
2025-09006-0006	INFORMATION ONLY: Bud Clary Ford CARS Cancellation Fees: NO fee to cancel order if vehicle has not been scheduled for production and is able to be cancelled at factory. 2% cancellation fee if vehicle has been serialized and is locked in for production by manufacturer. 10% cancellation fee if vehicle has been serialized and has specialized equipment ordered. Custom bodies cannot be cancelled. 2WD and 4x2 vehicles cannot be cancelled. Absolutely NO cancellation if customer has licensed/registered vehicle.	1	\$0.00	\$0.00
2025-09006-0007	INFORMATION ONLY: Chassis Upfits (service bodies, flatbeds, dump bodies, cranes, snow plows, liftgates, lighting, etc.) are available and will be installed prior to vehicle delivery. To view, at bottom of page, check the box to the right of DISPLAY UPFIT OPTIONS.	1	\$0.00	\$0.00
2025-09006-0010	2025 Ford F550 4WD Cab and Chassis, Regular Cab, 145WB, 60CA, DRW, 18,000# GVWR, 7.3L 2V DECVT NA V8 Gas, 10-Speed Automatic w/ Selectable Drive Modes, 225/70R19.5G BSW A/P Tires (Set/6), 4.88 RAR (F5H/660A/145WB/99N/44G/TGJ/X48) -- THIS IS THE BASE VEHICLE, please review Vehicle Standard	1	\$0.00	\$0.00

2025-09006-0017	Alternative Wheelbase, Crew Cab, 203WB, 84CA, 18,000# GVWR (W5H/203WB)	1	\$2,954.00	\$2,954.00
2025-09006-0020	Alternative Engine, 6.7L 4-Valve OHV PowerStroke V8 Turbo Diesel B20 with manual push-button Engine-Exhaust Braking/TorqShift 10-Speed automatic w/ Selectable Drive Modes and Transmission Power Take-Off Provision (PTO) (Includes Operator Commanded Regeneration, 4.10 RAR, Dual 750CCA Batteries, 190-Amp alternator, Intelligent Oil Life Monitor) (18,000# GVWR) (99T/44G)	1	\$10,286.00	\$10,286.00
2025-09006-0030	GVWR Maximum (19,500# GVWR, 4.30 RAR with Limited Slip, High-Capacity Trailer Tow Package w/ trailer brake wiring kit and upgraded rear axle) (Increases GCW from 32,500 Lbs to 40,000 Lbs) (Only available with Diesel Engine) (68H/X4L/535)	1	\$2,088.00	\$2,088.00
2025-09006-0034	NEW: Integrated Trailer Brake Controller (included w/ XLT Trim Level upgrade) (52B)	1	\$294.00	\$294.00
2025-09006-0036	Pro Power Onboard - 2kW (Note: placement and connection of the aux outlet is the responsibility of the final stage manufacturer) (Includes Dual Alternators 12V 250-Amp plus 24V 15-Amp) (Must also order Dual Batteries #86M) (Will remove rear underseat storage on XLT Extended Cab model) (43K)	1	\$966.00	\$966.00
2025-09006-0048	Snow Plow Prep Package (to be ordered w/ 6.7L Diesel Engine) (Both XL and XLT Trim Levels include 350-Amp Alternator #67A) (Ford recommends ordering the 410-Amp Dual Alternators #67B for max power output) (Not compatible w/ other front suspension packages #67H, 67X or 67P) (473)	1	\$245.00	\$245.00
2025-09006-0051	Tires: XL (all cabs), XLT (Ext/Crew only) 225/70R19.5G BSW Traction (includes 4 traction tires on the rear and 2 A/P tires on the front (Set/6) (If spare tire option is also ordered, may not be same as road tires) (TGM)	1	\$187.00	\$187.00
2025-09006-0053	Spare tire with wheel (includes hydraulic jack) (Spare tire might not be the same as road tire. Ford reserves the right to shift tire manufacturers to meet production capacity demands.) (512/61J)	1	\$343.00	\$343.00
2025-09006-0055	Front Wheel Well Liners (factory) (61L)	1	\$177.00	\$177.00
2025-09006-0057	Cab Steps, Extended or Crew Cab (6in Angular Black Running Boards)(18B)	1	\$437.00	\$437.00
2025-09006-0059	Backup Alarm (76C)	1	\$216.00	\$216.00
2025-09006-0060	Skid Plate, Transfer Case (Not available with Regular Cab) (41P)	1	\$98.00	\$98.00
2025-09006-0061	XL Chrome Package (Includes chrome front bumper, bright grille, power sliding rear glass w/ rear window defrost on ext/crew cab, remote start, halogen fog lamps) (96V)	1	\$221.00	\$221.00
2025-09006-0062	Rearview Camera and Prep Kit (includes loose camera and wiring bundle) (872) (Info: Upfitters offer rearview camera installation option with body orders)	1	\$407.00	\$407.00
2025-09006-0064	Interior Work Surface (requires 40/20/40 seat) (52S)	1	\$138.00	\$138.00
2025-09006-0199	Warranty, Delayed Start (End-User submits request at www.fordwsd.com)	1	\$0.00	\$0.00
2025-09006-0204	Delivery to customer location in Northwest Washington (counties of: Clallam, Island, Jefferson, King, Kitsap, Mason, Pierce, San Juan, Skagit, Snohomish, Whatcom) (DLR)	1	\$250.00	\$250.00
2025-09006-0211	Two (2) Extra RKE Fob w/ Flip Key, programmed (Will give you 4 Fob/Keys total) (DLR)	1	\$382.00	\$382.00
2025-09006-0235	Floor Mats, HD Rubber Molded, Front (Weather Tech) (DLR)	1	\$153.00	\$153.00
2025-09006-0236	Floor Mats, HD Rubber Molded, 2nd Row (Extended/Crew Cabs) (Weather Tech) (DLR)	1	\$128.00	\$128.00
2025-09006-1053	Knapheide Dump Body -11ft with Folding Sides, quick drop tailgate, tapered 1/4 cabshield, double acting electric/hydraulic hoist, and 5in track on dash with universal phone holder, body is painted black (84CA, DRW) (ALL DB-11BFS) (ABW1053)	1	\$21,195.00	\$21,195.00
2025-09006-1540	60in x 18in x 18in Steel Underbody Toolbox installed forward of the rear axle, DRIVER side (84CA or longer) (requires platform, stakeside, or dump body) (ALL TB-60) (ABW1540)	1	\$1,417.00	\$1,417.00
2025-09006-1541	60in x 18in x 18in Steel Underbody Toolbox installed forward of the rear axle, PASSENGER side (84CA or longer) (requires platform, stakeside, or dump body) (ALL TB-60) (ABW1541)	1	\$1,417.00	\$1,417.00
2025-09006-1561	Heavy Duty 2.5in Receiver Hitch with equal or greater than 20,000 GTWR includes/ 7-Way Flat RV Plug and reducer, Class V (7-Way or 6-Way Round plug available in lieu of 7-Way Flat for no additional cost, must specify at time of order) (Requires Body Order) (ALL-HDHITCH) (ABW1561)	1	\$1,368.00	\$1,368.00
2025-09006-1563	8-Ton Pintle/Ball Combination hitch with 2-5/16in ball, mounted on 14,000 MGTW mounting plate with 3 positions and 9in shank, includes 5/8in zinc hitch pin assembly. Left loose in cab. (BUY BH82516,PM87,HP6253WC) (ABW1563)	1	\$220.00	\$220.00
2025-09006-1578	NEW: Semiauto style tarp system with premium mesh tarp for dump body applications (Requires dump body upfit) (ABW1578)	1	\$2,261.00	\$2,261.00
2025-09006-1580	Installation of factory provided rearview camera (Must order Ford's Rearview Camera and Prep Kit, which is shipped loose from factory) (ARW1580)	1	\$167.00	\$167.00

Organization Purchase Request Details

2025-09006-1581	NEW: Installation of factory provided plug with Ford Pro-Power onboard system. Includes Knapheide outlet box in service body. (Flatbeds and other bodies require underbody toolbox to mount outlet box) (ABW1581)	1	\$431.00	\$431.00
2025-09006-1623	Snow Plow Package, Power Up and Angle, with corrosion resistant 304 stainless steel moldboard with 1/2in cutting edge, tubular steel floating A-frame, 70 degree attack angle and 1-1/2in angle cylinders, fully enclosed 2HP/hydraulic unit with full size SAE standard cartridge valves, dual-beam halogen plow lights with double post mounts, ergonomic backlit control easy to use with gloves. (9 Foot) (BUY GOV-EX90) (Must also order Ford Factory Snow Plow Prep Package #473) (ABW1623)	1	\$10,934.00	\$10,934.00
2025-09006-1626	Emergency Repair kit for SnowDogg Straight Blade Snow Plows. Includes parts needed to complete many common street-side repairs. These include replacement hydraulic hoses/fitting, headlight hardware, snapper pins, hydraulic fluid and more. (ABW1626)	1	\$158.00	\$158.00
2025-09006-1672	Buyers Saltdogg (9ft) 4.0 Cubic Yard Electric Stainless Hopper Spreader. Conveyor and spinner powered by independent electric motors. Capable of spreading bulk salt or a 50/50 salt/sand mix. In cab controls with independent variable speeds for conveyor and spinner. 14in poly spinner broadcasts up to 30ft. 12in chain conveyor drive. Chute is adjustable up to 11-1/2in. High quality 304 stainless steel construction. Stainless steel inverted V improves flow and reduces stress on the drive line. Top screen and tie downs included. Made in the USA. (Requires service body, dump body or flatbed upfit) (BUY 14709F460211) (ABW1672)	1	\$14,999.00	\$14,999.00
2025-09006-1756	3500 Lumen work light, quantity (2), installed at customer specified location (defaults to cabguard or rear if no location given at time of order), wired to switch in cab. (requires body upfit) (FRC LED320-B03-W) (ABW1756)	1	\$1,145.00	\$1,145.00
2025-09006-1774	Lighting - Buyers Surface Mounted LED Amber Warning light package. Includes (4) Ultra Thin Wide Angle 5in LED strobe lights, rated SAE J595 Class 1; IPX8 for extreme dust resistance and waterproofing with 12 bright LEDs each, 16 different flash patterns, 5 year warranty. (BUY 8890300-P4) (ABW1774)	1	\$1,622.00	\$1,622.00
2025-09006-1777	Lighting - Whelen Responder LP Super-LED mini lightbar, aluminum base, amber color, clear dome installed wired to switch in cab. (WHE R2LPHPCA) (ABW1777)	1	\$1,392.00	\$1,392.00
2025-09006-9006	Sander modification: add vibrator kit.	1	\$825.00	\$825.00
2025-09006-9007	2025-09006-1056 NEW: One Crysteel rotary drum style metering chute. Metering chute installed in the center of tailgate. Can add up to quantity three. CHANGES BODY TO CRYSTEEL DUMP BODY. (Requires dump body upfit) (CRY RTDRM) (ABW1056) QUANTITY THREE at \$542.00 each.	1	\$1,626.00	\$1,626.00

Request Totals

Total Vehicles:	1
Sub Total:	\$139,123.00
8.4 % Sales Tax:	\$11,686.33
Request Total:	\$150,809.33

City of Bainbridge Island
Fleet and Equipment CIP (2025 - 2030)
2025 - 2026 Adopted Budget

Project	General Fund	Streets Fund	Water Fund	Sewer Fund	SSWM Fund	Prev. Years	2025	2026	2027	2028	2029	2030	Total
FLEET & EQUIPMENT - 6-YEAR CIP (1000s)													
Police Vehicles (2) (replace)	100%					-	220	230	240	250	260	270	1,470
Truck Cab and Chassis		50%			50%	300	-	-	-	-	-	-	300
Heavy Duty Pickup (replace)	20%	80%				-	175	-	-	-	-	-	175
Compressor (new)		100%				-	50	-	-	-	-	-	50
Medium Duty Pickup (replace)		100%					100						100
Asphalt Patch Machine (replace)		100%				-	325	-	-	-	-	-	325
Forklift (replace)	20%	20%	20%	20%	20%	-	-	100	-	-	-	-	100
Asphalt Roller (new)		100%				-	-	80	-	-	-	-	80
Pup Trailer (new)		50%			50%	-	-	150	-	-	-	-	150
Electric Medium Pick-up (new)	20%	20%	20%	20%	20%	-	-	100		-	-	-	100
Ravo Street Sweeper (replace)		20%			80%	-	-	-	750	-	-	-	750
Electric Sedan (new)	20%	20%	20%	20%	20%	-	-	-	80	-	-	-	80
Commercial Mower (replace)					100%	-	-	-	40	-	-	-	40
Backhoe (replace)	20%	20%	20%	20%	20%	-	-	-	-	350	-	-	350
Dump Truck (replace)	20%	20%	20%	20%	20%	-	-	-	-	325	-	-	325
Backhoe (replace)	20%	20%	20%	20%	20%	-	-	-	-	-	400	-	400
Roadside Mower (replace)		100%				-	-	-	-	-	325	-	325
TOTALS						300	870	660	1,110	925	985	270	5,120



City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME:

AGENDA ITEM: Authorize the City Manager to Advertise for Construction Bids for the 2025 Annual Roads Repair and Maintenance Program - Public Works

SUMMARY: City staff is requesting that the City Council authorize the City Manager to advertise for construction bids for the 2025 Annual Roads Repair and Maintenance program.

An overview of the 5-year Annual Roads program, and a map of the 2025 project locations is attached.

The 2025 projects are as follows:

- Sportsman Club Road NE (High School Road NE to NE New Brooklyn Road)
- NE Baker Hill Road (Lynwood Center Road NE to NE Blakely Heights Drive)
- NE Lariat Loop (off of NE Baker Hill Road)

AGENDA CATEGORY: Consent Agenda **PROPOSED BY:** Public Works

RECOMMENDED MOTION:

Authorize the City Manager to Advertise for Construction Bids for the 2025 Annual Roads Repair and Maintenance Program.

COMMUNITY ENGAGEMENT AND OUTREACH:

None planned at this time.

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: The 2025 Annual Roads project will consist of Island-wide asphalt repairs through pulverizing existing road surface, grading, and paving. The repair locations are prioritized using a pavement preservation analysis and visual field inspections to ensure a positive cost-benefit ratio as well as maintenance of the overall Island's pavement preservation score.

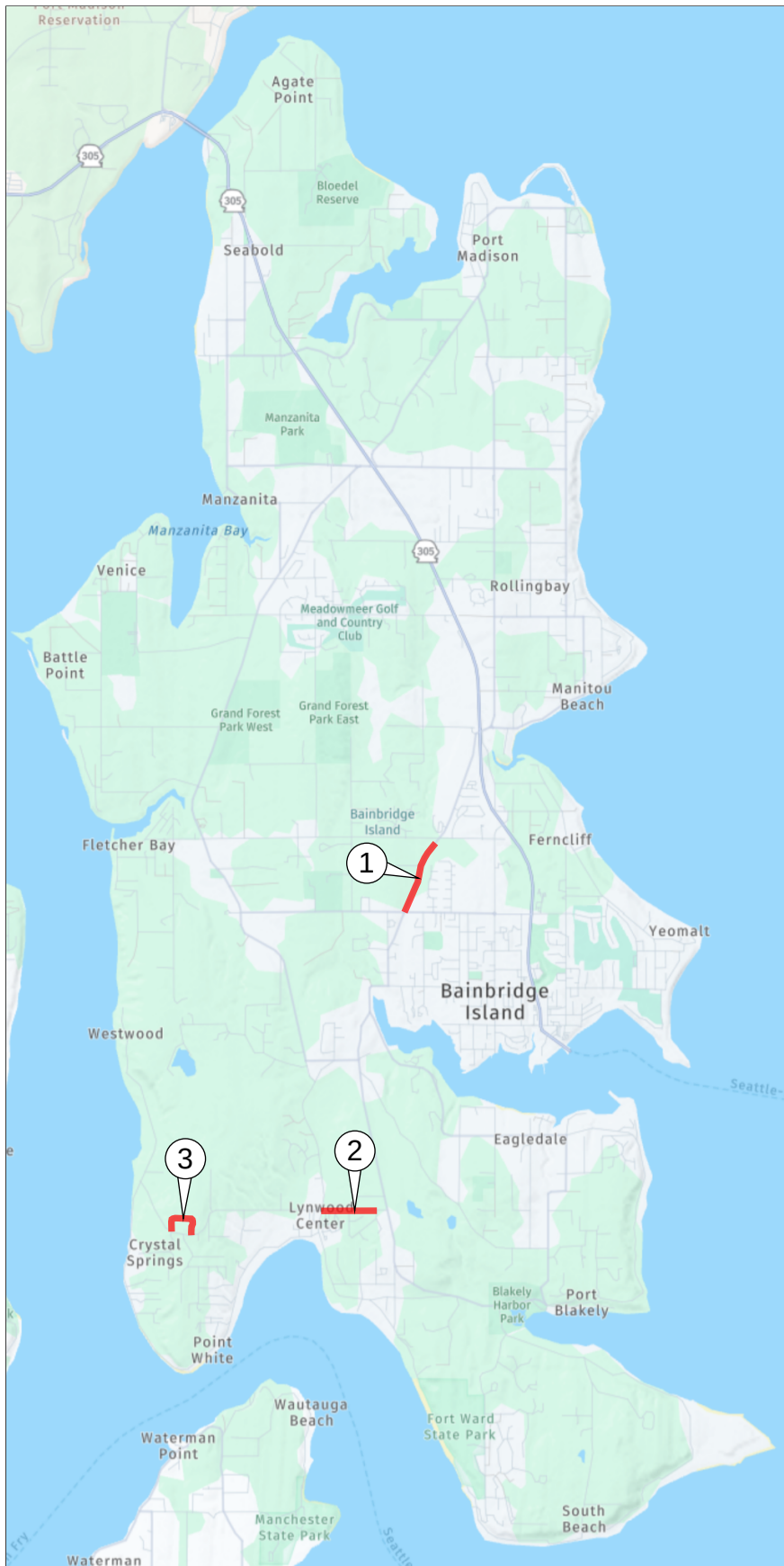
All projects estimated to be over \$350K are required to be authorized by the City Council for

advertisement.

ATTACHMENTS:

[2025 Annual Roads Map List.pdf](#)

2025 Annual Roads Repair and Maintenance



Road Rehab List:

- ① Sportsman Club Road NE
- NE High School Road to NE New Brooklyn Road
- ② NE Baker Hill Road
- Lynwood Center Road NE to NE Blakely Heights Drive
- ③ NE Lariat Loop
- off of NE Baker Hill Road



City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: Consider Adoption of Resolution No. 2025-09 Amending the Code of Conduct and Ethics Program,

SUMMARY: At the November 12, 2024, regular City Council business meeting, Council directed the City Manager to prepare amendments to the Ethics Program in accordance with the following recommendations of the Ethics Board:

- (i) the Ethics Board may provide advisory opinions to the City Manager at the manager's request;
- (ii) establish a time limit of 12 months or complaints must be received within one year of the action subject of the complaint, and the individual must be a current Councilmember or member of a commission or have left the position within 12 months for the complaint to be considered;
- (iii) Ethics training be mandatory for City advisory group members and the City Council, and;
- (iv) Ethics Board materials be distributed and posted in a timely manner.

In the Ethics Board's 2024 report and 2025 workplan, approved by City Council on April 8, 2025, the Ethics Board recommended an additional change to remove references to a training pamphlet since pamphlets are no longer created and distributed.

The attached resolution incorporates these recommendations in the Ethics Program.

Amendments to the Code of Ethics was reviewed with the City Council on May 13, 2025. The Council moved to advance the resolution to amend the Code of Conduct and Ethics to the May 27, 2025 City Council meeting.

AGENDA CATEGORY: Resolution

PROPOSED BY: Executive

RECOMMENDED MOTION:

I move to adopt Resolution No. 2025-09 Amending the Code of Conduct and Ethics Program.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:

Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

ATTACHMENTS:

[Resolution No. 2025-09 Relating to Updating the Ethics Program.docx](#)

RESOLUTION NO. 2025-09

A RESOLUTION of the City Council of Bainbridge Island, Washington, relating to amendments to the Code of Conduct and Ethics Program.

WHEREAS, Chapter 2.07 of the Bainbridge Island Municipal Code (“BIMC”) provides that the City Council shall establish, by resolution or ordinance, an Ethics Program (“Program”) for the City of Bainbridge Island; and

WHEREAS, on May 10, 2006, the City Council passed Resolution No. 2006-25, adopting the Program for the City of Bainbridge Island; and

WHEREAS, the City Council has previously amended the Program through the passage of Resolution Nos. 2011-07, 2011-13, 2012-11, 2018-10, 2019-26, 2020-13, 2021-10, and Resolution No. 2022-20; and

WHEREAS, in their 2022 and 2023 annual reports and 2024 workplan, the Ethics Board recommended that (i) the City Manager be included in the Program for advisory opinions, (ii) establish a limit of 12 months for complaints, (iii) Ethics training be mandatory for City advisory group members and the City Council, and (iv) Ethics Board materials be distributed and posted in a timely manner; and

WHEREAS, on November 12, 2024, Council directed the City Manager to prepare amendments to the Program in accordance with the recommendations provided by the Ethics Board; and

WHEREAS, as part of the Ethics Board’s 2024 report and 2025 workplan on March 19, 2025, the City Council considered recommendations from the Ethics Board to remove references to a training pamphlet since pamphlets are no longer created and distributed; and

WHEREAS, City Council approved the 2025 workplan at the April 8, 2025, regular business meeting.

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

Section 1. Article III, Section A(1) of the City of Bainbridge Island Ethics Program is hereby amended to read as follows:

A. Submission and Review of Code of Conduct Complaints

1. Any individual may submit to the City Clerk a complaint alleging violations of the Code of Conduct (Article I) by a Councilmember or a member of a City Committee or Commission. Complaints must be received within one year of the

action that is the subject of the complaint, and the individual(s) must be a current Councilmember or a member of a City Committee or Commission or have left the position within 12 months for complaints to be considered.

Section 2. Article III, Section B(1) of the City of Bainbridge Island Ethics Program is hereby amended to read as follows:

B. Submission and Review of Ethics Complaints

1. Any individual may submit to the City Clerk an ethics complaint alleging violations of ~~one of the following:~~^{a.} ~~The Code of Ethics (Article II) by a Councilmember or a member of a City Committee or Commission, or the ethics standards contained in the City of Bainbridge Island Employee Manual by a City employee other than the City Manager.~~ Complaints must be received within one year of the action that is the subject of the complaint, and the individual(s) must be a current Councilmember or a member of a City Committee or Commission or have left the position within 12 months for complaints to be considered.

~~b. The ethics standards contained in the City of Bainbridge Island Employee Manual by a City employee other than the City Manager.~~

Section 3. Article III, Section D(1) of the City of Bainbridge Island Ethics Program is hereby amended to read as follows:

D. Requests for Advisory Opinions by City Councilmembers ~~or~~, Members of City Committees or Commissions, or the City Manager

1. To the extent described below, the following individuals or bodies may submit to the City Clerk a request for an advisory opinion from the Ethics Board:

a. A Councilmember or member of a City Committee or Commission may request an advisory opinion from the Ethics Board as to whether their own behavior has violated or might in the future violate the Code of Conduct (Article I) or the Code of Ethics (Article II).

b. The City Council or City Manager may request an advisory opinion from the Ethics Board regarding City policies or practices in relation to the Code of Conduct (Article I) or the Code of Ethics (Article II).

c. City Committees and Commissions may request an advisory opinion from the Ethics Board regarding operating rules or practices in relation to the Code of Conduct (Article I) or the Code of Ethics (Article II).

d. A Councilmember may request an advisory opinion from the Ethics Board concerning the applicability of the Code of Ethics (Article II) to hypothetical

circumstances and/or situations related to the actions, or potential actions, of a Councilmember or a member of a City Committee or Commission.

Section 4. Article V, Section B of the City of Bainbridge Island Ethics Program is hereby amended to read as follows:

B. Training Provided by the Ethics Board

~~The Ethics Board shall perform the following training related duties:~~

~~1. — At least every two years, the Ethics Board shall prepare and distribute a pamphlet describing the Code of Conduct (Article I) and Code of Ethics (Article II) to all Councilmembers and members of City Committees and Commissions, after review of the pamphlet by the City Attorney's Office. The Ethics Board shall ensure that all new Councilmembers and members of City Committees and Commissions receive a pamphlet on this Code of Ethics.~~

2. The Ethics Board shall develop and present a mandatory training course on the Code of Conduct and the Code of Ethics to be presented annually to all Councilmembers and members of City Committees and Commissions. City staff will provide the public with access to the training materials by promptly posting them on the Ethics Board's web page.

Section 5. Article V, Section D of the City of Bainbridge Island Ethics Program is hereby amended to read as follows:

D. Annual Report

By February 15 of each year, the Ethics Board shall submit an annual report to the City Council summarizing its activities during the previous calendar year and work plan for the following year. The report shall include any recommendations for modifying the Code of Conduct and Ethics Program as well as all training requested by the Ethics Board. City staff will promptly post the Annual Report on the Ethics Board's web page.

Section 6. Severability. If any one or more sections, subsections, or sentences of this resolution are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this resolution and the same shall remain in full force and effect.

Section 7. Effective Date. This resolution shall take effect and be in force immediately upon its passage.

PASSED by the City Council this ____ day of _____, 2025.

APPROVED by the Mayor this this ____ day of _____, 2025.

Ashley Mathews, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, MMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO.

May 9, 2025
_____, 2025
2025-09



City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: Consider Ordinance No. 2025-07 and Resolution No. 2025-06 Relating to Proposed Design Review Changes for Compliance with HB 1293 - Planning,

SUMMARY: On May 13, 2025, the City Council received a presentation on, and discussed Ordinance No. 2025-07 and Resolution No. 2025-06. At the close of the discussion, the City Council approved a motion to forward this work to a future meeting for approval.

On February 13, 2024, the City Council directed the City Manager to work with the Design Review Board (DRB) to develop proposed amendments to the municipal code and administrative procedures to comply with new state rules (HB 1293) regarding design review. This mandatory change to design review entailed a chapter-by-chapter effort on the part of staff and the DRB to analyze existing standards in the Design for Bainbridge manual to identify possible amendments to ensure compliance with new statutory requirements related to objectivity. The effort also entailed a detailed analysis of COBI's procedural code to revise the design review process effectuating a reduction from three meetings to one and moving design review from before permit application to after a permit application has been submitted. Additionally, throughout the process, the Design Review Board took the opportunity to refine the process and standards to better align COBI's design review process with what is most valuable for applicants and board members, proposing discretionary changes to process and standards based on what is and should be the most impactful about the process. The package of adoption documents includes: the updated Design for Bainbridge Manual (as an exhibit to the ordinance); a resolution to revise the Administrative Manual to account for revised submittal requirements; and an ordinance containing procedural changes (see below).

Key changes to the Design for Bainbridge Manual include:

- Revising standards to provide more objectivity, as required by the new law,
- More emphasis on presentation and submittal requirements, as desired by the Design Review Board in lieu of additional meetings,
- Structural and other clarification changes to streamline, reduce redundancy, and align the document as written with how it has been used in practice; and
- Updated, local photos showcasing excellence in design on Bainbridge.

The new submittal requirements necessitated an update to the Administrative Manual, which contains application submittal requirements for all land use permits. The Resolution amending the Administrative Manual in the packet therefore:

- Removes references to Design Guidance and Final Design Review meetings, since there will no longer be three separate meetings,
- Replaces previous design submittals with revised list including written architectural narrative, context analysis drawing, rendering drawings, materials palette, etc., and
- Removes design review submittal requirements from preapplication conference submittal list, since design review will no longer occur during the preapplication phase.

Ordinance No. 2025-06 amends Bainbridge Island Municipal Code as follows:

- Reduces the design review process from three meetings to one for every permit type requiring design review (as required by law),
- Retains the public participation meeting requirement and separates it from design review, so this

- requirement can continue to occur pre-application (as allowed by law),
- Requires design review for minor Site Plan Review applications within the Winslow subarea (at the request of the Design Review Board); and
- Removes the design review process from subdivision applications (at the request of the Design Review Board).

The Planning Commission considered this item on February 27, 2025, and held a public hearing on March 27, 2025. At the hearing, the Planning Commission moved to modify the ordinance such that:

- Subdivision departures, previously requested by applicants at Design Review Board meetings and originally proposed to be handled by staff, would instead be requested at the Planning Commission.

The Planning Commission moved on April 24, 2025, to recommend approval of the package so modified to the City Council.

AGENDA CATEGORY: Ordinance

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION:

I move to adopt Ordinance No. 2025-07 and Resolution No. 2025-06 relating to proposed design review changes for compliance with HB 1293.

COMMUNITY ENGAGEMENT AND OUTREACH:

One years worth of twice monthly Design Review Board meetings open to the public; Planning Commission Meetings, public hearing

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: In 2023, the legislature amended the Growth Management Act (GMA) to streamline local permit review processes and support housing development in Washington State via HB 1293. The new law amended RCW 36.70A to add new section RCW 36.70A.630. Under the new statute, any design review standards imposed by GMA planning jurisdictions must include only clear and objective design standards that are "ascertainable" by applicants. The law also requires concurrent permit review processes and allows for only one public meeting in the design review process. The City of Bainbridge Island's design review process and design review standards require updating to comply with this legislation. The state legislation is effective beginning June 30, 2025. Substantial work was produced over many months and many meetings of staff and the Design Review Board to prepare the updated package. The Planning Commission also spent substantial time over the course of three meetings before recommending approval to the full City Council.

ATTACHMENTS:

[Ord 2025-07 Design Review Amendments.docx](#)

[Resolution No. 2025-06 Amending the Administrative Manual Exhibit A - Admin Manual 1293 changes final.pdf](#)

[Ord 2025-07 Design Review Amendments Exhibit J - Design for Bainbridge 2025 FINAL.pdf](#)

[Resolution No. 2025-06 Amending the Administrative Manual.pdf](#)

ORDINANCE NO. 2025-07

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to the regulation of design review procedures, amending Sections 2.14.040, 2.16.010, 2.16.020, 2.16.040, 2.16.070, 2.16.080, 2.16.110, 2.16.125, and 17.12.040 of the Bainbridge Island Municipal Code (BIMC); repealing Section 17.12.020 Municipal Code (BIMC); Repealing Ord.2021-12; adopting a new “Design by Bainbridge” design review manual; and providing for severability.

WHEREAS, the Washington State Legislature passed House Bill 1293 (HB 1293) codified as RCW 36.70A. in 2023 requiring municipalities to streamline their design review processes; and

WHEREAS, pursuant to Section One of HB 1293 municipalities are required to apply only clear and objective development regulations governing the exterior design of new development; and

WHEREAS, Section One of HB 1293 also requires municipalities to conduct their design review process concurrently, or otherwise logically integrated, with the consolidated review and decision process for project permits and that no design review process may include more than one public meeting; and

WHEREAS, Section One of HB 1293 requires municipalities to comply with the new design review regulations within six months after their next periodic comprehensive plan update under RCW 36.70A.130; and

WHEREAS, the City of Bainbridge Island (“City”) regulates design review both in Chapter 2 and in Chapter 17 of the BIMC; and

WHEREAS, the City maintains “Design for Bainbridge” which operates as the official design review manual for the City and includes the both the standards and guidelines used during the design review process; and

WHEREAS, the current version of the “Design for Bainbridge” was adopted by Ord. 2021-12; and

WHEREAS, the City is in the process of finalizing its comprehensive plan periodic update and is required to adopt the updated plan pursuant to RCW 36.70A.130; and

WHEREAS, the City is required to comply with the requirements of HB 1293 by June 2025; and

WHEREAS, the Bainbridge Island City Council finds that it is necessary to amend its design review codes, and repeal and replace the “Design for Bainbridge” design review manual in order to comply with the state-mandated design review regulations required by HB 1293.

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

Section 1. The Bainbridge Island City Council adopts the above recitals and legislative findings in support of this ordinance.

Section 2. Amend. Section 2.14.040 of the Bainbridge Island Municipal Code is hereby amended as shown on Exhibit A, which is attached hereto and incorporated herein by this reference.

Section 3. Amend. Section 2.16.010 of the Bainbridge Island Municipal Code is hereby amended as shown on Exhibit B, which is attached hereto and incorporated herein by this reference.

Section 4. Amend. Section 2.16.020 of the Bainbridge Island Municipal Code is hereby amended as shown on Exhibit C, which is attached hereto and incorporated herein by this reference.

Section 5. Amend. Section 2.16.040 of the Bainbridge Island Municipal Code is hereby amended its as shown on Exhibit D, which is attached hereto and incorporated herein by this reference.

Section 6. Amend. Section 2.16.070 of the Bainbridge Island Municipal Code is hereby amended as shown on Exhibit E, which is attached hereto and incorporated herein by this reference.

Section 7. Amend. Section 2.16.080 of the Bainbridge Island Municipal Code is hereby amended as shown on Exhibit F, which is attached hereto and incorporated herein by this reference.

Section 8. Amend. Section 2.16.110 of the Bainbridge Island Municipal Code is hereby amended as shown on Exhibit G, which is attached hereto and incorporated herein by this reference.

Section 9. Repeal. Section 17.12.020 of the Bainbridge Island Municipal Code is hereby repealed in its entirety.

Section 10. Amend. Section 2.16.125 of the Bainbridge Island Municipal Code is hereby amended as shown on Exhibit H, which is attached hereto and incorporated herein by this reference.

Section 11. Amend. Section 17.12.040 of the Bainbridge Island Municipal Code is hereby amended as shown on Exhibit I, which is attached hereto and incorporated herein by this reference.

Section 12. Repeal. Ord. 2021-12 adopting the current “Design by Bainbridge” manual is hereby repealed in its entirety.

Section 13. Adopt. The City hereby adopts the “Design for Bainbridge” design review manual as shown in Exhibit J, which is attached hereto and incorporated by reference.

Section 14. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 15. Upon approval of the City Attorney, the City Clerk and the code reviser is authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state, or federal laws, codes, rules or regulations; or ordinance numbering and section/subsection numbering.

Section 16 . This ordinance shall take effect and be in force five (5) days from and after its passage and publication as required by law.

PASSED by the City Council this _____ day of _____,
2025.

APPROVED by the Mayor this _____ day of _____,
2025.

Ashley Mathews, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, MMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NUMBER:

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Exhibit A**BIMC 2.14.040****2.14.040 Design review board.****A. Membership – Appointment – Term.**

1. There is created a design review board (board) for the city. The design review board shall consist of seven members, and the appointments and confirmations of those members shall be governed by Chapter [2.01](#) BIMC. Board membership shall include at least one representative with expertise in the following disciplines and/or groups: landscape architecture; urban design; public art committee or local artist; developers; at-large community member; and at least two architects. The members of the design review board shall not be officers or employees of the city or appointed to another city committee, board or commission, except for specialized committees or task forces of limited duration.

2. The members of the board shall serve without compensation. The terms for appointed members shall be three years, commencing on July 1st and ending on June 30th three years later. Members shall be appointed to a position number, and the terms are to be staggered, with no more than three positions expiring in any given year. A member may indicate interest in reappointment for additional terms, although reappointment is not guaranteed, and shall hold office until his or her successor has been appointed and has qualified. No member shall serve more than three consecutive terms unless the city council determines that special expertise is required, or there are no other qualified applicants.

B. Vacancies – Removal. In the event of a vacancy, the mayor, subject to the confirmation of the city council, shall make an appointment to fill the unexpired portion of the term of the vacated position in accordance with the city's appointment cycle. The removal and resignation of members shall be governed by Chapter [2.01](#) BIMC.

C. Organization.

1. The board shall select one member to serve as chair for a one-year term at the first regular meeting of each year. Demotion of the chair shall be governed by Chapter [2.01](#) BIMC.

2. The board shall adopt such rules and regulations as are necessary to accomplish its duties and responsibilities. These rules and regulations shall be published on the city's web site.
3. The city shall provide necessary supplies and support staff to the board, consistent with available resources.
4. The city shall provide city email accounts to board members and related training on the use of email accounts, including personal computer privacy expectations while serving on the board.

D. Duties and Responsibilities. The board shall have the following duties and responsibilities:

1. Review and make recommendations on all ~~preliminary large lot subdivisions, preliminary long subdivisions, major site plan and design reviews, and major conditional use permits, except for applications related to utility facilities and to non-city outdoor recreation facilities. , and major shoreline conditional use permits.~~ Additionally, Applications related to single-family residences such as family day care homes, minor/major home occupations, and single-family residential height variations are exempt from design review board consideration. In addition, applications related to utility facilities and to non-city outdoor recreation facilities are exempt from design review board consideration.
2. ~~Review and make recommendations on preliminary short subdivisions if requested by the director.~~
32. Review and make recommendations to the planning commission and the city council on changes, amendments, and/or additions to the design ~~guidelines~~standards.
43. Serve in an advisory and review capacity to housing design demonstration project applications pursuant to BIMC 2.16.020.S, including those design demonstration project applications involving land subdivision.
54. Review and serve in an advisory capacity to the city regarding major public projects.
65. Such other duties and responsibilities as may be provided by resolution or ordinance of the city council.
76. Report annually to the city council prior to the start of the budget process.

E. Open Meetings. All board meetings shall be open to the public and held in accordance with the Open Public Meetings Act (Chapter 42.30 RCW). The board, in its discretion, may allow interested citizens to speak and submit documents.

F. Public Records. For meetings consisting of a majority of the then serving members, the board shall provide public notice of the meeting and shall keep a record of its meeting minutes.

Minutes of each meeting, including a record of attendance, shall be prepared by the secretary and approved and signed at a subsequent meeting. The minutes do not need to reflect the actual discussion, but only the formal actions taken by the design review board. The approved meeting minutes shall be posted on the city's web site.

G. Quorum. A majority of the appointed members then serving on the board shall constitute a quorum.

H. Conflict of Interest. Design review board members shall sign a conflict of interest statement in accordance with the city's ethics program upon appointment and any reappointment. If a design review board member is an applicant for an application under review by the board, has a financial interest in a project, or is a paid or unpaid advocate, agent or representative for such applicant, the board member shall not participate in review of and recommendation on the application, and he or she will be asked to leave the meeting facility prior to commencement of discussion of that agenda item.

Exhibit B
BIMC 2.16.010

2.16.010 Land use procedures summary table.

Table 2.16.010-1: Summary Table of Land Use Procedures

R = Review and Recommendation, (R) = Optional Review, D = Decision, A = Appeal, P = Public Hearing, (P) = Optional Public Hearing						
	DRB	Planning Comm.	Director	Hearing Examiner	City Council	Courts
Administrative Approvals						
Tree Removal/Vegetation Maintenance Permit			D	A		
Conversion Option Harvest Plan Permit			D	A		
Minor Conditional Use	(R)	(R)	D	A		
Minor Variance		(R)	D	A		
Agricultural Conditional Use			D	A		
Large Lot Subdivisions (Prelim)	R	R	D	A		
(Final)			D			A
Minor Shoreline Variance [1]		(R)	D	A		A [2]
Minor Shoreline Conditional Use [1]		(R)	D	A		A [2]
Public Works Administrative Decisions			D			A
SEPA Determinations			D	A		
Shoreline Substantial Development Exemption [1]			D	A		
Shoreline Substantial Development [1]		(R)	D	A		A [2]

Table 2.16.010-1: Summary Table of Land Use Procedures

R = Review and Recommendation, (R) = Optional Review, D = Decision, A = Appeal, P = Public Hearing, (P) = Optional Public Hearing						
	DRB	Planning Comm.	Director	Hearing Examiner	City Council	Courts
Short Subdivisions (Prelim)	(R)	(R) ³	D	A		
(Final)			D	A		A
Sign Permits			D			A
Minor Site Plan and Design Review <u>outside the Winslow Master Plan Study Area</u>	(R)	(R)	D	A		
<u>Minor Site Plan and Design Review within the Winslow Master Plan Study Area</u>	(<u>R</u>)		<u>D</u>	<u>A</u>		
Major Site Plan and Design Review (Any SPR in the B/I district must be processed through a major SPR)	R	R	D	A		
Critical Area Permit – Major and Minor			D	A		
All other administrative decisions: This includes agricultural retail plans, boundary line adjustments (see BIMC 2.16.090), building and other construction permits, building administrative decisions, BIMC interpretations, extension of construction noise hours (see BIMC 16.16.025), and any other administrative land use decision authorized by this code to be made by the director.						
			D	A		
Quasi-Judicial Decisions by the Hearing Examiner						
Conditional Use Permits	R	R	R	D/P		A
Variances		(R)	R	D/P		A
Reasonable Use Exception		(R)	R	D/P		A

Table 2.16.010-1: Summary Table of Land Use Procedures

R = Review and Recommendation, (R) = Optional Review, D = Decision, A = Appeal, P = Public Hearing, (P) = Optional Public Hearing						
	DRB	Planning Comm.	Director	Hearing Examiner	City Council	Courts
(See BIMC 16.20.080)						
Major Shoreline Variances [1]		(R)	R	D/P		A [2]
Major Shoreline Conditional Use Permits [1]	R	R	R	D/P		A [2]
Long Subdivisions (Prelim)	R	R ⁴	R	D		A
Quasi-Judicial Decisions by City Council						
Long Subdivisions (Final)			R		D	A
Site-Specific Rezones		(R)	R	R/P	D	A
Consolidated Project Review						
See BIMC 2.16.170						
Legislative Approvals						
Adoption or Amendment of Development Regulations		R/P	R		D (P)	A
Comprehensive Plan Amendments		R/P	R		D (P)	A
Legislative Area-Wide Rezones		R/P	R		D (P)	A
Special Area Plans		R/P	R		D (P)	A

[1] City decisions on shoreline variances, shoreline substantial development permits, and shoreline conditional use permits must be reviewed by the Washington Department of Ecology pursuant to WAC [173-27-130](#) and RCW [90.58.140](#)(10). The Department of Ecology may approve, approve with conditions, or deny the application.

[2] The hearing examiner's decision is forwarded to the Department of Ecology (DOE) for decision. The DOE decision is then appealable to the Shoreline Hearings Board.

[3] The planning commission shall review all requests for departures for three or more lot short subdivisions from the applicable subdivision standards pursuant to the criteria in BIMC 17.12.040.

[4] The planning commission shall review all requests for departures from applicable subdivision standards for long subdivisions pursuant to the criteria in BIMC 17.12.040.

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Exhibit C
BIMC 2.16.020

2.16.020 General provisions.

A. Jurisdiction. Jurisdiction of the department director or the hearing examiner is limited to those issues where ordinance or other appropriate authority grants the authority to issue a decision, recommendation, or issue an order.

B. State Environmental Policy Act May Apply. The State Environmental Policy Act (SEPA) and the Bainbridge Island SEPA ordinance (Chapter [16.04](#) BIMC) may also apply to applications processed under this section. For a consolidated land use application subject to Chapter [43.21C](#) RCW and Chapter [16.04](#) BIMC, the SEPA threshold determination shall be issued and any required public comment period shall be completed prior to a public hearing.

C. Types of Land Use Applications. Land use applications are classified into four major categories based on the review process: (1) administrative, (2) quasi-judicial decisions by a hearing examiner, (3) quasi-judicial decisions by city council, and (4) legislative approvals. The specific types of applications in each category are shown in the table in BIMC [2.16.010](#).

1. Administrative land use decisions are made by a department director pursuant to the process in BIMC [2.16.030](#), and pursuant to specific standards in BIMC [2.16.040](#) through [2.16.090](#) as applicable.

2. Quasi-judicial decisions by a hearing examiner are made pursuant to the process in BIMC [2.16.100](#), and pursuant to specific standards in BIMC [2.16.110](#) through [2.16.120](#) as applicable.

3. Quasi-judicial decisions by city council are made pursuant to the process in BIMC [2.16.130](#), and pursuant to specific standards in BIMC [2.16.140](#) through [2.16.160](#) as applicable. This category includes consolidated project review, which is an option available for a land use proposal that requires more than one related land use permit, and in which decisions are made pursuant to BIMC [2.16.170](#). In some cases, consolidated project reviews may be quasi-judicial decisions by a hearing examiner.

4. Legislative approvals are non-site-specific decisions related to land use in the city but not related to a specific land use application filed by a property owner. These decisions are made pursuant to BIMC [2.16.180](#), and pursuant to specific standards in BIMC [2.16.180](#) through [2.16.210](#) as applicable.

D. Who Can Apply.

1. A property owner, a contract purchaser, or an agent of the owner with authorized written proof of agency may apply for any type of permit.
2. A resident who is not the owner of the dwelling may apply for permits and licenses pertaining to a home occupation.
3. Any person may request an interpretation of the zoning code, shoreline master program, or subdivision regulations. The director of planning and community development may issue interpretations of the zoning code, shoreline master program, or subdivision regulations as needed, and shall post issued interpretations on the city website.

E. Prohibited Ex Parte Communications.

1. Except as permitted under Chapter [42.36](#) RCW, a proponent or opponent, or his or her agent or representative, of a quasi-judicial matter that is pending before the hearing examiner or council, shall not communicate ex parte, directly or indirectly, with the examiner or a council member concerning the merits of the pending matter or a factually related quasi-judicial matter. This rule shall not prohibit ex parte communications concerning procedural matters.
2. Except as permitted under Chapter [42.36](#) RCW, the hearing examiner or a council member shall not communicate ex parte, directly or indirectly, with a proponent or opponent, or his or her agent or representative, of a quasi-judicial matter that is pending before the hearing examiner or council concerning the merits of the pending matter or a factually related quasi-judicial matter. This rule shall not prohibit ex parte communications concerning procedural matters.
3. If a prohibited ex parte communication is made to or by the hearing examiner or a council member, the examiner or council member shall comply with Chapter [42.36](#) RCW. Any violation of this subsection E shall be deemed a misdemeanor and may be punished pursuant to Chapter [1.24](#) BIMC.

4. Any person seeking to rely on the provisions of this section to disqualify the hearing examiner or a council member from participating in a decision must raise the challenge as soon as the basis for disqualification is made known to the person. Where the basis is known or reasonably should have been known prior to the issuance of the decision and is not raised until after the issuance of the decision, it may not be relied on to invalidate the decision.

F. Design Review Board Review.

1. The design review board shall review and make recommendations on all land use applications as set forth in this section. This design process reflects a collaborative effort between an applicant, the design review board, and the community to better incorporate the vision of the city as outlined in the adopted design standards and guidelines.

2. Subsequent to submittal of ~~preapplication materials~~ a complete application, the board shall review a proposal for conformance with applicable design standards and guidelines. The board's written recommendations shall be included in the staff report transmitted to the planning commission.

3. A board recommendation is not a decision and there is no city appeal of the recommendation.

G. Zoning Verification Letter. Applicants may request a zoning verification letter. A zoning verification letter is intended to provide to an applicant information related to the subject property, including related to legal land uses, zoning, zoning district standards, development history, and compliance.

H. Consultation. Applicants may request and participate in an informal 30-minute meeting prior to a formal preapplication meeting or application submittal. The purpose of the consultation is to discuss in general terms project permit application questions. Staff will not prepare for the consultation, nor will they produce any written or electronic documentation of the discussions. It is the applicant's responsibility to take notes. As no project permit application will have been submitted at the time of such a meeting, the city will not make any binding commitments.

I. Preapplication Procedure.

1. Subject to certain exemptions, all projects are subject to and must complete the site assessment review process set forth and in accordance with Chapter [15.19](#) BIMC, and projects requiring a preapplication conference have the option of proceeding with the two processes concurrently. Chapter [15.19](#) BIMC is designed to ensure that future development

integrates low impact development practices to the maximum extent practicable, as required by Chapters [15.19](#) and [15.20](#) BIMC.

2. The preapplication conference is an informal discussion between a potential applicant and city staff. A preapplication conference shall not include extensive field inspection or correspondence. The purpose of the preapplication conference is to assist the applicant by identifying the following:

- a. Requirements for submittal, including types of permits necessary to complete the proposal and whether SEPA review is required, pursuant to the State Environmental Policy Act (SEPA), Chapter [43.21C](#) RCW.
- b. Compliance with applicable city plans, goals, policies, codes or guidelines and possible revisions to the proposed project that will enhance the proposal with respect to these requirements.
- c. Required plans, studies, reports, and/or other materials specific to the proposal that will provide necessary information for staff to review the project.
- d. Whether or not the project will likely qualify as a housing design demonstration project, and/or feedback about how to qualify, if applicable.

3. A preapplication conference may be recommended by the department director for any type of land use application that the director believes may be complex or controversial, but is required prior to submitting an application for the following land use applications unless a waiver is obtained pursuant to this subsection I.3:

- a. Minor or major conditional use;
- b. Minor or major variance;
- c. Minor or major site plan and design review approval;
- d. Preliminary long subdivision and short subdivision;
- e. Shoreline substantial development permit, shoreline variance, and shoreline conditional use permit;

- f. Shoreline substantial development exemption for new shoreline armoring (including bulkheads, revetments, and soft shore designs);
- g. Comprehensive plan amendment;
- h. Reasonable use exception;
- i. Consolidated project review; and
- j. Major critical area permit.

4. Except in the case of (a) preliminary short subdivisions and long subdivisions, or (b) shoreline substantial development exemptions or permits for new shoreline armoring (including bulkheads, revetments, and soft shore designs), or (c) where the HDDP process is being used, or (d) where DRB review is required, a preapplication conference may be waived in writing by the director if the director determines the following:

- a. The application is consistent with applicable codes and ordinances;
- b. The proposed use is clearly listed as a permitted use or a conditional use in the zoning district in which it is located; and
- c. The applicant demonstrates knowledge and understanding of the city's permit processing procedures.

As an additional basis for such a waiver, a preapplication conference may be waived in writing by the director if the director determines that the applicant has attended a consultation meeting within one year of their preapplication meeting, and the director determines that the applicant is in compliance with subsections I.4.a through c of this section.

~~5. Applications requiring design review board review shall be first reviewed at a department-facilitated preapplication conference and followed up by a summary letter that provides application submittal requirements, as described in this section. The applicant shall then meet with the design review board to discuss the design concept and proceed through the design-review process.~~

For those project subject to design review, the preapplication conference application shall be provided to the design review board and the planning commission. Up to two members of the design review board and the planning commission may attend the preapplication

conference with the intent of listening and reporting the proposal to the full design review board and planning commission at a subsequent meeting

6. The review process for long subdivisions, major site plan and design review permits, and major conditional use permits shall include a public participation meeting following the procedures outlined in Resolution No. 2021-07. The meeting will be held after the ~~design-review board concept review, during the project proposal phase~~ preapplication letter has been completed.

7. An applicant shall arrange for a preapplication conference by submitting forms and plans as required in the administrative manual, and the Design for Bainbridge appendices where design review is required.

8. The discussion at the preapplication conference shall not bind or prohibit the city's future application or enforcement of applicable codes and ordinances.

J. Application.

1. Application Submittal Requirements.

a. An application for a specific type of land use decision shall be filed with the appropriate department on forms prescribed by that department and shall include fees as required by resolution of the city council. Each application has specific submittal requirements that are described in the administrative manual. Additional requirements may be requested on the application form.

b. The address indicated on the application shall be, for the purposes of this title, the mailing address of the applicant, and all correspondence relating to the application shall be directed to that address.

c. The applicant or designated representative must be present at any public meeting that has been publicly advertised to hear the application or when the applicant has been personally notified of such a meeting.

d. The director may waive specific submittal requirements determined to be unnecessary for review of an application.

e. The director or city engineer may require additional material such as, but not limited to, maps, studies or models when the director determines such material is needed to accurately assess the proposed project.

2. Determination of Complete Application.

a. A land use application shall be deemed complete when all submittal requirements and all required fees as set forth in the administrative manual or by resolution of the city council have been submitted to the appropriate department and staff has confirmed that the level of detail in submitted materials is sufficient to allow accurate review, even though additional information may be required or subsequent project modifications may occur (see subsection L.4 of this section for timelines).

b. A determination of a complete application shall not preclude the department director from requesting additional information or studies, if new information is required to complete final review or if substantial changes in the application are proposed.

c. If a land use application is determined to be incomplete, the city shall return the application for modification or correction with a request in writing for the missing information. The applicant shall respond to such a request within 60 days of the date of the request.

3. Design Review Board Review of Complete Application.

a. Once an application has been deemed complete, the application materials shall be forwarded to the Design Review Board and the project permit shall be scheduled on the next available Design Review Board meeting agenda.

~~34.~~ **Voiding Application Due to Inactivity.** A land use application for which a decision has not yet been made may be canceled for inactivity if the city returns the application for modification or correction (including a request for additional information for an incomplete or complete application) and the applicant fails to respond to the city's request within 60 days of the request. The planning director may extend the response period beyond 60 days if within that time period the applicant provides and subsequently adheres to an approved schedule with specific target dates for submitting the full revisions, corrections, or other information needed by the requesting department.

K. Fees.

1. Fees and charges payable to the city prior to issuance of a land use permit or approval, except impact fees, shall be paid in an amount established by ordinance or resolution as of the date on which the land use application is accepted, except as provided in subsections K.2 and 3 of this section.

2. Fees and charges payable to the city prior to the issuance of a building permit, including utility participation and connection charges, but except impact fees and fees for which an hourly charge has been established, shall be paid in an amount established by ordinance or resolution as of the date of the permit application.

3. Fees and charges payable to the city in relation to the issuance of land use permits or approvals do not vest except as provided in this chapter. Hourly rate charges shall be imposed for all work done by the city on and after the effective date(s) of the hourly charges, at the rate in effect on the date that work is performed by the city. Hourly charges shall be in addition to any amounts previously collected relative to the permits, approvals, or actions for which hourly fees are either now or subsequently imposed except that amounts paid prior to the imposition of hourly charges shall be considered a nonrefundable deposit against future charges for the same permits or approvals.

L. Application Time Frames.

1. Final decisions on land use applications should be issued within 120 days from the date the application is determined to be complete pursuant to subsection J.2 of this section, except in the case of subdivisions. A preliminary plat for a short subdivision, long subdivision or large lot subdivision must be approved, disapproved, or returned to the applicant for modification or correction within 90 days from the date of filing a complete application, unless the applicant consents to an extension. A final plat for a short subdivision, long subdivision, or large lot subdivision must be approved, disapproved, or returned to the applicant for modification or correction within 30 days from the date of filing a complete application, unless the applicant consents to an extension.

2. Where there is a conflict in time periods of state statutes, the state statute with the more restrictive time period shall govern. The time period for making a final decision as established by this section may be extended for any reasonable period of time mutually agreed upon by the applicant and the city.

3. For purposes of calculating time periods and counting days of permit processing, the time period shall begin on the first day following the date the application is determined to be complete. The following periods shall be excluded from the 120-day period:

- a. Any period during which an application has been returned for correction or modification with a request for missing or additional information necessary for review, in accordance with subsection J.2 of this section;
- b. Any period during which an environmental impact statement is being prepared following a determination of significance pursuant to Chapter 43.21C RCW;
- c. Any period during which an appeal of a project permit is being reviewed; and
- d. Any extension of time mutually agreed upon by the applicant and the city.

4. The time limits established by this section do not apply if a land use application includes one of the following:

- a. An amendment to the comprehensive plan or an amendment to a land use development regulation; or
- b. Siting of an essential public facility as provided in RCW 36.70A.200; or
- c. An application substantially revised by the applicant, in which case the time period shall start from the date at which the revised project application is determined to be complete under subsection J.2 of this section; or
- d. An application for a street or right-of-way vacation.

5. If the city is unable to issue its final decision on a land use application within the applicable time periods, the city shall provide written notice of this fact to the project applicant. The notice will include a statement of reasons why the time periods have not been met and an estimated date for issuance of the notice of final decision.

M. Notice Requirements.

1. Land Use Notice Summary Table.

Table 2.16.020-1 Land Use Notice Summary Table [1]

	Mail, Fax, E-mail, or Other to Applicant	Mail, Fax, or E-mail to Depts., Public, and Others	Publishing in Newspaper	Posting Notice at Official Locations	Posting Sign on the Property
Notice of Complete Application	✓				
Notice of Application and Public Comment Period*		✓	✓	✓	✓
Notice of Public Hearing	✓	✓	✓	✓	✓
Notice of Decision and Appeal Period	✓	✓ **			

[1] Additional noticing may be required by other titles of the BIMC.

* May be combined with SEPA notice.

** Notice only goes to parties that commented during the public comment period and any agencies with jurisdiction.

2. Exemptions from Public Notice Requirements on Land Use Decisions. The following land use applications do not require a notice of application and public comment period or notice of decision:

- a. A building permit or other construction permit.
- b. An administrative decision that is categorically exempt under SEPA (Chapter 43.21C RCW), unless the permit application procedures require a public comment period or public hearing. Flexible lot design short or long plats are not exempt from notice requirements.

3. Notice of Complete Land Use Decision Application.

- a. Within 28 days after receiving a land use permit application, the department director shall provide to the applicant a written determination, stating either that the application is complete or that the application is incomplete and what is necessary to make the application complete. If the application is determined to be incomplete, the department director will request additional information in writing.
- b. Within 14 days after an applicant has submitted all additional information identified by the department director as being necessary for a complete application, the department director shall notify the applicant whether the application is complete or what additional information is necessary.
- c. If the department director does not provide a written determination as to whether the application is complete within the 28 days, the application shall be deemed complete as of the twenty-eighth day.

4. Notice of Application and Public Comment Period.

- a. Time of Notice. Within 14 days of a notice of complete application, the department director shall issue a notice of application for any land use application except for those applications that are exempted pursuant to subsection M.2 of this section. The notice of application shall provide a minimum comment period of 21 days. However, for projects requiring review under the State Environmental Policy Act (SEPA), the notice of application shall provide a minimum comment period of 14 days; the SEPA threshold determination shall not be issued prior to the expiration of the notice of application comment period.
- b. Method of Notice. The notice of application shall be provided to the public and other government agencies with jurisdiction over some aspect of the application by the following means:
 - i. Distributing written notice to property owners at addresses listed on the property tax records of Kitsap County within 500 feet of any boundary of the subject property and including any property within 500 feet of any contiguous property in the applicant's ownership;
 - ii. Posting notice in the official posting places of the city, including the city website;

- iii. Publishing notice in the official newspaper of the city;
- iv. Posting the subject property in a manner prescribed by the city; and
- v. Distributing notices to government agencies.

c. Notice of Application Contents. The content of the notice shall comply with the requirements of state law and shall contain that information set forth in the administrative manual.

d. Transportation Notice. If the application is for a short subdivision or a large lot subdivision that is adjacent to the right-of-way of a state highway or within two miles of the boundary of a state or municipal airport, not later than 10 days after the short subdivision application is filed, the director shall provide a notice of the application, including a legal description and location map, to the State Secretary of Transportation. The Department of Transportation shall, within 15 days after receiving the notice, submit a statement to the director who furnished the notice, including any information that the Department of Transportation deems to be relevant about the effect of the proposed short subdivision or large lot subdivision upon the legal access to the state highway, the traffic carrying capacity of the state highway and the safety of the users of the state highway. If comments are not received within 15 days, the director may extend the comment period by an additional 15 days to allow for Department of Transportation comments.

5. Notice of Public Hearing. Notice for an application requiring a public hearing shall be provided in the following manner:

- a. Time of Notice. The hearing examiner shall provide notice of the public hearing at least 15 days prior to the hearing or as otherwise provided by law.
- b. Method of Notice. The hearing examiner shall provide notice of an appeal hearing as provided in this subsection and shall provide public notice for any other public hearing by:
 - i. Posting notice in the official posting places of the city, including the city website; and

ii. Publishing notice in the official newspaper of the city at least 14 days prior to the hearing or as otherwise provided by law; and

iii. Distributing notice to the applicant and appellant, if applicable; and

iv. Distributing written notice to property owners at addresses listed on the property tax records of Kitsap County within 500 feet of any boundary of the subject property and including any property within 500 feet of any contiguous property in the applicant's ownership; and

v. Distributing notice to any person who has submitted a written request for notice of the hearing; and

vi. Posting the subject property in a manner prescribed by the city.

c. Public Hearing Notice Contents. The content of the notice shall comply with the requirements of state law and shall contain that information set forth in the administrative manual.

6. Notice of Land Use Decision and Appeal Period. A notice of decision shall be issued upon a final decision on a land use application. The decision-maker shall distribute the notice of decision to the applicant, the applicable department director and any persons requesting notice or submitting comments on the application prior to the decision. Notice of decision shall include:

a. A statement indicating that the application is approved, approved with conditions, denied, or remanded; and

b. A statement of any conditions included as part of a decision for approval or approval with conditions; and

c. A statement of facts upon which the decision, including any conditions, is based and the conclusions of law derived from those facts; and

d. The SEPA threshold determination and mitigation conditions as specified in Chapter [16.04](#) BIMC, if applicable; and

e. Procedures for appeal under subsection R of this section if applicable.

7. Combining Public Notices on Land Use Applications. If a land use application is subject to environmental review under Chapter 16.04 BIMC (Chapter 43.21C RCW) and requires a SEPA threshold determination, the SEPA public notice and notice of SEPA public comment period, if any, shall be combined with other land use application notices when possible. A combined notice shall include a statement that a single comment letter may be submitted to the SEPA official, addressing impacts as well as other issues subject to review under the decision criteria for the land use application.

8. Notice Required for Legislative Review Procedures. Unless subsection M.9 or 10 of this section requires otherwise, notice of the date, time and place of any scheduled hearing shall be provided to the public by the following means:

- a. Publishing notice in the official newspaper of the city at least 10 calendar days prior to the public hearing.
- b. Posting notice in the official posting places of the city.

9. Notice Required for Adoption and Amendment of Land Use Regulations.

- a. The city shall give notice of the public hearing in a way that is reasonably calculated to provide notice to property owners and other affected and interested individuals, tribes, government agencies, businesses, and organizations. Examples of reasonable notice include:
 - i. Posting the property for site-specific proposals;
 - ii. Publishing notice in the official newspaper of the city;
 - iii. Notifying public or private groups who have notified the city of an interest in a certain proposal or in the type of proposal being considered.
- b. Notice of the public hearing shall state when the public may submit written comments on the proposed development regulation; provided, that the public shall be given at least 10 days prior to the scheduled public hearing to submit written comments to the city.

c. Errors in exact compliance with this chapter shall not render the development regulation invalid if the spirit of the procedures established by this chapter is observed.

10. Notice Required for Special Area Plan Process. The interdepartmental staff team described in BIMC [2.16.210](#).D shall provide notice to the public of the initial public meeting by (a) mailing notice, by regular mail, at least 10 days prior to the date of the meeting, to all interested persons and groups identified by the interdepartmental staff team, and to all persons requesting such notice; and (b) publishing notice in the city's official newspaper at least 10 days prior to the date of the meeting.

N. Land Dedication. The following provisions apply to applications for short or long subdivisions, and to development permits for multifamily residential development.

1. The applicant shall submit with the application (a) a proposal for dedication of land for any public rights-of-way and parks, open spaces, or recreational lands required to serve the proposed development, and (b) any proposed open space covenants for private parks or recreational facilities for which the applicant seeks approval. Those proposals shall be incorporated in the underlying application.

2. Except in the case of short subdivisions, the city council shall then determine whether to require the dedication of land, and/or approve any proposed open space covenants for private parks or recreational activities. In the case of short subdivisions, staff shall determine whether to require dedication of land and/or approve any proposed open space covenants for private parks or recreational activities, but no required land dedication shall be final until accepted by city council.

3. In the instances where staff or the city council determines to require dedication of land, the dedication shall occur:

- a. In the case of a short or long subdivision, at the time of final plat approval;
- b. In the case of development permits for multifamily development, land dedications of public rights-of-way shall be required at the time of approval of the earliest application at which the number of dwelling units and related traffic generation from the property can be calculated. Land dedications for parks, open spaces, and recreational lands shall be due at the time of approval of the earliest application at

which the number of dwelling units on the property can be calculated. All land dedications shall be completed prior to the issuance of any building permits.

O. Time Limits and Extensions.

1. A land use permit automatically expires and is void if the applicant fails to file for a building permit or other necessary development permit within three years of the effective date of the permit unless (a) the applicant has received an extension for the permit; or (b) the permit provides for an extended time period.
2. The director may grant one extension to the permit, in writing, for a period not to exceed one year if:
 - a. Unforeseen circumstances or conditions necessitate the extension of the permit; and
 - b. Termination of the permit would result in unreasonable hardship to the applicant, and the applicant is not responsible for the delay; and
 - c. The extension of the permit will not cause substantial detriment to existing uses in the immediate vicinity of the subject property; and
 - d. The extension request is received by the department no later than 30 days prior to the expiration of the permit.

P. Required Notices on Title. Where any provision of the Bainbridge Island Municipal Code requires the recording of a notice on title related to a land condition or land use approval condition, the applicant shall record those notices in the form shown in the Bainbridge Island Municipal Code or administrative manual. In the case of long, short, or large lot subdivisions, the notice shall be recorded prior to or at the recording of the final plat. In the case of other approvals, the notice shall be recorded before the issuance of any building permit related to the approval.

Q. Approval Binding. No person, firm or corporation shall locate or expand a use for which any land use approval is required without first obtaining that land use approval. Once a land use application has been approved, no building or development of any sort shall occur contrary to the approved land use application unless this title includes a procedure for adjustments or modifications and the city has approved those adjustments or modifications.

R. Appeals.

1. Appeal of an Administrative Review Decision.

a. **Applicability.** All administrative decisions, departmental rulings and interpretations made in accordance with administrative review procedures of BIMC [2.16.030](#) and administrative decisions made under BIMC [1.26.070](#) may be appealed to a hearing examiner. Administrative decisions of the public works director and decisions on sign permits may not be appealed to the hearing examiner.

b. **SEPA Appeals.** Appeals of decisions made in accordance with Chapter [16.04](#) BIMC, the city's SEPA rules, shall be made according to the procedures in that chapter. Where the appeal concerns a substantive approval, denial, or conditional approval of a development application based on a SEPA determination (a "substantive SEPA appeal"), the appeal hearing shall be pursuant to subsection R.1.i of this section. Where the appeal concerns a threshold determination regarding the applicability of SEPA or the level of SEPA review required (a "procedural SEPA appeal"), the appeal shall also be pursuant to subsection R.1.i of this section, but, if heard on the same date, the procedural SEPA appeal shall be heard first and the record of the proceeding closed before the substantive appeals are heard.

c. **Rules.** The rules of procedure adopted under BIMC [2.14.030](#).C.2.b shall address appeal hearings before the hearing examiner. Such rules of procedure for appeal hearings will be published on the city's website and available from the office of the city clerk upon request.

d. **Timing.** An appeal of an administrative decision shall be filed with the city clerk within 14 days of the date of the decision. This provision applies when the application (i) is exempt from SEPA or (ii) is subject to SEPA and uses the "optional process." An appeal of an administrative decision shall be filed with the city clerk within 21 days of the date of decision when the project is subject to SEPA and requires a SEPA threshold determination public comment period pursuant to WAC [197-11-340](#).

e. **Written Appeal Required.** All appeals shall be filed in writing with the city clerk, shall identify the decision appealed and the date of the decision, and shall contain a summary of the grounds for the appeal.

f. Content of Appeal. Appeal hearings shall be limited to the issues specified in the written appeal.

g. Hearing Date. Following receipt of a notice of appeal and payment of the appropriate fee, a public hearing shall be set by the hearing examiner.

h. Related Documents. All written comments and related documents received prior to the appeal hearing shall be transmitted to the hearing examiner no later than the hearing date. In the case of complex or controversial appeals, the city may require that some or all materials be submitted two or more days in advance of the hearing date.

i. Appeal Hearing. As stated in RCW [43.21C.075](#), because a major purpose of SEPA is to combine environmental considerations with public decisions, any appeal brought under this section shall be linked to a specific governmental action. The State Environmental Policy Act provides a basis for challenging whether governmental action is in compliance with the substantive and procedural provisions of this chapter. The State Environmental Policy Act is not intended to create a cause of action unrelated to a specific governmental action. The appeal shall be heard in accordance with RCW [43.21C.075](#). The appeal shall be held at an open record public hearing. Participation in an appeal hearing is limited to the applicant, the applicant's representative, the appellant, the appellant's representative, appropriate city staff and consultants, any witnesses called by each and any nonparty who submitted written comments during the public comment period if the hearing examiner determines that the testimony will be relevant to the issue on appeal and nonrepetitive of the testimony of other witnesses.

i. In a SEPA procedural appeal, the procedural determination by the city's SEPA official shall carry substantial weight.

ii. In an appeal of a substantive decision made by the city, the criteria shall be whether (A) the proceedings were materially affected by failure to comply with adopted procedures, or (B) the decision is inconsistent with the BIMC criteria for that type of approval, or (C) the evidence in the record was not adequate to support the decision.

iii. In an appeal on the substance of a SEPA determination, or substantive conditions attached to an approval through the SEPA review process, the determination by the city's SEPA official shall carry substantial weight.

j. Continuation of Hearing. A hearing may be continued to a date certain without additional notice.

k. Decision. Upon completion of the appeal hearing, the hearing examiner shall (i) affirm the decision, (ii) reverse the decision, (iii) affirm the decision with conditions, or (iv) remand the decision to the department director for further consideration of identified issues. The decision of the director shall be accorded substantial weight by the hearing examiner. The hearing examiner may include conditions as part of a decision granting or granting with conditions an appeal to ensure conformance with BIMC, the city's comprehensive plan and other applicable laws or regulations.

l. Timing of Written Decision. The hearing examiner shall issue a written decision on the appeal within 20 working days after completion of the public hearing unless the appellant and the hearing examiner have consented to an extension of time. The written decision shall include (i) the decision of the hearing examiner granting or denying the appeal in whole or in part; (ii) any conditions included as part of the decision on the appeal; (iii) findings of facts upon which the decision, including any conditions, is based and the conclusions of law derived from those facts; and (iv) a statement of the right of a person with standing to appeal the decision of the hearing examiner in accordance with Chapter 36.70C RCW.

m. Distribution. The hearing examiner or designee body shall provide a copy of the written decision to the applicant, the appellant, the applicable department director, and any person requesting the written decision or who submitted substantive comments on the application prior to the decision.

2. Appeal of a Decision of the Hearing Examiner. The decision of the hearing examiner shall be final unless, within 21 days after issuance of a decision, a person with standing appeals the decision in accordance with Chapter 36.70C RCW or its successor.

3. Appeal of a City Council Decision on a Quasi-Judicial Matter. The decision of the city council shall be final unless, within 21 days after issuance of a decision, a person with standing appeals the decision in accordance with Chapter 36.70C RCW or its successor.

4. Appeals of a City Council Decision on a Legislative Matter. Appeal of a city council decision on a development regulation, area-wide rezone and comprehensive plan amendment is governed by state law.

S. Housing Design Demonstration Projects.

1. Purpose and Goals. The purpose of this subsection S is to allow the development of housing design demonstration projects that increase the variety of housing choices available to residents across underserved portions of the socioeconomic spectrum, and to promote compact, low-impact development where it is most appropriate. Further, its purpose is to encourage high quality and innovation in building design, site development, and “green” building practices.

The goals of this program are to increase the housing supply and the choice of housing styles available in the community; to promote socioeconomic diversity by adding to the stock of income-qualified housing; to encourage development of smaller homes, at reasonable prices, in neighborhoods attractive to a mix of income and age levels; and to demonstrate that innovative design and building techniques (conserving water and energy, using sustainably sourced materials, limiting environmental impacts) are compatible with market considerations.

2. Applicability. This subsection S is applicable to all properties located within the Winslow sanitary sewer system service area or Winslow Subarea Plan study area, as those areas exist or are defined on the effective date of the ordinance codified in this chapter. An application for a housing design demonstration project may be applied to single-family residential subdivisions, mixed-use/multifamily and multifamily developments. Since the purpose is to provide housing projects as demonstrations, the city will accept projects for consideration and approval prior to the sunset date of the ordinance codified in this chapter. The city will limit acceptance of projects outlined in this section to two projects after the effective date of the ordinance codified in this chapter.

3. Review and Approval Process. Housing design demonstration project applications shall be reviewed as specified in the same manner as other applications for the same type of underlying land use permit (see BIMC [2.16.030](#) through [2.16.210](#)), with additional review steps done in the order outlined in BIMC [2.16.040](#) (Site plans and design review), [2.16.070](#) (Short subdivisions), [2.16.110](#) (Major conditional use permit), [2.16.125](#) (Preliminary long subdivisions), and as outlined in this subsection.

a. **Conceptual Proposal Review.** Applicants proposing a demonstration project shall meet with city staff during the conceptual phase to discuss the goals and evaluation parameters of the proposed project. The conceptual proposal review is an informal discussion between the applicant and city staff regarding a proposed project. There are no required application materials for this stage. Applicants shall contact the planning department staff to request a meeting, and the meeting shall be scheduled by staff for no more than three weeks after the request date. The purpose of the conceptual proposal review is to determine if the proposal is eligible to be considered as an application for a housing design demonstration project and to assist the applicant by identifying (i) requirements for submittal, including types of supplemental materials for application; (ii) compliance with applicable city plans, goals, policies, codes, or guidelines and possible revisions to the project that will enhance the proposal with respect to these requirements; (iii) areas of BIMC Titles [17](#), Subdivisions and Boundary Line Adjustments, and 18, Zoning, where the applicant seeks flexibility; and (iv) required plans, studies, reports, and/or other materials specific to the proposal that will provide necessary information for staff and the design review board, and to review the project under the criteria outlined in subsection S.4 of this section.

b. **Preapplication Conference.** The applicant shall apply for a preapplication conference pursuant to subsection I of this section. Housing design demonstration projects shall be reviewed by both staff and the design review board, pursuant to subsection F of this section. The applicant shall submit an HDDP proposal consistent with the requirements in the administrative manual. The applicant shall consider input received during the public meetings and conceptual review with city staff in crafting the proposal. The proposal will be evaluated pursuant to subsection S.4 of this section by city staff ~~with the design review board serving in an advisory role, in addition to their review of applicable design guidelines.~~ The director shall prepare written findings of fact, and applicants will receive preliminary notification from the director whether the proposal will qualify as a housing design demonstration project, or feedback about how to improve the proposal to qualify. If the applicant changes the proposal in any significant manner other than a response to feedback from the public meeting, conceptual review, or the preapplication review, an additional preapplication conference may be required.

c. **Application Submittal.** An applicant may submit a land use permit application (subdivision, site plan and design review, or conditional use permit) for a housing design demonstration project after completion of a required conceptual and preapplication review and notification by the city that the proposal qualifies as a housing design demonstration project. Upon receipt of an application, the director shall provide notice to the applicant and public in accordance with subsection M of

this section and commence the application review process. Housing design demonstration projects that require more than one land use permit must utilize the consolidated project review process outlined in BIMC [2.16.170](#). All housing design demonstration project applications, including subdivisions, shall be reviewed by the design review board and the planning commission at public meetings. The design review board and the planning commission shall make recommendations on all housing design demonstration projects.

d. Permit Decision. The decision to approve or deny a housing design demonstration project shall be made as part of underlying land use permit approval. The decision shall be based upon the decision criteria of the underlying planning permit, and the decision criteria outlined in subsection S.5 of this section. Housing design demonstration project approval conditions shall be included in the final permit approval and shall address any ongoing compliance requirements, including compliance with approved design plans. The city may require that the applicant record covenants to ensure ongoing compliance or maintenance for required project components.

e. Building Permit. The applicant shall submit a building permit that is consistent with all conditions of the land use permit approval. The applicant shall also submit documentation that the project has applied for required certification by a green building rating system, such as Evergreen Sustainable Development, LEED, or BuiltGreen. Proof of ongoing certification shall be required during construction and project certification must be completed prior to final occupancy.

f. Living Building Challenge. For projects pursuing the Living Building Challenge standard of the International Living Building Institute, the applicant must show proof of pursuing ongoing certification during construction for all required elements. After construction, and prior to issuance of the certificate of occupancy, the applicant must show proof of initial project compliance as to the site, materials, indoor quality and beauty/inspiration components of the Living Building Challenge and that the project is likely to achieve the elements of energy and water following 12 months of occupancy as required under Living Building Challenge certification. For those elements of energy and water that require occupancy of the building for 12 months for Living Building Challenge certification, the applicant must submit a report to the city following 12 months of occupancy, demonstrating its progress towards meeting these

remaining elements of the Living Building Challenge standard. If certification of those elements has not been achieved, the applicant must provide quarterly reports of progress towards certification of these elements, including additional steps and timeline that will be taken to achieve certification.

4. Evaluation Method. Each project will be evaluated for innovation and achievement of the goals of this subsection S using a number of factors. The evaluation factors are divided into three categories. Examples of sustainable development methods do not limit other mechanisms of meeting the evaluation factor. Projects that qualify as housing design demonstration projects are eligible to use the flexible development standard incentives outlined in subsections S.6 and 7 of this section, and are eligible for the residential incentives outlined below and in subsection S.8 of this section. Table 2.16.020.S-1 shows how projects are evaluated to qualify for the housing design demonstration project program.

Table 2.16.020.S-1: Housing Design Demonstration Project Scoring System		
Density Incentives	Requirements to Receive Incentives	
	Green Building and Innovative Site Development	Housing Diversity
2.5 x Base Density (for properties in residential zones) OR Max. Bonus Mixed-Use FAR (for properties in the MUTC and HS Road zoning districts)	• LEED Silver, BuiltGreen 4, or Evergreen Sustainable Development • Project meets innovative site development methods requirements of subsection S.4.b of this section	• 50% affordable housing • Home size not larger than 1,600 sq. ft.
NOTE: For required affordable housing units: - o Required affordable housing units must serve low-income households with an income less than or equal to 80% AMI. (See BIMC 18.21.020.A and 18.36.030.) - o Rental projects: 50% of required affordable house units must serve households with an income less than or equal to 60% AMI.		

Table 2.16.020.S-1 : Housing Design Demonstration Project Scoring System		
Density Incentives	Requirements to Receive Incentives	
	Green Building and Innovative Site Development	Housing Diversity
o Accessory dwelling units (ADUs) are not counted towards meeting affordable housing requirements of the HDDP program.		

a. Housing Diversity. Evaluation will review:

i. Unit Size. HDDP housing units cannot be larger than 1,600 square feet; and

ii. Affordable Housing. The project includes at least 50 percent of housing units that are affordable to households at or below low-income, as described in Chapter [18.21](#) BIMC, Affordable Housing, and BIMC [18.36.030](#). For rental projects: 50 percent of required affordable housing units must serve households with an income less than or equal to 60 percent AMI. Designated affordable housing shall remain affordable for 99 years from the time of final inspection on the affordable unit. The applicant shall record covenants that demonstrate how the unit will remain affordable and be managed for 99 years. Any ADUs constructed on lots where the primary unit is designated as required affordable housing must also be maintained as designated affordable housing.

b. Innovative Site Development. All HDDP projects will follow the Washington State Department of Ecology's 2019 Stormwater Management Manual for Western Washington. The project must integrate at least two of the 14 sustainable site methods listed across the four sustainable site categories below (water quality and conservation, landscaping, open space, and transportation). For projects which designate at least 75 percent of units as affordable housing, compliance with the innovative site development requirements is optional, not required.

i. Water Quality and Conservation. Projects use methods to decrease water usage and improve stormwater runoff quality through an integrated approach to stormwater management such as:

(A) Greywater. At least 30 percent of dwelling units integrate greywater use.

(B) Cisterns. At least 30 percent of total project roof area stormwater collection is directed to cisterns.

(C) Green Roofs. At least 30 percent of total project roof area qualifies as a “green” or vegetated roof.

(D) Covered Parking. At least 80 percent of total project parking spaces are covered (e.g., parking garage, carport).

ii. Landscaping. The project uses low maintenance landscaping and limits the amount of lawn in private yards in favor of common open space. Projects are encouraged to use cisterns to collect rainwater for irrigation or garden use.

(A) Native or Drought Tolerant Plants. Project landscaping integrates at least 60 percent native or drought tolerant plants.

(B) Private Yards. All private yard areas within the project designed to have less than or equal to 20 percent turf/grass.

(C) Heritage Trees. The project preserves one or more tree that has been approved as a “heritage tree” under the city’s program.

iii. Common Open Space. The project provides connected common open space area set aside as active open space and designed and integrated into the project. The open space could include active elements such as a neighborhood garden/pea patch and composting facilities, or a playground. Critical areas and their buffers and required roadside buffers do not contribute to “common open space” under the housing design demonstration project program.

(A) Open Space. The project integrates at least 25 percent of the lot area as common open space.

(B) Neighborhood Garden. The project incorporates a neighborhood garden or pea patch.

iv. Transportation. The project uses a design that provides enhanced sensitivity to pedestrian and bicycle travel and internally preserves existing informal, internal connection to external trail(s), or creates new connections where appropriate, to

implement the Island-Wide Transportation Plan (IWTP). The project design strives to reduce reliance on automobiles and trip counts, and promotes alternative transportation and public transit.

(A) Electric Vehicle (EV) Charging. The project integrates EV charging facilities for at least 10 percent of vehicle parking capacity, locating rechargeable electric vehicle (EV) parking in a conspicuous and preferred location close to a main building entrance.

(B) Car Sharing. The project integrates a parking space for a vehicle sharing program, such as Zipcar™.

(C) Public Nonmotorized Facilities. The project provides public walkways, sidewalks, separated paths, or bike lanes not otherwise required by the IWTP. Facility location and design is subject to approval by the department of public works.

(D) Covered Bike Parking. The project provides covered, consolidated bike parking.

(E) Bus Shelter. The project provides a covered bus shelter(s) for Kitsap Transit and school bus riders. Shelter location and design must be consistent with any Kitsap Transit, city, or school district requirements.

c. Innovative Building Design. The project shall be constructed under a green building certification program that requires third-party verification such as the Evergreen Sustainable Development, Living Building Challenge standard of the International Living Building Institute, Passive House Institute US/International, LEED or the BuiltGreen Program of the Master Builders of King and Snohomish Counties.

permit or approval, an application for a housing design demonstration project may be approved if the following criteria are met:

a. The applicant clearly demonstrates that the evaluation factors listed in subsection S.4 of this section will be met, as evaluated by the planning and public works departments;

- b. The applicant has demonstrated how relief from specific development standards, including setback reductions, lot coverage and/or design guidelines, is needed to achieve the desired innovative design and the goals of this chapter;
- c. The project does not adversely impact existing public service levels for surrounding properties;
- d. The project complies with all other portions of the BIMC, except as modified through this housing design demonstration project process;
- e. If a project will be phased, each phase of a proposed project must contain adequate infrastructure, open space, recreational facilities, landscaping and all other conditions of the project to stand alone if no other subsequent phases are developed; and
- f. The applicant is meeting required housing diversity standards. Management of long-term affordability for designated affordable housing will be monitored through the use of recorded covenants and/or other agreements.

6. Development Standard Incentives for Development Projects in the Mixed-Use Town Center. The applicant may request that development standards from BIMC Titles [17](#) and [18](#) be modified as part of a housing design demonstration project. The city will review the request to modify development standards through the project review process outlined in subsection S.3 of this section. Requirements of BIMC Title [16](#) may not be modified. The following development standards may be modified:

- a. Minimum Lot Dimensions and Size. Reductions in lot size or dimensions are subject to approval by Kitsap County health district.
- b. Maximum Lot Coverage. Maximum lot coverage can be increased above zoning district requirements with no maximum.
- c. Natural Area. For MUTC projects developed under BIMC Title [17](#), the prescriptive natural area requirements in Table 17.12.070-1 do not apply. Instead, the project shall integrate at least 50 square feet of natural area per unit.
- d. Residential Parking. The parking requirements outlined in BIMC [18.15.020](#) may be modified to require one parking space for homes under 800 square feet and one and one-half parking spaces for homes between 800 and 1,200 square feet. This reduction

may not be combined with any other reductions to result in less than one space per unit, and additional guest parking may be required pursuant to Table 18.15.020-1. A limited number of parking spaces may be designed to accommodate alternative fuel or subcompact vehicles such as Smart™ cars, with parking stall dimensional standards reduced from the standards outlined in BIMC [18.15.020.J](#). The applicants are encouraged to work with neighboring property owners to ensure street parking is not overburdened. If the project is requesting a reduction in required parking through the housing design demonstration project program, then the development shall integrate at least one guest parking space for every five dwelling units.

- i. For projects which designate 100 percent affordable housing and within one mile of the ferry terminal, for units less than 900 square feet in size, the parking requirement is reduced to one-half space per unit.

- e. Setbacks. Unless required for public safety purposes, such as sight distance, setbacks may be reduced as described below. This section does not supersede lesser setback requirements in the MUTC/HS Road district zones, as outlined in Tables 17.12.070-1 and 18.12.020-3, as applicable.

- i. Zoning Setback Reductions.

- (A) Front setback within project: 10 feet.

- (B) Rear setback within project: minimum of five feet.

- (C) Side setback within project: minimum of five feet.

- ii. Subdivision Setback Reductions.

- (A) All interior subdivision setbacks: zero feet.

- (B) Building to exterior subdivision boundary: five feet.

- (C) Building to right-of-way or on-site private access: 10 feet.

- f. Building Height. Buildings within the Mixed-Use Town Center or High School Road districts may achieve a maximum building height not to exceed the optional height outlined in Table 18.12.020-3.

7. Development Standard Incentives for Development Projects in Residential Zones. The applicant may request that development standards from BIMC Titles [17](#) and [18](#) be modified as part of a housing design demonstration project. The city will review the request to modify development standards through the project review process outlined in subsection S.3 of this section. Requirements of BIMC Title [16](#) may not be modified. The following development standards may be modified:

- a. Minimum Lot Dimensions and Size. Reductions in lot size or dimensions are subject to approval by Kitsap County health district.
- b. Maximum Lot Coverage. Maximum lot coverage can be increased above zoning district requirements with no maximum.
- c. Natural Area. For residentially zoned projects developed under BIMC Title [17](#), the prescriptive natural area requirements in Table 17.12.070-1 do not apply. Instead, the project shall integrate at least 400 square feet of natural area per unit.
- d. Residential Parking. The parking requirements outlined in BIMC [18.15.020](#) may be modified to require one parking space for homes under 800 square feet and one and one-half parking spaces for homes between 800 and 1,200 square feet. This reduction may not be combined with any other reductions to result in less than one space per unit, and additional guest parking may be required pursuant to Table 18.15.020-1. A limited number of parking spaces may be designed to accommodate alternative fuel or subcompact vehicles such as Smart™ cars, with parking stall dimensional standards reduced from the standards outlined in BIMC [18.15.020](#).J. The applicants are encouraged to work with neighboring property owners to ensure street parking is not overburdened. If the project is requesting a reduction in required parking through the housing design demonstration project, then the development shall integrate at least one guest parking space for every five dwelling units.
 - i. For projects which designate 100 percent affordable housing and within one mile of the ferry terminal, for units less than 900 square feet in size, the parking requirement is reduced to one-half space per unit.
- e. Setbacks. Unless required for public safety purposes, such as sight distance, zoning and subdivision setbacks may be reduced as described below. This section does not supersede lesser setback requirements as outlined in Tables 17.12.070-1 and

18.12.020-2, as applicable. Additional vegetative landscaping screen may be required by the director when reducing setbacks.

i. Zoning Setback Reductions.

(A) Front setback to on-site access: 10 feet.

ii. Subdivision Setback Reductions.

(A) All interior subdivision setbacks: zero feet.

(B) Building to on-site access: 10 feet.

8. Density Bonus Incentives. An increase in residential base density may be permitted as outlined in Table 2.16.020.S-1.

9. Housing Project Visit. In order to learn from the innovative design practices, if used, all projects completed under this subsection S shall allow city staff to conduct occasional site tours. City staff will make a request of the property owner prior to conducting a tour and will not access the properties for tours more than once every three months. The site tours will be limited to the exterior and common grounds of the property and conducted during regular business hours. Visits will be coordinated through the staff and property owner, and the owner will receive written notice no less than two weeks in advance of each visit. Any additional access to private property or at alternative times shall be at the permission and cooperation of the individual homeowner only.

10. Demonstration Period. This subsection S and related provisions of BIMC Titles [2](#), [17](#), and [18](#) shall expire when an updated affordable housing program is adopted to replace code provisions of BIMC [18.12.030](#).D and .E and Chapter [18.21](#) BIMC.

Exhibit D
BIMC 2.16.040

BIMC 2.16.040 Site plans and design review

A. Purpose. The purpose of this section is to establish a comprehensive site plan and design review process that ensures compliance with the adopted plans, policies, and ordinances of the city. The overall goal of this chapter is to minimize land alteration, provide greater site development flexibility and consequently provide more creative and imaginative design than generally is possible under conventional zoning regulations. It is further intended to provide for the review of development proposals with respect to overall site design and to provide a means for guiding development in a logical, safe, attractive, and expedient manner, while also allowing property to be developed in phases. An additional purpose is to promote those specific purposes for each zoning district stated in Chapter [18.06](#) BIMC.

B. Applicability.

1. Site plan and design review shall be required prior to the issuance of construction permits in any of the following circumstances:

- a. The new construction of a nonresidential building or other structure; or
- b. The expansion, remodel, or alteration of any building or other structure by more than five percent of its existing floor area, or overall size in cases where floor area is not applicable; or expansion that creates a new dwelling unit; or
- c. A change of use, where traffic, parking, noise or other impacts are greater than the impacts for the previously existing use, as determined by the director; or
- d. The construction of new wireless communication support structures (but not the location of wireless facilities on existing buildings).

review pursuant to this section. Properties within jurisdiction of the shoreline master program, as defined by Chapter [16.12](#) BIMC, or containing critical areas or critical area buffers, as defined by Chapter [16.20](#) BIMC, may require review pursuant to those chapters.

- a. Permits authorizing residential construction for detached single-family residential use and accessory dwelling units.

- b. Any activity that does not require a building permit or is not considered a change in use, as determined by the director.
- c. Any activity on the exterior of a building that does not exceed 25 percent change in any existing facade or roof form.
- d. Interior work that does not alter the exterior of the structure or affect parking standards as determined by the director.
- e. Normal building maintenance and repair.
- f. Maintenance or expansion of existing parks where the proposed activities are exempt from SEPA review in accordance with WAC [197-11-800](#).
- g. Construction of public communications towers.

3. The provisions of this section supplement those of BIMC [2.16.020](#) and [2.16.030](#) when the application is for site plan or design review. In the event of a conflict between the provisions of BIMC [2.16.020](#) or [2.16.030](#) and this section, the provisions of this section shall govern.

C. Major and Minor. This section provides two methods of site plan and design review: major and minor. Application materials for both major and minor site plan and design review can be found in the administrative manual.

1. Minor. Minor site plan and design review is required for minor projects that can clearly meet the decision criteria in subsection F of this section, as determined by the director. Examples of minor administrative projects include: (a) a fourplex multifamily development; (b) minor commercial remodel or the addition of a small room; and (c) a minor change in use, such as from a church to a preschool.

2. Major. Major site plan and design review requires design review board and planning commission review and recommendation, and is required for projects that: (a) are determined by the director to be more complicated than those in subsection C.1 of this section, due to site constraints or the complexity of the project; or (b) receive written public comment(s) during the public comment period concerning the effect on the land use application of the comprehensive plan, shoreline master program, or matters not addressed

by specific provisions of this code; or (c) are located on property zoned business/industrial after November 22, 1999.

D. Review Procedures – Proposal Stage. Review of site plan and design review proposals shall include all of the following in the order listed:

1. Preapplication Conference. The applicant shall participate in a preapplication conference in accordance with the provisions and requirements in BIMC [2.16.020.I](#).

~~2. Conceptual Review. The conceptual review will be held at a meeting of the design review board. The applicant will present a short project description, zoning summary, and a thorough narrative of design context in accordance with the Design for Bainbridge manual and appendices. This meeting is a means of providing feedback on projects in their earliest stages before applicants are committed to a particular design. The conceptual review is an opportunity to ensure that the applicant understands the design review process, and the design standards and guidelines. This early touch allows the design review board and applicant to consider optional concepts for a project that may be better suited to the Island community, to dialogue in an informal manner with the applicant, and review the design standards and guidelines applicable to the project. Project design submittal requirements are described in the Design for Bainbridge appendices.~~

~~32. Public Participation Meeting. As part of the project proposal phase, applicants are required to participate in a community meeting through the city's public participation program at a planning commission meeting and as outlined in Resolution No. 2021-07. The public participation meeting is a meeting of public engagement, and the applicant's opportunity to respond to questions, comments, and assessments of the proposed project. A second public participation meeting may be required if significant project changes occur after completion of the design guidance review.~~

~~4. Design Guidance Review. The design guidance review will be held at a meeting of the design review board. The design guidance review meeting is intended to provide input and guidance to an applicant that the proposed project is responding adequately to the Design for Bainbridge standards and guidelines, including recommendations for how the project could be revised to achieve greater consistency. The applicant shall also make known the potential need and rationale for any departure from the design standards and guidelines. The design submittal requirements are described in the Design for Bainbridge appendices. Additional design guidance review may be required if significant project changes occur after the initial design guidance review.~~

~~5. Final Design Review and Recommendation. The design review board reviews and makes a final determination of project consistency with Design for Bainbridge standards and guidelines. The design review board will forward written findings, their determination of the project's consistency with the standards and guidelines, the design guideline checklist, and their recommendation, including any conditions, to the staff planner. Any condition attached to a recommendation must be intended to achieve consistency with one or more specific standards or~~

~~guidelines. The design review board's written findings will be included in the staff report transmitted to the director or planning commission. The design review board shall recommend approval, approval with conditions or departures, or denial. A design review board recommendation is not a final decision and therefore there is no appeal of the recommendation. The planning commission may determine that additional design review is required if significant project changes occur following the final design review and recommendation.~~

E. Review Procedures – Application Stage. Review of site plan and design review applications shall include all of the following:

1. Application. An applicant may submit an application for site plan and design review at any time after completion of the required steps in subsection D of this section or approval of a waiver in accordance with BIMC [2.16.020](#).I.3 or I.4 or subsection D.1 of this section. The applicant shall submit a complete application with all required submittal requirements listed in the administrative manual including design review submittals.

2. Review by Design Review Board. Upon receipt of the application and determination of completeness, the Director shall schedule the applicant on the next available agenda for a Design Review Board meeting. The applicant shall make a presentation to the Design Review Board per the requirements of the Design Review Board manual. The Design Review Board reviews the project materials and makes a recommendation on project consistency with Design for Bainbridge standards. A Design Review Board recommendation is not a final decision and therefore there is no appeal of the recommendation. The Design Review Board's recommendation will be forwarded to the Planning Department and may include recommended changes to the design (to be evaluated by staff before issuing the permit) as well as recommended conditions on the permit related to design. Any recommended changes to the design or conditions on the permit must be intended to achieve consistency with one or more specific standards in the Design for Bainbridge manual.

~~23.~~ Review by Kitsap Public Health District.

a. Upon receipt of the application and determination of completeness, the director shall transmit a copy of the application to the health district.

b. The health district shall provide written recommendation of approval, approval with conditions, or disapproval of the preliminary long subdivision application pursuant to the decision criteria in subsection F of this section.

~~34.~~ Review by City Engineer.

a. Upon receipt of the application and determination of completeness, the director shall transmit a copy of the application to the city engineer.

b. The city engineer shall provide written recommendation of approval, approval with conditions, or disapproval of the preliminary long subdivision application pursuant to the decision criteria in subsection F of this section.

45. Review and Recommendation by Planning Commission.

a. In the case of a major site plan and design review application, the planning commission shall review the application prior to the review and final decision by the director.

b. The purpose of the planning commission review and recommendation meeting is to review a proposed project for consistency with applicable design guidelines, BIMC Title [17](#), and the comprehensive plan.

c. The planning commission shall consider the application at a public meeting where public comments will be taken. The planning commission shall recommend approval, approval with conditions or denial of an application. In making a recommendation, the planning commission shall consider the applicable decision criteria, all other applicable law, and the recommendation of the design review board. If the applicable criteria are not met, the planning commission shall recommend the proposal be modified or denied.

d. The design review board's recommendation shall hold substantial weight in the consideration of the application by the planning commission. Any deviation from the recommendation shall be documented in their written findings of facts and conclusions.

e. The planning commission will forward its written findings of facts and conclusions, their determination of the project's consistency with the comprehensive plan, and their recommendation, including any conditions attached by the planning commission and design review board, to the staff planner. The planning commission's written findings will be included in the staff report transmitted to the director. The planning commission's recommendation shall be given substantial weight by the director in making a decision.

f. A planning commission recommendation is not a final decision and therefore there is no appeal of the recommendation.

56. Review and Approval by Director.

a. The director shall review the application materials, information provided by the health district and city engineer, staff report, any public comments received, the recommendations of the design review board and, in the case of major site plan and design review applications, the recommendations of the planning commission, and shall make a final decision based on:

i. In the case of a minor site plan and design review application, the final decision on an application is made by the director based on (A) decision criteria in subsection F of this section, (B) the DRB recommendation, and (C) consideration of any public comments received.

ii. In the case of a major site plan and design review application, the director will make the final decision based on (A) the decision criteria in subsection F of this section, (B) the recommendation of the planning commission, (C) the recommendation of the design review board, and (D) consideration of any public comments received. The design review board's and planning commission's recommendations shall hold substantial weight in the consideration of the application by the director. Any deviation from those recommendations shall be documented in the director's report.

b. The director shall make compliance with the recommendations of the design review board and/or planning commission a condition of approval, unless the director concludes that the recommendations:

i. Reflect inconsistent application of design guidelines or any applicable provisions of this code;

ii. Exceed the authority of the design review board or planning commission;

iii. Conflict with SEPA conditions or other regulatory requirements applicable to the project; or

iv. Conflict with requirements of local, state, or federal law.

c. The director shall adopt a planning commission recommendation of denial of an application unless the director concludes that the recommendation:

- i. Reflects inconsistent application of design guidelines, the comprehensive plan, or any applicable provisions of this code;
- ii. Exceeds the authority of the design review board or planning commission;
- iii. Conflicts with SEPA conditions or other regulatory requirements applicable to the project; or
- iv. Conflicts with requirements of local, state, or federal law.

~~67.~~ Relationship to Other Land Development Applications – Consolidated Project Review.

- a. If requested by the applicant, a site plan and design review application that is part of a proposal requiring multiple land use permits may be combined in a consolidated project review. Related applications requiring a public hearing shall be considered at one public hearing in accordance with BIMC [2.16.170](#).
- b. If a site plan and design review application is part of a consolidated project, the director will review the site plan and design review application as prescribed under subsection E.6.a or E.6.b of this section, as appropriate, and forward the findings and decision to the appropriate hearing body for any required public hearing.

F. Decision Criteria. The director and planning commission shall base their respective recommendations or decisions on site plan and design review applications on the following criteria:

- 1. The site plan and design is consistent with all applicable provisions of the BIMC, design guidelines, the comprehensive plan, and applicable subarea and master plans; and
- 2. The locations of the buildings and structures, open spaces, and landscaping result in a context-sensitive design; and
- 3. The Kitsap public health district has determined that the site plan and design meets the following decision criteria:
 - a. The proposal conforms to current standards regarding domestic water supply and sewage disposal; or if the proposal is not to be served by public sewers, then the lot has sufficient area and soil, topographic and drainage characteristics to permit an on-site sewage disposal system; and

- b. If the health district recommends approval of the application with respect to those items in subsection F.3.a of this section, the health district shall so advise the director; and
 - c. If the health district recommends disapproval of the application, it shall provide a written explanation to the director; and
- 4. The streets and nonmotorized facilities, as proposed, are adequate to accommodate anticipated traffic; and
- 5. The city engineer has determined that the site plan and design meets the following decision criteria:
 - a. The site plan and design conforms to regulations concerning drainage in Chapters [15.20](#) and [15.21](#) BIMC; and
 - 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 of properties downstream; and
 - c. The streets, nonmotorized facilities, locations of the buildings, structures, and vehicular circulation systems as proposed align with and are otherwise coordinated with streets and nonmotorized facilities serving adjacent properties and are adequate, safe, efficient and consistent with the island-wide transportation plan; and
 - d. If a traffic study shows that the proposed development will have an adverse impact on traffic, including nonmotorized traffic, the impact shall be mitigated as required by the city engineer; and
 - e. If the site will rely on public water or sewer services, there is capacity in the water or sewer system (as applicable) to serve the site, and the required service(s) can be made available at the site; and
 - f. The site plan and design conforms to the “City of Bainbridge Island Engineering Design and Construction Standards and Specifications,” unless the city engineer has approved a deviation from the standards; and
- 6. No harmful or unhealthful conditions are likely to result from the proposed site plan; and

7. If the subject property contains a critical area or buffer, as defined in Chapter [16.20](#) BIMC, the site plan and design review permit conforms to all requirements of that chapter; and
8. If the subject property is within the shoreline jurisdiction, as defined in Chapter [16.12](#) BIMC, the site plan and design review permit conforms to all requirements of that chapter; and
9. If the applicant is providing privately owned open space and is requesting credit against dedications for park and recreation facilities required by BIMC [17.20.020.C](#), the requirements of BIMC [17.20.020.D](#) have been met; and
10. The Bainbridge Island fire department has reviewed the application and determined that the site plan has been properly designed to ensure fire protection; and
11. The site plan and design has been prepared consistent with the purpose and review procedures of this chapter.

DRAFT

Exhibit E

BIMC 2.16.070

BIMC 2.16.070 Short Subdivisions

A. Purpose. This section provides an administrative procedure for approving subdivision plats including four lots or less.

B. Applicability. This procedure applies to all short subdivisions. Short subdivisions involve the division or redivision of land into four lots or less when those plats meet the criteria set forth in BIMC Title [17](#).

C. General Procedures.

1. Short subdivisions shall be approved through the general administrative review procedures described in BIMC [2.16.030](#) except as described below. Application materials for short subdivisions can be found in the administrative manual.
2. Short subdivisions shall not be used, either by a person alone or by persons acting together, at one time or over a period of time, as a means to circumvent compliance with the more stringent subdivision requirements that control the subdivision of land into five or more lots. When an application for a short subdivision is filed within five years after the approval of a short subdivision on a contiguous land parcel, a presumption of an attempt to circumvent short subdivision requirements may be invoked by the director as a basis for further investigation to assure compliance with the intent of this provision.
3. The provisions of this section shall supplement those of BIMC [2.16.020](#) and [2.16.030](#) when the application is for a short subdivision. In the event of a conflict between the provisions of BIMC [2.16.020](#) or [2.16.030](#) and this section, the provisions of this section shall govern.
4. Vesting. A proposed short subdivision shall be considered under the subdivision ordinance, zoning or other land use control ordinances, and the State Environmental Policy Act in effect at the time a fully completed application for preliminary approval of the subdivision has been submitted to the city. The requirements for a fully completed application shall be defined by the administrative manual.

5. Timeline for Review. The city has 90 calendar days from the filing of a complete application in which to approve, disapprove, or return the application to the applicant for modification. The timeline for review can be extended beyond 90 calendar days if the city determines it has incomplete or insufficient application materials and/or if there are significant changes to application materials. If no action can be taken to approve or disapprove the application within the 90 calendar days, the director must notify the applicant of the reasons for the delay and steps necessary to complete the application.

~~D. Review Procedures – Proposal Preapplication Stage. Review of short subdivision proposals shall include all of the following in the order listed except that the division or redivision of land into two lots shall not be required to comply with subsections D.2, D.3, and D.5 of this section:~~
 1. Preapplication Conference. The applicant shall participate in a preapplication conference in accordance with the provisions and requirements in BIMC [2.16.020.I](#).

~~2. Conceptual Review. The conceptual review will be held at a meeting of the design review board. The applicant will present a short project description, zoning summary, and a thorough narrative of design context in accordance with the Design for Bainbridge manual and appendices. This meeting is a means of providing feedback on projects in their earliest stages before applicants are committed to a particular design. The conceptual review is an opportunity to ensure that the applicant understands the design review process, and the design standards and guidelines. This early touch allows the design review board and applicant to consider optional concepts for a project that may be better suited to the Island community, to dialogue in an informal manner with the applicant, and review the design standards and guidelines applicable to the project. Project design submittal requirements are described in the Design for Bainbridge appendices.~~

~~3. Public Participation Meeting. As part of the project proposal phase, applicants are required to participate in a community meeting through the city's public participation program at a planning commission meeting and as outlined in Resolution No. 2021-07. The public participation meeting is a meeting of public engagement, and the applicant's opportunity to respond to questions, comments, and assessments of the proposed project. A second public participation meeting may be required if significant project changes occur after completion of the design guidance review.~~

~~4. Design Guidance Review. The design guidance review will be held at a meeting of the design review board. The design guidance review meeting is intended to provide input and guidance to an applicant that the proposed project is responding adequately to the Design for Bainbridge standards and guidelines, including recommendations for how the project could be revised to achieve greater consistency. The applicant shall also make known the potential need and rationale for any departure from the design standards and guidelines. The design submittal requirements are described in the Design for Bainbridge appendices and the administrative manual and include documentation of the four-step design process, schematic design, and completed subdivision design guidelines checklist. The four-step design process includes:~~

a. ~~Delineate Natural Space.~~ The applicant shall prioritize natural resources on the site in terms of their highest to least appropriateness for inclusion in the proposed natural area. On the basis of those priorities and practical considerations given to the site's configuration, its context in relation to natural areas on adjoining and neighboring properties, and the applicant's subdivision objectives, natural space shall be delineated in a manner clearly indicating boundaries as well as the types of resources. The amount of natural space required is provided in Chapter [17.12 BIMC](#).

b. ~~Locate Homesites and Community Space.~~ After delineating natural space, homesite areas and community space shall be identified (a "sketch" diagram is acceptable), using the site analysis and context maps produced for the conceptual proposal review meeting as a base map. The amount of community space required is provided in Chapter [17.12 BIMC](#).

c. ~~Define Access.~~ After locating the natural space, homesites, and community space, the access network shall be defined. The access network shall provide a safe, convenient, and efficient system for vehicular, pedestrian, and bicycle circulation and minimize impacts on proposed natural space.

d. ~~Draw Lot Lines.~~ Upon completion of the preceding three steps, draw lot lines to delineate the boundaries of individual lots.

Additional design guidance review may be required if significant project changes occur after the initial design guidance review.

5. ~~Final Design Review and Recommendation.~~ The design review board reviews and makes a final determination of project consistency with Design for Bainbridge standards and guidelines. The design review board will forward written findings, their determination of the project's consistency with the standards and guidelines, the design guideline checklist, and their recommendation, including any conditions, to the staff planner. Any condition attached to a recommendation must be intended to achieve consistency with one or more specific standards or guidelines. The design review board's written findings will be included in the staff report transmitted to the director or planning commission. The design review board shall recommend approval, approval with conditions or departures, or denial. A design review board recommendation is not a final decision and therefore there is no appeal of the recommendation. The planning commission may determine that additional design review is required if significant project changes occur following the final design review and recommendation.

E. Review Procedures – Application Stage. Review of short subdivision applications shall include all of the following:

1. Application. An applicant may submit an application for a short subdivision at any time after completion of the required steps in subsection D of this section the preapplication conference or approval of a waiver in accordance with BIMC [2.16.020](#).I.3 or I.4 or subsection D.1 of this section. The applicant shall submit a complete application with all required submittal requirements listed in the administrative manual.

2. Review by Kitsap Public Health District.

a. Upon receipt of the application and determination of completeness, the director shall transmit a copy of the application to the health district.

b. The health district shall provide written recommendation of approval, approval with conditions, or disapproval of the preliminary short subdivision application pursuant to the decision criteria in subsection F of this section.

3. Review by City Engineer.

a. Upon receipt of the application and determination of completeness, the director shall transmit a copy of the application to the city engineer.

b. The city engineer shall provide written recommendation of approval, approval with conditions, or disapproval of the preliminary short subdivision application pursuant to the decision criteria in subsection F of this section.

4. Review and Recommendation by Planning Commission.

a. Review and recommendation by the planning commission is optional unless the project proposal includes a three or more lot short subdivision and a request for a departure from applicable subdivision standards. Requests for departures pursuant to BIMC 17.12.040 for three or more lot short subdivisions shall be reviewed by the planning commission. The director shall determine whether review is necessary based on the major issues and specific aspects of the project, the design review board recommendation, and any written public comments received during the public comment period.

b. The purpose of the planning commission review and recommendation meeting is to review a proposed project for consistency with applicable design guidelines, BIMC Titles [17](#) and [18](#), and the comprehensive plan. If the proposed project includes a three or more lot short subdivision and a request for departure from subdivisions standards, the planning commission shall review the request pursuant to the criteria in BIMC 17.12.040.

c. The planning commission shall consider the application at a public meeting where public comments will be taken. The planning commission shall recommend approval, approval with conditions or denial of an application. In making a recommendation, the planning commission shall consider the applicable decision criteria, all other applicable law, and the recommendation of the design review board. If the applicable criteria are not met, the planning commission shall recommend the proposal be modified or denied.

d. The design review board's recommendation shall hold substantial weight in the consideration of the application by the planning commission. Any deviation from the recommendation shall be documented in their written findings of facts and conclusions.

e. The planning commission will forward its written findings of facts and conclusions, their determination of the project's consistency with the comprehensive plan, and their recommendation, including any conditions attached by the planning commission and design

review board, to the staff planner. The planning commission's written findings, conclusions and recommendation will be included in the staff report transmitted to the director.

f. A planning commission recommendation is not a final decision and therefore there is no appeal of the recommendation.

5. Review and Approval by Director.

a. The director shall review the application materials, information provided by the health district and city engineer, staff report, any public comments received, the recommendations of the design review board and the recommendations of the planning commission.

b. The director will make the final decision based on (i) the decision criteria in subsection F of this section, (ii) the recommendation of the planning commission, and (iii) ~~the recommendation of the design review board, and (iv) consideration of any public comments received.~~ The design review board's and planning commission's recommendations shall hold substantial weight in the consideration of the application by the director. Any deviation from those recommendations shall be documented in the director's report.

c. The director shall make compliance with the recommendations of the design review board and/or planning commission a condition of approval, unless the director concludes that the recommendations:

- i. Reflect inconsistent application of design guidelines or any applicable provisions of this code;
- ii. Exceed the authority of the design review board or planning commission;
- iii. Conflict with SEPA conditions or other regulatory requirements applicable to the project; or
- iv. Conflict with requirements of local, state, or federal law.

d. The director shall prepare written findings of facts and conclusions in support of the decision made. If the director disapproves the application he or she shall provide a written explanation of the reasons for the disapproval to the applicant.

A. Purpose. This section provides an administrative procedure for approving subdivision plats including four lots or less.

B. Applicability. This procedure applies to all short subdivisions. Short subdivisions involve the division or redivision of land into four lots or less when those plats meet the criteria set forth in BIMC Title [17](#).

C. General Procedures.

1. Short subdivisions shall be approved through the general administrative review procedures described in BIMC [2.16.030](#) except as described below. Application materials for short subdivisions can be found in the administrative manual.
2. Short subdivisions shall not be used, either by a person alone or by persons acting together, at one time or over a period of time, as a means to circumvent compliance with the more stringent subdivision requirements that control the subdivision of land into five or more lots. When an application for a short subdivision is filed within five years after the approval of a short subdivision on a contiguous land parcel, a presumption of an attempt to circumvent short subdivision requirements may be invoked by the director as a basis for further investigation to assure compliance with the intent of this provision.
3. The provisions of this section shall supplement those of BIMC [2.16.020](#) and [2.16.030](#) when the application is for a short subdivision. In the event of a conflict between the provisions of BIMC [2.16.020](#) or [2.16.030](#) and this section, the provisions of this section shall govern.
4. Vesting. A proposed short subdivision shall be considered under the subdivision ordinance, zoning or other land use control ordinances, and the State Environmental Policy Act in effect at the time a fully completed application for preliminary approval of the subdivision has been submitted to the city. The requirements for a fully completed application shall be defined by the administrative manual.
5. Timeline for Review. The city has 90 calendar days from the filing of a complete application in which to approve, disapprove, or return the application to the applicant for modification. The timeline for review can be extended beyond 90 calendar days if the city determines it has incomplete or insufficient application materials and/or if there are significant changes to application materials. If no action can be taken to approve or disapprove the application within the 90 calendar days, the director must notify the applicant of the reasons for the delay and steps necessary to complete the application.

Exhibit F
BIMC 2.16.080

2.16.080 Large Lot Subdivisions

A. Purpose. This section provides an administrative procedure for approving subdivisions in which all of the created lots are generally larger than five acres.

B. Applicability. This procedure applies to all large lot subdivisions. Large lot subdivisions include divisions or redivisions of land so that each created lot contains at least five acres of land (or 1/128th of a section of land, whichever is less)

C. General Procedures.

1. The provisions of this section shall supplement the general administrative review provisions of BIMC [2.16.020](#) and [2.16.030](#) when the application is for a large lot subdivision. In the event of a conflict between the provisions of BIMC [2.16.020](#) or [2.16.030](#) and this section, the provisions of this section shall govern.

2. Large lot subdivisions shall be reviewed and approved through the procedures described for short subdivisions in BIMC [2.16.070](#).D through F, ~~with the exception that design review board and planning commission review and recommendation are required, not optional.~~

3. Vesting. A proposed large lot subdivision shall be considered under the subdivision ordinance, zoning or other land use control ordinances, and the State Environmental Policy Act in effect at the time a fully completed application for preliminary approval of the subdivision has been submitted to the city. The requirements for a fully completed application shall be defined by the administrative manual.

4. Timeline for Review. The city has 90 calendar days from the filing of a complete application in which to approve, disapprove, or return the application to the applicant for modification. The timeline for review can be extended beyond 90 calendar days if the city determines it has incomplete or insufficient application materials and/or if there are significant changes to application materials. If no action can be taken to approve or disapprove the application within

the 90 calendar days, the director must notify the applicant of the reasons for the delay and steps necessary to complete the application.

D. Repealed by Ord. 2018-20.

E. Repealed by Ord. 2018-20.

F. Civil Plan Review.

1. The applicant shall submit civil engineering plans and designs to the city for review by city staff and acceptance by the city engineer before submitting an application for final large lot subdivision approval.
2. No construction on or to the site may take place until civil engineering plans have been received and approved by the city.
3. After the preliminary large lot subdivision and civil engineering plans have been approved the subdivider is authorized to develop the subdivision's facilities and improvements in strict accordance with the standards established by this title, related standards in Titles [17](#) and [18](#), and any conditions imposed.



G. Review of Final Large Lot Subdivision Application.

1. Timeline for Review. Final large lot subdivisions shall be approved, approved with conditions, disapproved or returned to the applicant by the director within 30 working days from the date of filing of a complete application, unless the applicant consents to an extension of such time period.

2. Submittal of Final Plat. The submittal requirements shall be the same as those for short subdivisions as described in BIMC [2.16.070](#).I.2.

3. Duties of Surveyor. The duties of the surveyor shall be the same as those for a short subdivision as described in BIMC [2.16.070](#).I.3.

4. Review, Recommendation, and Approval.

a. The city engineer shall review the final large lot subdivision to determine the compliance with the requirements of RCW [58.17.160](#), the “City of Bainbridge Island Engineering Design and Development Standards Manual” (except as varied by the city engineer during the preliminary large lot review process), and any conditions imposed on the approved preliminary subdivision plat, and forward written recommendations for approval, approval with conditions, or disapproval to the director.

b. After receiving the city engineer’s recommendation pursuant to subsection G.4.a of this section, the director shall approve, approve with conditions, or disapprove the final large lot subdivision.

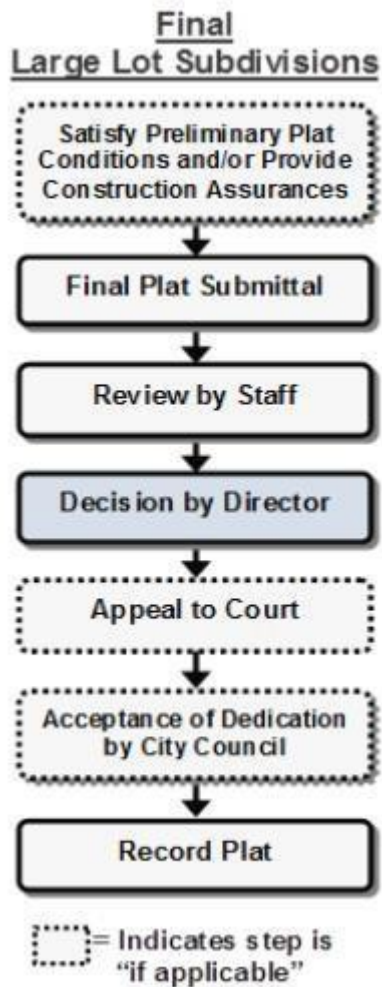
c. The large lot subdivision shall be approved if the director determines that:

i. The final large lot plat meets all standards established by state law, this title and related standards in BIMC Titles [15](#) through [18](#); and

ii. The proposed final large lot plat bears the certificates and statements of approval required by the administrative manual; and

iii. The facilities and improvements required to be provided by the subdivider have been completed or assurances in accordance with BIMC [2.16.070](#).N have been provided.

d. If the application conforms to the criteria in subsection G.4.c of this section, the director shall signify his or her approval by signing the approval line on the face of the large lot subdivision. If the director disapproves the application, he or she shall provide a written explanation to the applicant.



5. Amendment of Disapproved Application. When an application is disapproved, an applicant shall have the same rights to submit an amended application that apply to short subdivisions as described in BIMC [2.16.070](#).I.5, except that any amended application filed within the 180-day time frame shall be reviewed as set forth in this subsection G.

H. Improvements.

1. All large lot subdivisions shall have the following improvements developed and/or installed prior to recording the final plat:

- a. Streets shall be cleared and grubbed; and
- b. Streets shall be rocked or graveled to provide adequate year-round passage; and

c. Appropriate drainage, including erosion control, facilities consistent with Chapters [15.20](#) and [15.21](#) BIMC shall be provided on a plan approved by the city engineer prior to clearing and construction of any plat improvements.

2. All street rights-of-way within the large lot subdivision shall be dedicated to the city of Bainbridge Island unless the only access between the large lot subdivision and a developed, publicly owned road is a private road and there is no easement providing public access on that private road. That dedication shall not reduce the number of parcels allowable in a large lot subdivision if such parcels are based on a section subdivision and/or comprise 1/128th of a section or more.

3. On any approved large lot no further lot divisions shall be approved until the required improvements are installed and approved by the city.

I. Assurance of Improvements. Large lot subdivisions shall be subject to the same requirements for assurance of required improvements that apply to short subdivisions as described in BIMC [2.16.070](#).N.

J. Modification of Preliminary or Final Large Lot Subdivisions before Filing.

1. An alteration to an approved preliminary large lot subdivision that does not change the general plat layout, increase off-site impacts of the subdivision, or modify a provision or condition that was a matter of dispute by any party during the preliminary approval process may be made by the director after notice and opportunity to comment are provided to the applicant and all parties of record. The director shall review and approve or disapprove the request for modification following the process set forth in BIMC [2.16.030](#).

2. Other modifications to an approved large lot subdivision must be reviewed in accordance with the process for a new large lot subdivision application, including payment of fees, and shall be approved consistent with the procedures and requirements of this chapter.

3. The following exemptions shall not constitute changes in the preliminary large lot subdivision approval and do not require further review as provided for under subsections J.1 or J.2 of this section:

a. Engineering detail, unless the proposed detail modifies or eliminates features specifically required as an element of the preliminary large lot subdivision approval.

For purposes of this section, “engineering detail” shall mean minor changes to proposed road or lot grading or drainage design that do not significantly affect the location of those facilities, and minor changes to locations of utility pipes, swales, or wires that do not significantly affect their visibility from adjacent roads or properties; and similar minor changes;

b. Minor changes in lot lines or lot dimensions; or

c. Minor alterations regarding homesite location and/or open space usage.

K. Disclaimer as to Streets. Streets within a large lot subdivision shall not be constructed or maintained by the city unless such streets have been improved to current standards and have been accepted into the city street system. Unless so improved and accepted, the responsibility for maintenance shall lie with the owners of the lots. In such cases the face of each large lot subdivision plat shall contain the following disclaimer:

Responsibility and expense for maintenance of roads leading to or serving lots within this Large Lot Subdivision (unless such roads have been accepted into city’s road system) shall rest with the lot owners.

L. Further Division. No lot in an approved large lot subdivision may be divided further within five years of recording the approved final large lot subdivision plat without following the subdivision requirements in effect at the time of such application. Short or long subdivision procedures may apply, depending on the number of additional lots proposed to be created.

M. Requirements for Filing Plat. In addition to the requirements of subsections J and K of this section, approved large lot subdivisions shall be subject to the same requirements for filing plats that apply to short subdivisions as described in BIMC [2.16.070](#).K.

N. Amendment to Approved Large Lot Subdivision. Proposals for amendment of a large lot subdivision shall follow the provisions of RCW [58.17.215](#). Alterations of a subdivision are also subject to the provisions of RCW [64.04.175](#).

Exhibit G
BIMC 2.16.110

2.16.110 Major CUP Review procedures

A. Purpose. A major conditional use permit is a mechanism by which the city may require specific conditions on development or the use of land to ensure that designated uses or activities are compatible with other uses in the same zone and in the vicinity of the subject property. If imposition of conditions will not make a specific proposal compatible the proposal shall be denied.

B. Applicability.

1. As determined by the director, a major conditional use permit shall be secured from the city prior to establishing or expanding a use according to situations that include, but are not limited to: (a) the proposed use or expansion covers 50 percent or greater of the total lot area; (b) the proposed use is accessed by a local or private road; (c) the proposed use or expansion generates more than 36 total trips per day; (d) the proposed use or expansion contains four or more units in a multifamily dwelling; or (e) requests for additional nonresidential building height pursuant to Table 17.12.070-1, 18.12.020-2 or 18.12.020-3.
2. Any activity that is exempt from the request for a minor conditional use permit pursuant to BIMC [2.16.050](#).B.2 is also exempt from the request for a major conditional use permit.
3. The provisions of this section supplement those of BIMC [2.16.020](#) and [2.16.100](#) when the application is for a conditional use permit. In the event of a conflict between the provisions of BIMC [2.16.020](#) or [2.16.100](#) and this section, the provisions of this section shall govern.
4. Temporary uses and events may be exempt from some or all of the major conditional use permit requirements if the director determines that their impacts on the immediately surrounding area will be minimal.

C. General Procedures. Major conditional uses shall be approved through the general procedures applicable to quasi-judicial decisions by the hearing examiner in BIMC [2.16.100](#) except as described below.

D. Review Procedures – Proposal Stage. Review of major conditional use permit proposals shall include all of the following in the order listed:

1. Preapplication Conference. The applicant shall participate in a preapplication conference in accordance with the provisions and requirements in BIMC [2.16.020.I](#).

2. Conceptual Review. The conceptual review will be held at a meeting of the design review board. The applicant will present a short project description, zoning summary, and a thorough narrative of design context in accordance with the Design for Bainbridge manual and appendices. This meeting is a means of providing feedback on projects in their earliest stages before applicants are committed to a particular design. The conceptual review meeting is an opportunity to ensure that the applicant understands the design review process, and the design standards and guidelines. This early touch allows the design review board and applicant to consider optional concepts for a project that may be better suited to the Island community, to dialogue in an informal manner with the applicant, and review the design standards and guidelines applicable to the project. Project design submittal requirements are described in the administrative manual and include a statement of intent, site analysis, and context map. An applicant may request a waiver from the conceptual proposal review if the applicant demonstrates knowledge and understanding of the city's permit processing procedures.

32. Public Participation Meeting. As part of the project proposal phase, applicants are required to participate in a community meeting through the city's public participation program at a planning commission meeting and as outlined in Resolution No. 2021-07. The public participation meeting is a meeting of public engagement, and the applicant's opportunity to respond to questions, comments, and assessments of the proposed project. A second public participation meeting may be required if significant project changes occur after completion of the design guidance review application.

4. Design Guidance Review. The design guidance review will be held at a meeting of the design review board. The design guidance review meeting is intended to provide input and guidance to an applicant that the proposed project is responding adequately to the Design for Bainbridge standards and guidelines, including recommendations for how the project could be revised to achieve greater consistency. The applicant shall also make known the potential need and rationale for any departure from the design standards and guidelines and construction standards and specifications. Submittal requirements are described in the administrative manual and include a schematic design and completed design guidelines checklist. Additional design guidance review may be required if significant project changes occur after the initial design guidance review.

5. Final Design Review and Recommendation. The design review board reviews and makes a final determination of project consistency with Design for Bainbridge standards and guidelines. The design review board will forward written findings, their determination of the project's consistency with the standards and guidelines, the design guideline checklist, and their recommendation, including any conditions, to the staff planner. Any condition attached to a recommendation must be intended to achieve consistency with one or more specific standards or guidelines. The design review board's written findings will be included in the staff report transmitted to the director or planning commission. The design review board shall recommend

~~approval, approval with conditions or departures, or denial. A design review board recommendation is not a final decision and therefore there is no appeal of the recommendation. The planning commission may determine that additional design review is required if significant project changes occur following the final design review and recommendation.~~

E. Review Procedures – Application Stage. Review of major conditional use permit applications shall include all of the following:

1. Application. An applicant may submit an application for a major conditional use permit at any time after completion of the required steps in subsection D of this section or approval of a waiver in accordance with BIMC [2.16.020](#).I.3 or I.4 or subsection D.1 of this section. The applicant shall submit a complete application with all required submittal requirements listed in the administrative manual including design review submittals.

2. Review by Design Review Board. Upon receipt of the application and determination of completeness, the Director shall schedule the applicant on the next available agenda for a Design Review Board meeting. The applicant shall make a presentation to the Design Review Board per the requirements of the Design Review Board manual. The Design Review Board reviews the project materials and makes a recommendation on project consistency with Design for Bainbridge standards. A Design Review Board recommendation is not a final decision and therefore there is no appeal of the recommendation. The Design Review Board's recommendation will be forwarded to the Planning Department and may include recommended changes to the design (to be evaluated by staff before issuing the permit) as well as recommended conditions on the permit related to design. Any recommended changes to the design or conditions on the permit must be intended to achieve consistency with one or more specific standards in the Design for Bainbridge manual.

~~23. Review and Recommendation by Planning Commission.~~

a. In the case of a major conditional use permit application, the planning commission shall review the application prior to the review and final decision by the director.

b. The purpose of the planning commission review and recommendation meeting is to review a proposed project for consistency with ~~applicable design guidelines, BIMC Title [17](#), and the comprehensive plan.~~

c. The planning commission shall consider the application at a public meeting where public comments will be taken. The planning commission shall recommend approval, approval with conditions or denial of an application. In making a recommendation, the planning commission shall consider the applicable decision criteria, all other applicable law, and the recommendation of the design review board. If the applicable criteria are not met, the planning commission shall recommend the proposal be modified or denied.

d. The design review board's recommendation shall hold substantial weight in the consideration of the application by the planning commission. Any deviation from the recommendation shall be documented in their written findings of facts and conclusions.

e. The planning commission will forward its written findings of facts and conclusions, their determination of the project's consistency with the comprehensive plan, and their recommendation, including any conditions attached by the planning commission and design review board, to the staff planner. The planning commission's written findings will be included in the staff report transmitted to the director.

f. A planning commission recommendation is not a final decision and therefore there is no appeal of the recommendation.

~~34.~~ Review by Director.

a. The director shall review the application materials, staff report, and the recommendations of the planning commission and shall prepare a report to the hearing examiner recommending approval, approval with conditions, or disapproval of the application.

b. The planning commission's recommendation shall hold substantial weight in the consideration of the application by the director. Any deviation from that recommendation shall be documented in the director's report.

c. The director shall adopt a planning commission recommendation of denial of an application unless the director concludes that the recommendation:

- i. Reflects inconsistent application of design guidelines, the comprehensive plan, or any applicable provisions of this code;
- ii. Exceeds the authority of the design review board or planning commission;
- iii. Conflicts with SEPA conditions or other regulatory requirements applicable to the project; or
- iv. Conflicts with requirements of local, state, or federal law.

~~45.~~ Review and Public Hearing with Hearing Examiner.

a. The hearing examiner shall consider the application materials and the director's recommendation at a public hearing following the procedures of BIMC [2.16.100.C](#) and applicable provisions of BIMC [2.16.020](#).

b. The hearing examiner shall make compliance with the recommendations of the planning commission a condition of approval, unless the hearing examiner concludes that the recommendations:

- i. Reflect inconsistent application of design guidelines or any applicable provisions of this code;
- ii. Exceed the authority of the design review board or planning commission;
- iii. Conflict with SEPA conditions or other regulatory requirements applicable to the project; or
- iv. Conflict with requirements of local, state, or federal law.

c. The hearing examiner shall adopt a planning commission recommendation of denial of an application unless the hearing examiner concludes that the recommendation:

- i. Reflects inconsistent application of design guidelines, the comprehensive plan, or any applicable provisions of this code;
- ii. Exceeds the authority of the design review board or planning commission;
- iii. Conflicts with SEPA conditions or other regulatory requirements applicable to the project; or
- iv. Conflicts with requirements of local, state, or federal law.

d. The hearing examiner may approve, approve with conditions, deny, or remand an application.

F. Decision Criteria. A conditional use may be approved or approved with conditions if:

1. The conditional use is consistent with applicable design guidelines in BIMC Title [18](#). The conditional use is compatible with the established and intended character of the neighborhood, considering factors that include, but are not limited to, hours of operation, the type of activities generated by the use, and the predictable levels of any adverse impacts; and

2. The conditional use will not be materially detrimental to uses or property in the vicinity of the subject property; and
3. The conditional use is consistent with the comprehensive plan and other applicable adopted community plans, including the Island-Wide Transportation Plan; and
4. The conditional use complies with all other applicable provisions of the BIMC; and
5. All necessary measures have been taken to eliminate or reduce to the greatest extent possible the impacts that the proposed use may have on the vicinity of the subject property; and
6. Noise levels shall be in compliance with BIMC [16.16.020](#) and [16.16.040](#).A; and
7. The streets and nonmotorized facilities as proposed are adequate to accommodate anticipated traffic; and
8. The city engineer has determined that the conditional use meets the following decision criteria:

- a. The conditional use conforms to regulations concerning drainage in Chapters [15.20](#) and [15.21](#) BIMC; and
- b. The conditional use will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use of properties downstream; and
- c. The streets, nonmotorized facilities, locations of the buildings, structures, and vehicular circulation systems as proposed align with and are otherwise coordinated with streets and nonmotorized facilities serving adjacent properties and are adequate, safe, efficient and consistent with the Island-Wide Transportation Plan; and
- d. If a traffic study shows that the use will have an adverse impact on traffic, including nonmotorized traffic, the impact shall be mitigated as required by the city engineer; and
- e. If the conditional use will rely on public water or sewer services, there is capacity in the water or sewer system (as applicable) to serve the conditional use, and the required service(s) can be made available at the site; and

f. The conditional use conforms to the “City of Bainbridge Island Engineering Design and Construction Standards and Specifications” unless the city engineer has approved a deviation to the standards; and

9. The Kitsap public health district has determined that the conditional use meets the following decision criteria:

a. The proposal conforms to current standards regarding domestic water supply and sewage disposal; or if the proposal is not to be served by public sewers, then the lot has sufficient area and soil, topographic and drainage characteristics to permit an on-site sewage disposal system; and

b. If the health district recommends approval or disapproval of the application the health district shall so advise the director; and

10. The Bainbridge Island fire department has reviewed the application and determined that the conditional use will ensure fire protection.

11. If a major conditional use is processed as a housing design demonstration project pursuant to BIMC [2.16.020.S](#), the above criteria will be considered in conjunction with the purpose, goals, policies, and decision criteria of BIMC [2.16.020.S](#).

12. A conditional use may be approved, or recommended for approval, with conditions. If no reasonable conditions can be imposed that ensure the permit meets the decision criteria of this chapter, then the permit shall be denied.

G. Additional Decision Criteria for Institutions in Residential Zones. Applications to locate any of those uses categorized as educational facilities, governmental facilities, religious facilities, health care facilities, cultural facilities, or clubs in Table 18.09.020 in residential zones shall be processed as major conditional use permits and shall be required to meet the following criteria, in addition to those in subsection F of this section:

1. All sites must front on roads classified as residential suburban, collector, or arterial on the Bainbridge Island functional road classification map.

2. The scale of proposed construction including bulk and height and architectural design features is compatible with the surrounding area.

3. If the facility will have attendees and employees numbering fewer than 50 or an assembly seating area of less than 50, the director may waive any or all the above requirements in this subsection G, but may not waive those required elsewhere in the BIMC.

H. Approval of Additional Height.

1. In the NC zone district a maximum height of 45 feet can be approved through the major conditional use permit process if the director determines that all conditional use permit requirements are met and that: (a) view opportunities are not substantially reduced; (b) fire flow is adequate; and (c) solar access of neighboring lots is not substantially reduced.

2. In the B/I zone district a maximum height of 45 feet can be approved through the major conditional use process if the director determines that all conditional use permit requirements are met and that: (a) view opportunities are not substantially reduced; (b) fire flow is adequate; (c) solar access of neighboring lots is not reduced; and (d) the appearance of the neighborhood will not substantially change.

3. In the WD-I zone district a maximum height of 45 feet can be approved through the major conditional use process if the director determines that all conditional use permit requirements are met and that: (a) view opportunities are not substantially reduced; (b) fire flow is adequate; (c) solar access of neighboring lots is not reduced; and (d) each setback requirement shall be increased one foot for each additional foot of building height allowed. In portions of the WD-I district located within the shoreline jurisdiction regulated by Chapter [16.12](#) BIMC, a shoreline variance may be needed before additional height can be approved.

I. Effect of Approval.

1. Once a conditional use permit is approved, no building, use or development shall occur contrary to that specified in the conditional use permit.

2. The owner shall record a declaration with the Kitsap County auditor showing the land to be bound by a conditional use permit. No building permit shall be issued for structures other than those specified in the conditional use approval.

a. The declaration shall reference the official files of the city through which the permit was granted; and

- b. The declaration shall be a covenant running with the land; and
- c. No building permit shall be issued unless such declaration is recorded.

J. Amendments to Approved Major Conditional Use Permit.

1. Minor adjustments to an approved major conditional use permit may be made after review and approval by the director. Minor adjustments are those that entail small changes in dimensions or siting of structures or the location of public amenities, but do not entail changes to the intensity or character of the use.
2. Major adjustments to an approved major conditional use permit require an amended application and shall be processed in the same manner as a new conditional use permit application. Major adjustments are those that change the basic design, intensity, density, and/or use.

Exhibit H

BIMC 2.16.125

11. 2.16.125 Long Subdivisions Review procedures

A. Purpose. This section provides a procedure for review and approval of preliminary long subdivision applications in compliance with the provisions of RCW Title [58](#), BIMC Title [17](#), and other applicable provisions of Washington State law and this municipal code.

B. Applicability. This procedure applies to all applications for preliminary long subdivisions. Long subdivisions involve the division or redivision of land into more than four lots.

C. General Procedures.

1. Long subdivisions shall be approved through the quasi-judicial hearing examiner approval procedures described in BIMC [2.16.100](#) except as described below.

2. The provisions of this section shall supplement those of BIMC [2.16.020](#) and [2.16.030](#) when the application is for a long subdivision. In the event of a conflict between the provisions of BIMC [2.16.020](#) or [2.16.030](#) and this section, the provisions of this section shall govern.

3. Vesting. A proposed long subdivision shall be considered under the subdivision ordinance, zoning or other land use control ordinances, and the State Environmental Policy Act in effect at the time a fully completed application for preliminary approval of the subdivision has been submitted to the city. The requirements for a fully completed application shall be defined by the administrative manual.

4. Timeline for Review. The city has 90 calendar days from the filing of a complete application in which to approve, disapprove, or return the application to the applicant for modification. The timeline for review can be extended beyond 90 calendar days if the city determines it has incomplete or insufficient application materials and/or if there are significant changes to application materials. If no action can be taken to approve or disapprove the application within the 90 calendar days, the director must notify the applicant of the reasons for the delay and steps necessary to complete the application.

D. Review Procedures – Proposal Stage. Review of long subdivision proposals shall include all of the following in the order listed:

1. Preapplication Conference. The applicant shall participate in a preapplication conference in accordance with the provisions and requirements in BIMC [2.16.020.I](#).

~~2. Conceptual Review. The conceptual review will be held at a meeting of the design review board. The applicant will present a short project description, zoning summary, and a thorough narrative of design context in accordance with the Design for Bainbridge manual and appendices. This meeting is a means of providing feedback on projects in their earliest stages before applicants are committed to a particular design. The conceptual review is an opportunity to ensure that the applicant understands the design review process, and the design standards and guidelines. This early touch allows the design review board and applicant to consider optional concepts for a project that may be better suited to the Island community, to dialogue in an informal manner with the applicant, and review the design standards and guidelines applicable to the project. Project design submittal requirements are described in the Design for Bainbridge appendices and administrative manual, and include a statement of intent, site analysis, and context map. An applicant may request a waiver from the conceptual proposal review meeting if the applicant demonstrates knowledge and understanding of the city's permit processing procedures.~~

~~32. Public Participation Meeting. As part of the project proposal phase, applicants are required to participate in a community meeting through the city's public participation program at a planning commission meeting and as outlined in Resolution No. 2021-07. The public participation meeting is a meeting of public engagement, and the applicant's opportunity to respond to questions, comments, and assessments of the proposed project. A second public participation meeting may be required if significant project changes occur after completion of the design guidance review.~~

~~4. Design Guidance Review. The design guidance review will be held at a meeting of the design review board. The design guidance review meeting is intended to provide input and guidance to an applicant that the proposed project is responding adequately to the Design for Bainbridge standards and guidelines, including recommendations for how the project could be revised to achieve greater consistency. The applicant shall also make known the potential need and rationale for any departure from the design standards and guidelines. The design submittal requirements are described in the Design for Bainbridge appendices and the administrative manual and include documentation of the four-step design process, schematic design, and completed subdivision design guidelines checklist. The four-step design process includes:~~

~~a. Delineate Natural Space. The applicant shall prioritize natural resources on the site in terms of their highest to least appropriateness for inclusion in the proposed natural area. On the basis of those priorities and practical considerations given to the site's configuration, its context in relation to natural areas on adjoining and neighboring properties, and the applicant's subdivision objectives, natural space shall be delineated in a manner clearly indicating boundaries as well as the types of resources. The amount of natural space required is provided in Chapter [17.12](#) BIMC.~~

~~b. Locate Homesites and Community Space. After delineating natural space, homesite areas and community space shall be identified (a "sketch" diagram is acceptable), using the site analysis—~~

and context maps produced for the conceptual proposal review meeting as a base map. The amount of community space required is provided in Chapter [17.12](#) BIMC.

~~c. Define Access. After locating the natural space, homesites, and community space, the access network shall be defined. The access network shall provide a safe, convenient, and efficient system for vehicular, pedestrian, and bicycle circulation and minimize impacts on proposed natural space.~~

~~d. Draw Lot Lines. Upon completion of the preceding three steps, draw lot lines to delineate the boundaries of individual lots.~~

~~Additional design guidance review may be required if significant project changes occur after the initial design guidance review.~~

~~5. Final Design Review and Recommendation. The design review board reviews and makes a final determination of project consistency with Design for Bainbridge standards and guidelines. The design review board will forward written findings, their determination of the project's consistency with the standards and guidelines, the design guideline checklist, and their recommendation, including any conditions, to the staff planner. Any condition attached to a recommendation must be intended to achieve consistency with one or more specific standards or guidelines. The design review board's written findings will be included in the staff report transmitted to the director or planning commission. The design review board shall recommend approval, approval with conditions or departures, or denial. A design review board recommendation is not a final decision and therefore there is no appeal of the recommendation. The planning commission may determine that additional design review is required if significant project changes occur following the final design review and recommendation.~~

E. Review Procedures – Application Stage. Review of long subdivision applications shall include all of the following:

1. Application. An applicant may submit an application for a long subdivision at any time after completion of the required steps in subsection D of this section or approval of a waiver in accordance with BIMC [2.16.020](#).I.3 or I.4 or subsection D.1 of this section. The applicant shall submit a complete application with all required submittal requirements listed in the administrative manual.

2. Review by Kitsap Public Health District.

a. Upon receipt of the application and determination of completeness, the director shall transmit a copy of the application to the health district.

b. The health district shall provide written recommendation of approval, approval with conditions, or disapproval of the preliminary long subdivision application pursuant to the decision criteria in subsection F of this section.

3. Review by City Engineer.

a. Upon receipt of the application and determination of completeness, the director shall transmit a copy of the application to the city engineer.

b. The city engineer shall provide written recommendation of approval, approval with conditions, or disapproval of the preliminary long subdivision application pursuant to the decision criteria in subsection F of this section.

4. Review and Recommendation by Planning Commission.

a. The purpose of the planning commission review and recommendation meeting is to review a proposed project for consistency with applicable design guidelines, BIMC Titles [17](#) and [18](#), and the comprehensive plan.

b. The planning commission shall consider the application at a public meeting where public comments will be taken. The planning commission shall recommend approval, approval with conditions or denial of an application. In making a recommendation, the planning commission shall consider the applicable decision criteria and all other applicable law, ~~and the recommendation of the design review board~~. If the applicable criteria are not met, the planning commission shall recommend that the proposal be modified or denied.

~~c. The design review board's recommendation shall hold substantial weight in the consideration of the application by the planning commission. Any deviation from the recommendation shall be documented in their written findings of facts and conclusions.~~

~~d. The planning commission will forward its written findings of facts and conclusions, their determination of the project's consistency with the comprehensive plan, and their recommendation, including any conditions attached by the planning commission and design review board, to the staff planner. The planning commission's written findings, conclusions, and recommendation will be included in the staff report transmitted to the director.~~

d. The planning commission shall review and recommend requests for departures from the applicable subdivision standards for long subdivisions pursuant to the criteria in BIMC 17.12.040.

e. A planning commission recommendation is not a final decision and therefore there is no appeal of the recommendation.

Exhibit I

BIMC 17.12.040

17.12.040 Administrative Departures

A. A departure from existing subdivision standards may be requested only by an applicant to allow use of an alternative standard not listed among the applicable requirements of BIMC [17.12.050](#) through [17.12.070](#). Departures are not variances and are not required to meet the criteria associated with a variance application. Rather, departures allow adjustment of existing standards to achieve better outcomes in cases where strict application of the existing standard would result in an inferior subdivision design.

B. Departures from the subdivision standards in BIMC [17.12.050](#) through [17.12.070](#) may be permitted as part of the subdivision review process. In order for such a departure to be allowed, it must satisfy the intent of the four-step design process, and the resulting subdivision must be consistent with the general purpose and intent of the subdivision ordinance and the specific standard(s). A departure shall not be allowed from the following standards:

1. Natural area;
2. Community space;
3. Homesite size.

C. Any request for one or more departures shall be made at the design guidance review meeting as part of the preapplication phase of the project the time of application. Departures shall be reviewed concurrently with review of a preliminary application for subdivision application. The design review board may include an administrative departure in its recommendation to the planning commission. Departures may be granted if all of the following criteria are met:

1. Because of unusual shape, exceptional topographic conditions, environmental constraints or other extraordinary situation or condition in connection with a specific piece of property, strict adherence to the existing standard would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the subdivision ordinance as provided in BIMC [17.04.010](#);
2. The granting of the departure results in a subdivision with greater natural resource conservation value, less adverse impact to adjoining properties, or more practical design because of topography, critical area, or other extenuating circumstance; and

3. All possible efforts to comply with the standard or minimize potential harm or adverse impacts have been undertaken. Economic consideration may be taken into account but shall not be the overriding factor in approval; and

4. The departure is consistent with other applicable regulations and standards; and

5. The granting of any departure will not be unduly detrimental to the public welfare nor injurious to the property or improvements in the vicinity in which the property is located.

~~D. If the design review board's recommendation is to grant the departure(s), the departure shall be included as a component of the project in subsequent reviews pursuant to BIMC [2.16.110.D.1](#) and [2.16.110.E](#). the d~~Departure(s) shall be included in the staff report to the director in the case of a short subdivision, or in the director's recommendation to the hearing examiner in the case of a long subdivision, unless a deviation from the recommendation is documented in the director's report pursuant to BIMC [2.16.110.E.3.b](#).

E. The Director shall review and make recommendations for departures from the applicable subdivision standards for two lot short subdivisions. The planning commission shall review and make recommendations for departures from the applicable subdivision standards for three or more lot short subdivisions and large subdivisions. Any and all recommendations for departures shall made by pursuant to the criteria set forth by this chapter. For short subdivisions not requiring design review board review, request for departures shall be made at the preapplication conference. The director may approve one or more departures, if the criteria in subsection C of this section are met, as part of their administrative decision for the preliminary subdivision in accordance with BIMC [2.16.070.F](#).



ADMINISTRATIVE MANUAL

PLANNING PERMIT SUBMITTAL REQUIREMENTS

Department of Planning and Community Development
January 1, 2012; Last Updated December 14, 2021

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Introduction

This Administrative Manual is designed to supplement the permit processes described in the land use, zoning, and environmental sections of the City of Bainbridge Island Municipal Code (BIMC). This manual identifies documents that applicants must submit in order to have a complete application for development review and decision. Consistent submissions to the City of Bainbridge Island help the efficiency of the review process as well as clarifying requirements for applicants. The procedures required for review and approval of most applications are detailed in BIMC Title 2: Administration, Personnel and Land Use Procedures of the BIMC.

The [Land Use Application](#) is required to be submitted with each of the land use permits discussed herein. Please see the application for the number of copies for specific permits. A land use permit shall not be considered complete until the required application, [fee](#), and all supporting materials are submitted to the Department. The applicant shall submit an electronic copy of all required documents at the time of application submittal. The Director may waive specific submittal requirements determined to be unnecessary for review of an application. Most applications also require a separate fee to the Kitsap Public Health District.

The City's [Fee Schedule](#) can be viewed on the City's website.

Additional links referenced in this document:

Link	Website address
City of Bainbridge Island Design and Construction Standards Manual	http://www.ci.bainbridge-isl.wa.us/169
Design for Bainbridge Design Review Manual	https://www.bainbridgewa.gov/DocumentCenter/View/16958/2022_0802-Design-for-Bainbridge_rev2022-PDF
Design for Bainbridge checklist / worksheets	https://www.bainbridgewa.gov/DocumentCenter/View/16369/Design-for-Bainbridge-Commercial-MF-Worksheet https://www.bainbridgewa.gov/DocumentCenter/View/16370/Design-for-Bainbridge-Subdivision-Worksheet
Island-wide Transportation Plan (IWTP)	https://www.bainbridgewa.gov/708
Landscape Materials Matrix	https://www.bainbridgewa.gov/DocumentCenter/View/12756
Shoreline - Joint Aquatic Resources Permit Application (JARPA)	https://www.epermitting.wa.gov

Shoreline Site Specific Analysis Submittal Requirements	http://www.bainbridgewa.gov/DocumentCenter/View/7306
Shoreline Single-family Residence Mitigation Manual	http://www.bainbridgewa.gov/DocumentCenter/View/5663
Sign Permit Worksheet	http://www.bainbridgewa.gov/DocumentCenter/View/7408
Site Assessment Review (SAR)	http://www.ci.bainbridge-isl.wa.us/882

Basic Site Plan

The site plan must be legible and easily understood by professionals as well as the public. Clearly differentiate between existing and proposed development. The information to help prepare a site plan is readily available to the public through these links:

[City Resources](#)

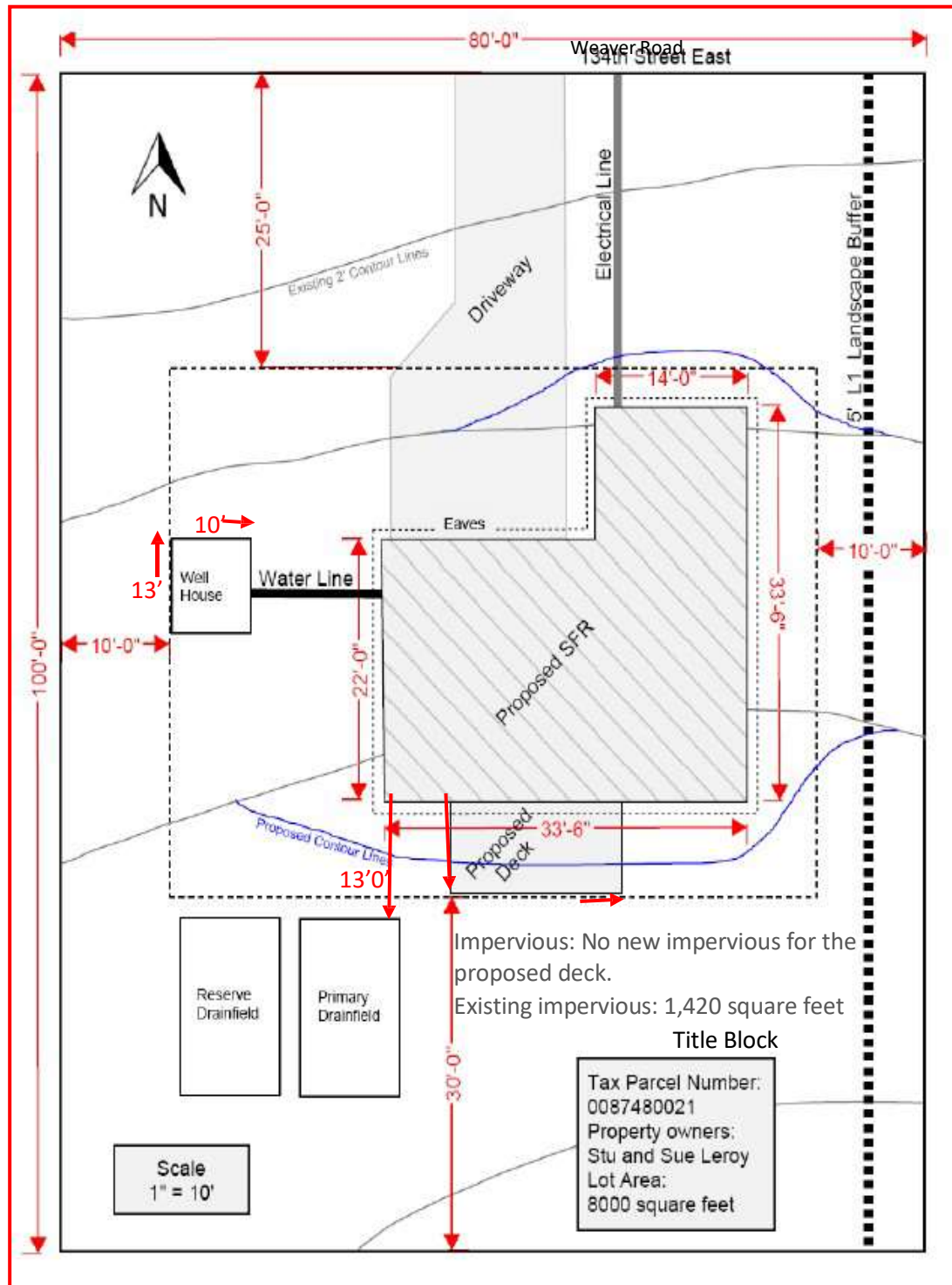
[County Resources](#)

[Public Health District](#)

- ☐ Plan sheet 18" * 24" or 24" * 36" in size
- ☐ Engineer's scale, for example: 1 inch = 20 feet
- ☐ Title block: Project name; owner name; site address, tax parcel number; subdivision name
- ☐ North arrow
- ☐ Vicinity map
- ☐ Quarter section, township, and range
- ☐ Depict the entire property and the area within a 150-foot radius of the property
- ☐ Zoning / Comprehensive Plan designation
- ☐ Property boundaries (bold line)
- ☐ Lot size and lot area (BIMC 18.12.050)
- ☐ Easements: Include access, utility, other (e.g. use easements, conservation easements)
- ☐ Zoning setbacks or subdivision setbacks / buffers (as applicable)
- ☐ Contour lines at five foot intervals (existing and proposed)
- ☐ Survey Trees (size, species) in project area and within 50' of proposed disturbance area (including trees on adjacent parcels).
- ☐ For trees that are required to be retained: identify and show the extent of the critical root zone (CRZ) of the trees as determined by a Certified Arborist, or by using 1' of radius per 1" of tree diameter at standard height. Critical rootzones for large stands of trees may be delineated to the dripline of the stand.
- ☐ Shoreline jurisdiction: Include OHWM, shoreline structure and side yard setback, shoreline buffer Zones 1 & 2, areas of native vegetation, location and size of significant trees
- ☐ Critical areas and their buffers / setbacks: Dimension required buffers / setbacks and any proposed modifications. Label top/toe of slopes greater than 15 percent and top/toe of slopes 40 percent or greater, floodplain, wetlands, streams

- ☐ Aquifer Recharge Protection Area (ARPA): Delineate the and show the area calculations. Document the ARPA development standards in BIMC 16.20.100.D.
- ☐ Depict vegetation protection areas (e.g. “no-build zones”, perimeter and roadside landscape buffers, designated wildlife corridors)
- ☐ Depict and dimension the exterior of all existing and proposed structures: Clearly differentiate between existing and proposed. Label each structure by its use (e.g. garage, landscape / retaining wall, eave, fence, mechanical equipment)
- ☐ Impervious surface areas (existing and proposed): Label and dimension each area (e.g. building, driveway, parking area, patio)
- ☐ Area of disturbance: Separately delineate and dimension earth disturbance areas
- ☐ Stormwater facility: Location / management method (e.g. dispersion, infiltration, detention)
- ☐ Sewer / septic system facility: Include lines, primary and reserve drain fields and setbacks
- ☐ Water / well facility: Include lines, water meters, well house, well protection area
- ☐ Other facilities: Include power lines, generators, propane tanks, heat pumps, solar panels
- ☐ Historically significant structures on or adjacent to the property (i.e. constructed over 50 years ago or listed on the local or national historic register)

Sample Site Plan



Utilities Plan

- ☐ Minor (abbreviated) drainage plan for proposals that do not require engineered plans
- OR
- ☐ Engineered preliminary drainage plans
- ☐ Engineered preliminary drainage report
- AND
- ☐ Plan sheet 18" * 24" or 24" * 36" in size
 - ☐ Engineer's scale, for example: 1 inch = 20 feet
 - ☐ Location of stormwater facilities
 - ☐ Management method (e.g. dispersion, infiltration, detention)
 - ☐ Existing and proposed structures and improvements on the subject property including:
 - ☐ Driveways
 - ☐ Parking areas
 - ☐ Parking space (dimensioned)
 - ☐ Solid waste facility (dimensioned)
 - ☐ Landscape / retaining walls
 - ☐ Fences
 - ☐ Mechanical equipment
 - ☐ Existing and proposed utilities on the subject property including:
 - ☐ Wells / well head protection areas
 - ☐ Water / Sewer lines
 - ☐ Drainfields (primary and reserve)
 - ☐ Septic system setbacks (Health District)
 - ☐ Power lines, utility poles, telecommunication facilities
 - ☐ Existing and proposed structures / utilities within 150 feet of the property including:
 - ☐ Wells / well head protection areas
 - ☐ Water / Sewer lines
 - ☐ Fire hydrants
 - ☐ Adjacent streets
 - ☐ Adjacent right-of-way with road classification
 - ☐ Existing and proposed right-of-way width
 - ☐ Existing driving surface width and type (e.g. gravel, asphalt, pervious concrete)
 - ☐ Roadside facilities (e.g. shoulder, ditch)
 - ☐ Non-motorized facilities width and type (e.g. sidewalks, trails)

Landscape Plan

A Landscape Plan shall be prepared by a landscape architect licensed in the State of Washington, a Washington certified nursery professional or a Washington certified landscaper and a certified arborist (when required) and include the following information, at a minimum. A helpful [Landscape Materials Matrix](#) is available on the City website.

- ☐ Plan sheet 18" * 24" or 24" * 36" in size
 - ☐ Engineer's scale, for example: 1 inch = 20 feet
 - ☐ North arrow
 - ☐ Title block: Project name; site address, tax parcel number;
 - ☐ Property boundaries (bold line)
- A. Tree and Vegetation Retention Plan. The applicant shall submit a tree and vegetation retention plan concurrent with applicable permit application in to demonstrate compliance with BIMC Section 18.15.010. If multiple permits are required, the applicant must submit the tree retention plan with the first and all subsequent applications. The tree retention plan may be combined with the planting plan (see section 3 below) and shall consist of
1. A tree survey or aerial photograph that represents current site conditions and identifies the location of all significant trees, tree stands and their associated canopies. The survey needs to include enough information about existing trees on a property to demonstrate compliance with section BIMC Section 18.15.010.G *Total Site Tree Unit Requirements* (if applicable). New planting may be required to meet these requirements (see section 3 below).
 2. For detailed site plans and grading applications, the tree survey may be conducted by a method that locates individual trees and tree stands, their size(s) and species. These trees shall be marked in the field at the time of permit or approval application and maintained through the construction period; and
 3. A development site plan identifying size and species of the trees and tree stands, as defined in BIMC 18.15.010.C, heritage trees, or other existing vegetation that are proposed to be retained
 4. The International Society of Arboriculture (ISA) valuation for trees:
 - a. Required to be retained for development projects in the R-2.9, R-3.5, R-4.3, R-8, R-14, Mixed Use Town Center (MUTC), High School Road, and Neighborhood Service Center Districts; and
 - b. In all zones where the critical root zone of a tree required to be retained may be impacted by clearing, grading construction, development, or maintenance; and
 5. An analysis prepared by a certified arborist about long-term health and/or viability for trees that will be on the edge of the developed area and "post development" tree health for trees requested for removal in roadside or perimeter buffers. This analysis should also address protection during construction (see below).
 6. Protection during construction strategies for trees and vegetation to be retained.
- B. Description of how the tree retention plan and planting plan meet the *Total Site Tree Unit Requirements*, pursuant to BIMC 18.15.010.G, if applicable.
- C. Planting Plan. All plans must be prepared or approved, by a landscape architect licensed by the state of Washington, a Washington certified nursery professional or a Washington

certified landscaper. The proposed landscape planting plan shall be clearly legible and show the following:

1. A title that includes the project name, owner's name, designer's name, date and scale of no less than one-inch equals 30 feet. All items shall be labeled, and north shall be oriented towards the top or left of the plan
2. Property boundaries, easements, and ownership as set forth in the legal description;
3. Existing and proposed grades of at least five-foot intervals
4. Rights-of-way, setbacks, streets and utilities within the subject property
5. All proposed construction and planting and any future construction and planting that is not included in the application
6. Location of all existing and proposed buildings, structures, utilities and improvements within the property
7. A plant list for all proposed new planting delineating quantities, scientific and common names and sizes. Names of plants are to follow current edition of the Hortus Third, A Concise Dictionary of Plants Cultivated in the U.S. and Canada; and sizes of plants are to follow the current edition of the American Standard for Nursery Stock, American Association of Nurseryman (AAN).
8. Vegetation clearing strategies
9. Topsoil protection and reuse strategies, including limiting compaction during construction
10. Native soil amendment strategies
11. Planting times and physical limits of construction
12. Areas that require temporary or permanent irrigation

Vegetation Management Plan

☐ Basic Site Plan

- ☐ Shows boundary of conforming defensible space around the structure based on fire hazard severity level of the parcel per WUIC 603.2
- ☐ Depicts trees and woody vegetation currently existing in the defensible space boundary
- ☐ Indicate vegetation areas to be removed or managed through pruning

☐ Project Narrative

- ☐ Indicate methods and timetables for controlling, changing, or modifying areas on the property (removal of slash/ground fuels, pruning away from buildings, raising canopies, thinning trees, managing trees near electrical lines, etc.)
- ☐ Explain how these proposed fuel-reduction measures will be maintained over time
- ☐ Describe tree protection measures for trees to remain

Buffer Enhancement Plan

- A. Basic Site Plan
- B. Terms, conditions, covenants, and agreements under which the subject property is bound
- C. Buffer Enhancement Plan. A buffer enhancement plan prepared in accordance with applicable state and federal agency standards and the requirements in BIMC 16.20.180
- D. Critical area reports by qualified professionals in the area of concern as provided in BIMC 16.20.190 – Definitions;
- E. Any other relevant information and reports that are necessary, in the opinion of the Director, to process and prepare the decision on the application, such as permit applications to other agencies and special studies;
- F. State Environmental Policy Act (SEPA) checklist (if applicable)

Adjustment to an Approved Land Use Permit (Minor & Major)

NOTE: This section does not apply to subdivisions- see Subdivision Alterations below)

A minor adjustment entails small changes in dimensions or siting of structures or the location of public amenities and does not change the intensity or the character of the use. A major adjustment includes modification to the basic design, intensity, density and / or use.

- A. Basic Site Plan
- B. Utilities Plan (as applicable)
- C. Landscape Plan (as applicable) with proposed landscaping as required by BIMC 18.15.010, including any required retention.
- D. Copy of the approved plan
- E. Written description of the proposed change, including a detailed analysis of how the change complies with decision criteria of the application used in the first instance.
- F. Authorization of all owners of all lots involved in the change

Administrative Code Interpretation Request

The Director has the authority to provide interpretations of provisions, uses, or definitions in BIMC Titles 16, 17 and 18 and related provisions in BIMC Title 2, and will make these interpretations available to the public. Any person may apply to the director for an interpretation of any provision in these titles. The Director shall provide the interpretation taking into account consistency with the Comprehensive Plan, the nature of the definition or use, and its relationship to the code and its potential impacts, such as:

- A. Whether it involves dwelling units; sales; processing; type of product, storage and amount
- B. Enclosed or open storage;
- C. Anticipated employment;
- D. Transportation requirements;
- E. Excessive noise, odor, fumes, dust, toxic material, light, glare, and vibration likely to be generated; and

- F. The general requirements for public utilities such as water and sanitary sewer. The authority to provide an interpretation does not include the authority to add a new permitted (“P”) or conditional (“C”) use to the use table in BIMC 18.09.020. The Director’s interpretation is subject to appeal pursuant to BIMC 2.16.020.P.1.

Agricultural Retail Plan

- A. Basic Site Plan including a delineation of specific use areas (pasture, heavy use area, etc.).
- B. Farm Management Plan, if required pursuant to BIMC 18.09.030.A.1.
- C. Any other materials the department or the reviewing body determines are required to adequately describe the proposal.

Boundary Line Adjustment

- A. Basic Site Plan
- B. Survey drawing
 - 1. Conventional scale and prepared by a surveyor licensed in the State of Washington
 - 2. Separate sheets depicting existing conditions and resultant conditions
 - 3. Zoning and Comprehensive Plan designation
 - 4. Shoreline upland and water environment designations
 - 5. Proposed method to meet fire flow requirements
 - 6. Names and locations of adjacent subdivisions
 - 7. Gross lot size (in square feet) of each existing and resultant lot
 - 8. Lot area of each existing and resultant lot/tract (As calculated in BIMC 18.12.050.J)
 - 9. Zoning or subdivision setbacks, as applicable
 - 10. Ordinary High Water Mark
 - 11. Required critical areas, their buffers and setbacks
 - 12. Required vegetation buffers
- C. Existing and proposed terms, conditions, covenants, and agreements on the subject property
- D. Perimeter lot closures for each existing and resultant lot
- E. Title report dated not more than six months prior to application
- F. Property legal description
- G. Draft agreements (e.g. use easement, road maintenance agreement)
- H. Water and sewer availability letters (public water/sewer) for each resultant lot
- I. Other technical reports (as applicable): Wetland delineation and report or wetland determination; Geotechnical report/assessment

Comprehensive Plan Amendment

A comprehensive plan amendment application and fee as established by city council resolution must include the following:

- A. A complete and detailed written statement including the nature of and reason for the amendment request, any specific suggested changes to the plan or appendices;
- B. A description of how the amendment request is consistent with all of the decision criteria specified in BIMC 2.16.190.H;
- C. A completed SEPA checklist including supplemental sheet for nonproject actions; and
- D. Any other reports or studies identified during the preapplication conference (Ord. 2006-13 § 4, 2006).

~~Conceptual Review Meeting~~

- ~~A. See Design for Bainbridge, Appendix A, Documents Required for Design Review, Meeting # 1: Conceptual Review.~~

Conditional Use Permit (Minor & Major)

- ~~A. Basic Site Plan (Minor). For Major Conditional Use Permits, submit final site plan reviewed by the Design Review Board along with any additional items below not already included. (Reference: Design for Bainbridge, Appendix A, Documents Required for Design Review)~~
- B. Utilities Plan
- C. Site Assessment Review (SAR) or SAR Exemption
- D. Landscape Plan
- E. State Environmental Policy Act (SEPA) checklist (if applicable)
- F. A complete and detailed written statement of the intended use of the land and the sequence and timing of the proposed development
- G. The terms, conditions, covenants, and agreements under which the subject property is bound, if any
- H. Affidavit of ownership or agreement to work on the owner's behalf
- I. Land dedicated for park and recreational facilities, if applicable
- J. For installation of outdoor lighting fixtures, evidence of compliance with the requirements of chapter 18.15.040, Outdoor Lighting
- K. Written statement describing how the application meets all applicable decision criteria
- L. Institutional development in residential zones shall submit the following items:
 - 1. A traffic report, showing the effects on level of service (LOS) on affected roads
 - 2. A fencing plan or alternative methods to protect the public health, safety and welfare
 - 3. Vehicular, pedestrian, and bicycle access and site circulation
- M. Design for Bainbridge checklist / worksheet ~~For projects subject to Design Review, the following additional submittals are required, meeting the requirements of Appendix A of Design for Bainbridge (including naming convention):~~
 - 1. Written Project Overview
 - 2. Context Analysis Drawing
 - 3. Site Plan (see specific requirements of Appendix A of Design for Bainbridge)

4. Landscape Plan (see specific requirements of Appendix A of Design for Bainbridge)
5. Written Architectural Narrative
6. Site Section Drawings (two minimum)
7. Building Elevation Drawings
8. Rendering Drawings (two minimum)
9. Exterior Lighting Plan
10. Materials Palette

Consultation

- A. Property location – 14-digit parcel number or site address.
- B. Basic project information.
- C. List of specific questions.
- D. Conceptual site plan (optional).

Critical Area Permit (Minor and Major)

- A. Basic Site Plan
- B. Terms, conditions, covenants, and agreements under which the subject property is bound
- C. A written narrative describing how the proposal meets the critical area permit review criteria as defined in BIMC 16.20.070.B;
- D. Additional submittal requirements vary depending on the type of critical area. Specific submittal requirements are described in each of the following sections of BIMC 16.20:
 - ☐ Trees and vegetation – BIMC 16.20.090.G (minor)
 - ☐ Critical aquifer recharge areas – BIMC 16.20.090.B.3 (minor)
 - ☐ Fish and wildlife habitat conservation areas – BIMC 16.20.110.D and F (minor or major)
 - ☐ Geologically hazardous areas – BIMC 16.20.130.C (minor)
 - ☐ Wetlands – BIMC 16.20.140.F (minor or major)
 - ☐ Winslow Ravine – BIMC 16.20.150.C (major)
- E. Any other relevant information and reports that are necessary, in the opinion of the director, to process and prepare the decision on the application, such as permit applications to other agencies and special studies;
- F. State Environmental Policy Act (SEPA) checklist (if applicable)
- G. Other plans and drawings deemed necessary by the Director for evaluation of the merits of the proposal.

~~Design Guidance and Final Design Review and Recommendation Meetings~~

- ~~A. Design Guidance Meeting: See Design for Bainbridge, Appendix A, Documents Required for Design Review, Meeting # 2 Design Guidance Review~~
- ~~B. Final Design Review and Recommendation Meeting: See Design for Bainbridge, Appendix A,~~

Farm Management Plan

In order to exceed maximum animal density allowances provided for in BMC 18.09.030, a farm management plan approved by the City, its designee, or a qualified third party must be implemented and maintained. The farm management plan shall contain the following:

- A. Basic site plan, with the following additional information
 - 1. Adjacent residences
 - 2. location and area of all pasture area(s), shelter structure(s), compost and manure storage,
- B. Description of the type of equipment necessary or intended for use in each season and the frequency and duration of anticipated use;
- C. Disclosure of any intent to spray or otherwise apply agricultural chemicals or pesticides, frequency and duration of application, and the plants, diseases, pests or other purposes they are intended for;
- D. Emergency response plan and emergency response contacts
- E. Description of the potential impacts of animal agriculture and use of applicable National Resource Conservation Service (NRCS) conservation practice standards or equivalent measures to mitigate impacts, including:
 - 1. Water Quality and Soils. Impacts of irrigation run-off on adjacent properties, water bodies and environmentally critical areas, and proposed sediment and erosion control measures.
 - 2. Noise and Odor. Impacts related to the location on the lot of the animal pasture and shelter, any trash or compost storage areas, any farm stand or additional accessory structure, and any other noise-generating or odor-generating equipment and practices.
 - 3. Agricultural Chemicals. Impacts related to the use of chemicals, including any manure, fertilizer and pesticide.
 - 4. Mechanical Equipment. Impacts related to the operation of equipment, including noise, odors, and vibration.
 - 5. Traffic and Parking. Impacts related to the number of staff onsite during work hours, and the number of potential visitors regularly associated with the site.
 - 6. Visual Impacts and Screening. Visual impacts relating to the proposed nature, location, design, and size of proposed features, structures and activities, including the location of pasture, composting activities and manure storage, and any existing or proposed screening.

Housing Design Demonstration Project

In addition to any submittal requirements from the underlying land use permitting process, the following additional information is required for a Housing Design Demonstration Project:

- A. Survey prepared by a licensed surveyor, including information showing existing conditions and site information including, but not limited to, topography (contour interval not to exceed 5 feet), an elevation benchmark (located on or within 100 feet of the proposed site), adjacent development, vegetation, utilities, critical areas, property lines, and easements. Whenever possible, survey information should be submitted on City of Bainbridge Island vertical and horizontal datums. All plans must be submitted at an easily reproducible engineering or architectural scale. The survey data should be integrated into all site plans and elevation drawings related to the project and the source of the survey information shall be noted.
- B. Plans descriptive of drawings of the proposed innovative housing types including building footprints and building elevations, floor plans, and roof plans.
- C. A description of the proposed unit type, including proposed square footage, unit mix, and number of bedrooms per unit.
- D. A description of the required development standards, compared with the standards that relief is being requested. This includes, but is not limited to, setbacks, density, or parking requirements. The applicant should explain how relief from specific development standards is needed to achieve the desired innovative design and the goals of this chapter.
- E. Photographs of the subject and adjacent properties key to the basic site plan.
- F. Landscape Plan.
- G. A detailed description of any project phasing.
- H. A description of how the proposed development is consistent with the surrounding neighborhood character.
- I. A description of how the proposed development complies with the goals of BIMC 2.16.020.Q, project evaluation criteria as described in BIMC 2.16.020.Q, and all relevant decision criteria.
A completed green building checklist from Evergreen Sustainable Development, Living Building Challenge standard of the International Living Building Institute, LEED or BuiltGreen programs that require third party verification review with the requisite four and five star levels.

Legislative Review of Development Regulations and Rezoning

Legislative Review of Development Regulations

An application and fee as established by city council resolution shall be made on forms prescribed by the department. The application shall contain the following:

- A. A complete and detailed written statement explaining the existing regulations and proposed changes (including specific language, if possible)
- B. A detailed description of how the proposal meets the goals and policies set forth in the Comprehensive Plan; and
- C. A completed SEPA checklist including supplemental sheet for nonproject actions (if applicable); and
- D. Any other materials the department or the reviewing body determines are required to adequately describe the proposal.

Rezoning (Site-specific and Area-wide)

A rezone application and fee as established by city council resolution shall be made on forms prescribed by the department. The application shall contain the following:

- A. A complete and detailed written statement explaining how the subject property is suitable for the proposed rezone and why the rezone would not be detrimental to surrounding land uses.
- B. A map that shows address topography, streets, adjacent land uses, utilities and other pertinent factors that would justify the proposed rezone;
- C. A detailed description of the proposed use for which the rezone is sought and how such action meets the decision criteria in BIMC 2.16.140;
- D. A legal description of the property(ies) and tax lot number(s);
- E. The names and addresses of all property owners; and
- F. Any other materials the department or the reviewing body determines are required to adequately describe the proposal.
- G. A completed SEPA checklist including supplemental sheet for nonproject actions.

Preapplication Conference

- ~~A. All projects must include the items listed below. For projects that require review by the Design Review Board (major site plan and design review permits, short subdivisions of more than two lots, preliminary long subdivisions, and major conditional use permits), see Design for Bainbridge, Appendix A, Documents Required for Design Review, Preapplication Conference for additional submittal requirements.~~
- B. Basic Site Plan
- C. Conceptual Landscape Plan (as applicable). Proposed landscaping as required by BIMC 18.15.010, including any required retention.
- D. Conceptual Utilities Plan
- E. Site Assessment Review (SAR) or SAR Exemption
- ~~F. Design for Bainbridge checklist / worksheet~~

- G. Additional requirements for preapplication review of Subdivisions
1. Lot area of each existing and resultant lot (BIMC 18.12.050.J)
 2. Proposed covenants or restrictions
 3. Site plan – additional requirements
 - a. Separate sheets depicting existing and resultant conditions.
 - b. Zoning and Comprehensive Plan designation for subject and adjacent properties
 - c. Shoreline upland / water environment for subject and adjacent properties
 - d. Proposed method to meet fire flow requirements
 - e. Names and locations of adjacent subdivisions;
 - f. Delineate primary and secondary Natural Areas, provide area calculations for each and proposed form of ownership. Identity the functional characteristics of each Natural Area type in BIMC 17.12.050.A.2.a. i-iii and b. i. – vii.
 - g. Show location of Natural Area fencing and/or signage
 - h. Delineate Community Space, provide area calculation and proposed form of Ownership
 - i. Delineate and document Homesite Standards in BIMC 17.12.060 and Table 17.12.060
 - j. Delineate and document Subdivision Standards in BIMC 17.12.070 and Table 17.12.070-1
 4. Document the four-step design process identified in BIMC 17.12.030
 5. Document requested departures from subdivision standards contained in BIMC 17.12.060 and 17.12.070, including BIMC Tables 17.12.060-1 and 17.12.070-1: Address consistency with general purpose of intent of the subdivision chapter, the intent of the four-step design process, and the specific standard from which the departure is requested.
 6. Identify Island-Wide Transportation Plan and City of Bainbridge Island Design and Construction Standards. Document requested deviations.
 7. Depict views of proposed houses from exterior roads and abutting properties vis-à-vis natural topography and existing vegetation

Reasonable Use Exception

- A. Basic Site Plan
- B. The terms, conditions, covenants, and agreements under which the subject property is bound, if any;
- C. Critical Area Report. A critical areas-report including mitigation plan, if necessary, prepared in accordance with applicable state and federal agency standards. Such studies shall be prepared in accordance with the requirements in BIMC 16.20.180 – Critical area reports by qualified professionals in the area of concern as provided in BIMC 16.20.190 – Definitions;
- D. Any other relevant information and reports that are necessary, in the opinion of the director, to process and prepare the recommendation on the application, such as permit applications to other agencies and special studies;
- E. State Environmental Policy Act (SEPA) checklist (if applicable)
- F. Other plans and drawings deemed necessary by the director for evaluation of the merits of the proposal; and
- G. A complete and detailed written statement of the reason(s) for requesting the reasonable use exception including a detailed description of how the proposal will meet the reasonable use exception criteria as defined in BIMC 16.20.080:

1. The application of Chapter 16.20 would deny all reasonable use of the property;
 2. There is no reasonable alternative to the proposal with less impact to the critical area or its required buffer;
 3. The proposal minimizes the impact on critical areas in accordance with mitigation sequencing (BIMC 16.20.030);
 4. The proposed impact to the critical area is the minimum necessary to allow reasonable use of the property;
 5. The inability of the applicant to derive reasonable use of the property is not the result of actions by the applicant, or of the applicant's predecessor, that occurred after February 20, 1992;
 6. The proposed total lot coverage does not exceed 1,200 square feet for residential development;
 7. The proposal does not pose an unreasonable threat to the public health, safety, or welfare on or off the property;
 8. Any alterations permitted to the critical area are mitigated in accordance with mitigation requirements applicable to the critical area altered;
 9. The proposal protects the critical area functions and values consistent with the best available science and results in no net loss of critical area functions and values;
 10. The proposal addresses cumulative impacts of the action; and
 11. The proposal is consistent with other applicable regulations and standards.
- H. A copy of the pre-application conference summary letter.

Revision to a Land Use Permit

A revision is required when there are proposed changes to a project after the application has been submitted but has not been approved. This may arise due to differences between the original proposal and application submittals to actual field conditions, or the customer has changed their mind about an aspect of the project. In all cases, a revision to the existing permit must be submitted, reviewed and approved. Please check with your planner prior to submitting revisions: An intake appointment may be required. All submittal requirements applicable to the original application, including number of copies, are required for revisions. Revisions may be subject to additional fees.

- A. Basic Site Plan
- B. Utilities Plan (as applicable)
- C. Landscape Plan (as applicable) with proposed landscaping as required by BIMC 18.15.010, including any required retention.
- D. Revision documents that clearly identify the proposed change, including a description of the proposed change
- E. Written description of the proposed change, including a detailed analysis of how the change complies with decision criteria of the application used in the first instance
- F. Authorization of all owners of all lots involved in the change

Shoreline - Clearing Permit

- A. Basic Site Plan, including:
 - 1. Species and location of trees or other vegetation proposed to be removed
 - 2. Size (dbh) of trees to be removed
 - 3. Area (square feet) of canopy coverage to be removed. Canopy coverage includes trees and shrubs.
 - 4. Erosion control methods, drainage information or plan, pursuant to BIMC 15.20
- B. Supplemental materials, as applicable:
 - 1. Arborist report, for removal of hazard trees, or any vegetation removal within geologically hazardous areas or buffers/setbacks
 - 2. Geotechnical report, for any vegetation removal within geologically hazardous areas or buffers/setbacks
- C. Replanting plan, including:
 - 1. Species, size, quantity, and location of trees or other vegetation proposed to be planted

Shoreline - Substantial Development Permit/Exemption, Variance, Conditional Use

- A. Basic Site Plan, with the following additional information:
 - 1. Location of Ordinary High Water Mark (OHWM);
 - 2. Location of Shoreline Buffer;
 - 3. Location of Shoreline Structure View Setback;
 - 4. Shoreline dimensional setbacks;
 - 5. Location of native vegetation and significant trees;
 - 6. If structures have any attachments (e.g. deck, balcony, etc.), include elevation drawings and calculations of grade
 - 7. For overwater structures or development: littoral boundaries and elevation drawings with tidal elevations development
 - 8. For mooring buoys the following additional information:
 - a. Location of proposed buoy with latitude and longitude coordinates and swing circle;
 - b. Location of surrounding buoys, floats, or docks;
 - c. Distance measurement of proposed buoy to surrounding buoys, floats, or docks.
- B. No Net Loss Documentation

All shoreline development, use and activities, regardless of whether a permit is required, must result in no net loss of ecological functions and processes necessary to sustain shoreline resources. To demonstrate that the no net loss standard is met, and applicant must either submit with application:

 - 1. The [Single-Family Residence Mitigation Manual](#) checklist and supporting documents or
 - 2. A [Site-specific Analysis](#) that is completed by a qualified professional.

C. Narrative explaining how the project meets the decision criteria in BIMC 2.16.165

D. Additional Documents

Depending on existing site conditions and proposed development activities, your application may require additional reports and/or studies to identify and assess potential project impacts. These include:

1. Wetland delineation and categorization (See BIMC 16.12.060.L)
2. Geotechnical Report (See BIMC 16.12.060.K)
3. Bluff Management Plan (See BIMC 16.12.060.K)
4. Utilities Plan
5. Site Assessment Review (SAR) or SAR Exemption
6. State Environmental Policy Act (SEPA) Checklist
7. Shoreline Stabilization Projects have additional submittal requirements listed in the City's Shoreline Master Program Section 6.2.10
8. For Mooring Buoys, the following additional information:
 - a. Cross-Sectional View Worksheet
 - b. Proof of submittal of site plan with latitude and longitude coordinates, vicinity map, and cross-sectional view worksheet to the Suquamish Tribe. A copy of notification e-mail sent to Alison O'Sullivan, Biologist, Suquamish Tribe is acceptable (aosullivan@suquamish.nsn.us).
 - c. Name and contact information of the diver/biologist qualified to install an embedment style anchor
 1. An aquatic vegetation dive survey is required if a surface style anchor is proposed (Concrete block, Danforth, etc.)
 - d. Signed copy of Attachment E: Aquatic Use Authorization on Department of Natural Resources (DNR)- managed aquatic lands. This form must be submitted to and signed by DNR prior to making application to the City. Please note that Attachment E is not required for buoys that are proposed to be installed on privately held tidelands.
 - e. Attachment E must include DNR signature at time of submittal to the City to verify that DNR has been notified of the proposed buoy location. Attachment E is submitted to DNR along with a Joint Aquatic Resources Permit Application (JARPA).

Attachment E and the JARPA form can be found here:
https://www.epermitting.wa.gov/site/alias_resourcecenter/9978/default.aspx

Depending on the location of the buoy, your application may require additional submittal documents, including State Environmental Policy Act (SEPA) Checklist (required only if placement location is not on DNR leased land)

Sign Permit

A. Basic Site Plan

1. Position of buildings

2. Landscaped areas
 3. Sign configuration
 4. Sign size
 5. Sign elevation
- B. [Sign Permit Worksheet](#)
- C. Drawing or photo of proposed sign(s) including dimensions and height above ground.
- D. Engineering specifications (if applicable).

Site Plan and Design Review (Major & Minor)

- A. Basic Site Plan. ~~For Major Site Plan and Design Review permits, submit final site plan reviewed by the Design Review Board along with any items below not already included. (Reference: Design for Bainbridge, Appendix A, Documents Required for Design Review)~~
- B. Utilities Plan
- C. Site Assessment Review (SAR) or SAR Exemption
- D. Landscape Plan
- E. Preapplication conference summary (if applicable)
- F. Public participation meeting summary (if applicable)
- G. State Environmental Policy Act (SEPA) checklist (if applicable)
- H. Terms, conditions, covenants, and agreements under which the subject property is bound
- I. Traffic analysis (if applicable)
- J. ~~Design for Bainbridge checklist / worksheet~~ For projects subject to Design Review, the following additional submittals are required, meeting the requirements of Appendix A of Design for Bainbridge (including naming convention):
1. Written Project Overview
 2. Context Analysis Drawing
 3. Site Plan (see specific requirements of Appendix A of Design for Bainbridge)
 4. Landscape Plan (see specific requirements of Appendix A of Design for Bainbridge)
 5. Written Architectural Narrative
 6. Site Section Drawings (two minimum)
 7. Building Elevation Drawings
 8. Rendering Drawings (two minimum)
 9. Exterior Lighting Plan
 10. Materials Palette
- K. Narrative: A complete and detailed written statement describing the proposal, including:
1. Intended use of the land
 2. Phasing, including the phasing of on- and off-site improvements
 3. Sequence and timing of the proposed development
 4. Proposed land ownership
 5. Commercial and residential components of the project

- 6. Addressing the decision criteria per BIMC 2.16.040 E
- L. Documentation of Kitsap Public Health District Concurrent Review, if not on public sewer and water;
- M. Non-binding Water and Sewer availability letters (availability and phasing of system extensions)
- N. The terms, conditions, covenants, and agreements under which the subject property is bound, if any;
- O. Architectural drawings, including floor plans, uses, building elevations, building sections, and roof plans;
- P. Description of proposed stormwater management system and maintenance and operation. See also Utilities Plan.
- Q. Description of any facilities planned for public dedication, e.g. sewage disposal system, roads, non-motorized facilities, utility lines and facilities, parks.
- R. For installation of outdoor lighting fixtures, evidence of compliance with the requirements of chapter 18.15.040, Outdoor Lighting, on the architectural elevations or on a form provided by the department of planning and community development.
- S. A survey may be required depending on project complexity

Subdivision – Preliminary (Short/ Long /Large Lot)

A. Basic Site Plan (two-lot short subdivisions only). ~~For all other preliminary subdivisions, submit final site plan reviewed by the Design Review Board along with any additional items below not already included (Reference: Design for Bainbridge, Appendix A, Documents Required for Design Review)~~

B. Utilities Plan

C. Site Assessment Review (SAR) or SAR Exemption

D. Landscape Plan (as applicable). Proposed landscaping as required by BIMC 18.15.010, including any required retention.

E. Preliminary Plat

1. Conventional scale and prepared by a surveyor licensed in the State of Washington
2. Separate sheets depicting existing conditions and resultant conditions
3. Zoning and Comprehensive Plan designation
4. Shoreline upland and water environment designations
5. Proposed method to meet fire flow requirements
6. Names and locations of adjacent subdivisions
7. Gross lot size (in square feet) of each existing and resultant lot
8. Lot area of each existing and resultant lot / tract (BIMC 18.12.050.J)
9. Delineate required critical areas, their buffers and setbacks along with any proposed modifications
10. Aquifer Recharge Protection Area: Clearly show the extent of native vegetation areas. Delineate the ARPA, 12,500 square foot development areas, and show the area calculations. Document the ARPA development standards in BIMC 16.20.100.D.
11. Delineate primary and secondary Natural Areas, provide area calculations for each and proposed form of ownership. Identity the functional characteristics of each Natural Area type

in BIMC 17.12.050.A.2.a. i-iii and b. i. – vii.

12. Show location of Natural Area fencing and/or signage

13. Delineate Community Space, provide area calculation and proposed form of ownership

14. Delineate and document Homesite Standards in BIMC 17.12.060 and Table 17.12.060-1

15. Delineate and document Subdivision Standards in BIMC 17.12.070 and Table 17.12.070-1

~~F. Design for Bainbridge checklist/worksheet~~

G. Document the four-step design process identified in BIMC 17.12.030

H. Document requested departures from subdivision standards contained in BIMC 17.12.060 and 17.12.070, including BIMC Tables 17.12.060-1 and 17.12.070-1: Address consistency with general purpose of intent of the subdivision chapter, the intent of the four-step design process, and the specific standard from which the departure is requested.

I. [Identify Island-Wide Transportation Plan](#) and [City of Bainbridge Island Design and Construction Standards](#). Document requested deviations.

J. Depict views of proposed houses from exterior roads and abutting properties vis-à-vis natural topography and existing vegetation

K. State Environmental Policy Act (SEPA) checklist (if applicable)

L. Preapplication conference summary letter

M. Perimeter lot closures for each existing and resultant lot

N. Title report dated not more than six months prior to application

O. Property legal description

P. Draft Natural Area and/or Community Space Management Plan, including maintenance plan and allowed uses for each area type

Q. Existing and proposed terms, conditions, covenants, and agreements on the subject property (e.g. road maintenance agreement)

R. Non-binding water and sewer availability letters (for public water / sewer) for each lot S.
Traffic impact analysis/application for traffic concurrency or concurrency statement

S. Other technical reports (as applicable):

1. Wetland delineation and report or wetland determination

2. Geotechnical report/assessment

3. Shoreline Site Specific Analysis

4. DNR Forestry permit

5. Habitat Management Plan

T. Other special submittal requirements identified in the pre-application conference summary

Subdivision - Alteration (Short/ Long /Large Lot)

- A. Proposed plat alteration
- B. Narrative including a description of the proposed change and a detailed analysis of how the change complies with decision criteria of the application used in the first instance
- C. A copy of the existing final plat
- D. A copy of the natural area / community space / open space management plan, as applicable

Subdivision - Plat Utility Approval (Short/ Long /Large Lot)

Plat utility standards for civil improvements are found in the [City of Bainbridge Island Design and Construction Standards Manual](#). Please review the specific requirements with the assigned City project engineer for large/complex projects.

A. Construction Plans

Plans must be full-scale drawings on 24-inch by 36-inch paper with margins which are set to provide half-scale drawings on 11-inch x 17- inch paper. Two copies of the construction plan set are required. A digital set in PDF or TIFF format must also be submitted with application. On-site plans for private property improvements must have a vertical scale of one inch equals five feet and a horizontal scale of one inch equals 50 feet. Profiles may be drawn on plan sheets.

Offsite plans for public improvements (i.e. water, sewer, storm drainage, and streets) shall have a vertical scale of one inch equals five feet and a horizontal scale of one inch equals 40 feet. All off-site plans shall have the corresponding plan/profiles on the same sheet.

See also land use standards for plan requirements (e.g. Aquifer Recharge Protection Areas).

General Plan Requirements:

- ☐ North must be up or to the left on plans, and north must not be shown in a different orientation on the same or connecting sheets.
- ☐ Vicinity map of approximately one square mile with the project site centered scaled one inch = 1000 feet. A scale at least one inch long must be on the map. A north arrow must be on the map and the site address must be below the map.
- ☐ City datum with City-established benchmark (BM) number and elevation. BM information is available from the city's right-of-way specialist.
- ☐ A detailed description of the site, including lot number, quarter section, township and range, unless otherwise noted by the City Engineer.
- ☐ Current zoning of site and of adjacent properties
- ☐ Lot size(s) with perimeter distances and bearings of the site shown on the plan
- ☐ Project name in the title block
- ☐ Owner/developer name, address, and phone number in the title block
- ☐ Design engineer's name, address, and phone number in the title block
- ☐ Boundary and topographic survey of existing conditions with a contour interval of no less than five feet (no less than 10 feet for Large Lot Subdivisions)
- ☐ Clearly identify and dimension existing and proposed rights-of-way and easements. Show Kitsap

County recording numbers for all existing easements.

- ☐ All pertinent existing and finish elevations
- ☐ Existing natural drainage ways (e.g. swales, ditches) and flow path with arrows and elevations
- ☐ Lakes, rivers, streams, flood plains, wetlands, sensitive slopes, and other sensitive areas
- ☐ Limits and elevations of 100-Year floodplain with floodway and flood fringe delineated
- ☐ General plan notes consistent with the Standards shall be shown on the plan

Individual Plan Sheet Requirements:

Plans may be incorporated on the same sheet where clarity is not affected.

- ☐ Preliminary conditions of approval
- ☐ Grading, Drainage, and Erosion and Sediment Control (GDESC) Plan
- ☐ Street plan or plat road plan
- ☐ Parking plan
- ☐ Utility plan (water, sewer, and dry/franchise utility location and coordination)
- ☐ Significant tree/tree retention plan
- ☐ Open space management plan, where applicable
- ☐ Landscaping plan

B. Reports and Supporting Documentation/Calculations

- ☐ Stormwater management report consistent with BIMC 15.20 and the current adopted Stormwater and Low Impact Development manuals.
- ☐ Drainage design calculations.
- ☐ Soil logs and infiltration rate determination, where applicable.
- ☐ Geotechnical report, where applicable.
- ☐ Domestic (multi-family), commercial and fire flow calculations.
- ☐ Sewer conveyance calculations.

C. Facilities (Water, Sewer, Storm Water and Streets) Extension Agreement Application

The extension agreement application shall be completed by the owner and submitted with the applicable processing fee consistent with BIMC 13.32.

- ☐ Application shall indicate whether a latecomer reimbursement will be requested.
- ☐ Drawings shall be submitted showing generally the proposed location, type, and size of the utility or street improvements.

Subdivision - Final (Short/ Long /Large Lot)

- A. Plat Utilities Plan (engineered drainage plan / report or minor plan as applicable)
- B. Landscape Plan (as applicable). Proposed landscaping as required by BIMC 18.15.010, including any required retention.
- C. Final terms, conditions, covenants, and agreements (e.g. Natural / Community Space Management Plan, road maintenance agreement)
- D. Statement of compliance listing the plat conditions and how each condition is met
- E. Perimeter lot closures for each existing and resultant lot

- D. Title report dated not more than six months prior to application
- E. Binding water and sewer availability letters (for public water/sewer) for each lot
- F. Final Plat, as modified by conditions of approval
 - 1. Applicable plat conditions of approval
 - 2. Ties to permanent monuments
 - 3. Controlling reference points or monuments
 - 4. Bearing and length of lines
 - 5. Origin of meridian or basis of bearings
 - 6. Surveyor's certificate signed by the surveyor who prepared the final plat:
"I, _____ registered as a professional land surveyor by the State of Washington, certify that this Subdivision is based on an actual survey of the land described herein, conducted by me or under my supervision, during the period of ____, 20__, through ____, 20__ , that the distances, courses, and angles shown hereon correctly; and the lot corners have been staked on the ground as depicted hereon."
 - 7. Disclaimer regarding road maintenance: *"Responsibility and expense for maintenance of streets serving lots within this short plat/subdivision shall rest with the lot owners unless such roads have been accepted by the City."*
 - 8. If plat improvements are assured, a prominent note on the face of the final plat: *"The lots created by this plat are subject to conditions of an assurance device held by the City for the completion of certain necessary facilities. Building permits may not be issued and/or occupancy may not be allowed until such necessary facilities are completed and approved by the City. All purchasers shall satisfy themselves as to the status of completion of the necessary facilities."*
 - 9. Signature and date lines for the City Planning Director
 - 10. Signature and date lines for the Health District (N/A for short plats)
 - 11. County Treasurer and Auditor signature blocks
 - 12. Declaration regarding further subdivision: *"Land in a short subdivision may not be further divided through a short plat within a period of five years recording the final short without meeting the standards of and being reviewed as a long subdivision."*
 - 13. Estimate approved by the City for financial assurance of plat improvements (if applicable)

Tree Removal/Vegetation Maintenance Permit

- A. Basic Site Plan
- B. Trees and vegetation proposed to be removed (also show on Basic Site Plan)
- C. Size (diameter breast height [dbh]) of trees to be removed (Required only for commercial, institutional, multifamily, and mixed-use development and any properties in Mixed Use Town Center, High School Road, R-2.9, R-3.5 and R-4.3 zones. Also show on Basic Site Plan)
- D. Site Assessment Review (SAR) or Exemption (if applicable)
- E. Erosion control methods, drainage information or plan, pursuant to BIMC 15.20 (if applicable).
- F. Planting plan (see Landscape Plan section above) if tree removal brings a property below

applicable tree unit requirements (see BIMC Section 18.15.010.G) or is proposed within required vegetation areas (e.g. landscape buffers, no-cut buffers), or any other trees required to be retained through an approved land use permit. Planting plan should ensure that property continues to meet any applicable tree requirements.

Variance – Zoning (Major & Minor)

- A. Basic Site Plan
- B. State Environmental Policy Act (SEPA) checklist (if applicable)
- C. Terms, conditions, covenants, and agreements under which the subject property is bound
- D. Narrative – A complete and detailed written statement describing the proposal, including:
 - 1. Reason for the variance request
 - 2. Detailed description of how the proposal will meet the decision criteria
 - 3. Visual impacts of proposed structures, including proposed screening

Wireless Communication Facility Permit (WCF)

Permit procedures for wireless communication facility permits are detailed in BIMC 18.10.

- A. Basic Site Plan
 - 1. Additional requirements
 - a. Location, elevation and dimensions of existing facility components
 - b. Location, elevation and dimensions of proposed facility components
 - c. Existing and proposed site grade
 - d. Area of ground disturbance for construction activities
 - e. Primary viewshed of the proposed WCF
 - f. Proposed height
 - g. Coverage area at proposed height (may be inset map or on separate sheet)
 - h. Inventory of WCF sites in or within a one mile radius of the City that are operated by the applicant
- B. Landscape Plan
 - 1. Additional landscape plan information required:
 - a. Type and location of vegetation screen of WCF components in viewshed context
 - b. Height of vegetation screen at maturity (e.g. monopole/tower 2/3 height screening)
 - c. Type and location of topographic or structural screening (e.g. wall, fencing)
 - d. WCF paint/camouflage color scheme in viewshed context
 - e. Security fencing height, vegetation screening and paint/camouflage screening
- C. Detail Drawing
 - 1. Antenna

2. Support structure and any protrusion from the support structure
3. Transmission device
4. Equipment shelter
- D. Photo/visual simulations of the proposal from affected properties and public rights-of-way at varying distances
- E. Narrative
 1. An explanation of the need for the proposed WCF
 2. Location priority analysis (e.g. co-location vs. commercial building)
 3. Height and design of WCF sites in or within one mile of the City
 4. Impact of proposal on existing restrictions or requirements (e.g. Conditional Use Permit, Site Plan and Design Review Permit)
 5. Feasibility of underground location for equipment facilities
 6. Equipment noise evaluation (e.g. dB at nearest property line)
- F. Documentation verifying that the proposed WCF complies with Federal Communications Commission and Federal Aviation Administration regulations
- G. Copy of documentation regarding existing restrictions or requirements (e.g. Conditional Use Permit, Site Plan and Design Review Permit)
- H. Additional information required for:
 1. Tower modification
 - a. Structural engineering report demonstrating the modification complies with applicable construction/electrical/safety codes including:
 - i. number and types of antennas the tower can support
 - ii. basis for capacity calculation
 - iii. statement that the proposal complies with applicable FCC guidelines and standards
 2. Base station modification
 - a. Structural engineering report demonstrating the modification complies with applicable construction/electrical/safety codes
 3. Applications for facilities other than Facility I or II
 - a. Documentation of efforts to co-locate on existing facilities
- I. If all or a portion of the WCF will be located upon a city-owned structure, or upon non-right-of-way property which is either city-owned or city-leased, the applicant shall be required to enter into a lease agreement with the city for the use of the city property.
- J. A Master Permit, consistent with Chapter 19.02 and 19.04 BIMC, if all or a portion of the WCF will be located in the right-of-way.

Wireless Eligible Facilities Request Permit (EFR)

Permit procedures for wireless eligible facilities request permits are detailed in BIMC 18.11.

1. An assertion that the proposed facilities modification is subject to review under Section 6409 of the Spectrum Act.
2. An evaluation of the substantial change criteria as found in BIMC 18.11.010.K.

3. Copies of any environmental documents required by any federal agency. These shall include the environmental assessment required by 47 C.F.R. Part 1 (Part 1 – Practice and Procedure), Section 1.1307, as amended, or, in the event that an FCC environmental assessment is not required, a statement that describes the specific factors that obviate the requirement for an environmental assessment.
4. If the applicant is not the owner or person in control of the eligible support structure and/or site: An attestation that the owner or person in control of the eligible support structure and/or site has consented to the proposed facilities modification. If the eligible support structure is located in a public right-of-way, the applicant must also attest that applicant has authorization to install, maintain and operate transmission equipment in, under, and above the public right-of-way.
5. A request involving co-location of transmission equipment or the replacement of transmission equipment: Complete copies of the underlying land use approvals for siting of the tower or base station proposed to be modified, establishing that, at the time of submittal of the application, such tower or base station constituted an eligible support structure.
6. A request that will result in an increase in height of the eligible support structure: Record drawings, as-built plans, or the equivalent, showing the height of the eligible support structure (a) as originally constructed and granted approval by the city or other applicable local zoning or similar regulatory authority; or (b) as of the most recent modification received by the city, or other local zoning or regulatory approval, prior to the passage of the Spectrum Act, whichever height is greater.
7. A request to an eligible support structure, which structure, or proposed modification of the same, is subject to preexisting restrictions or requirements imposed by a reviewing official or decision-making body pursuant to authority granted under the city code, or an ordinance or a municipal code of another local government authority: A copy of the document (e.g., CUP or SUP) setting forth such preexisting restrictions or requirements together with a certification that the proposed facilities modification conforms to such restrictions or requirements; provided, that such certification shall have no application to the extent the proposed facilities modification relates solely to an increase in height, increase in width, addition of cabinets, or new excavation, that does not result in a substantial change in the physical dimensions of the eligible support structure.
8. A request to an eligible support structure, which structure, or proposed modification of the same, is subject to preexisting concealment restrictions or requirements, or was constructed with concealment elements: Applicant shall set forth the facts and circumstances demonstrating that the proposed modification would not defeat the existing concealment elements of the eligible support structure. If the proposed modification will alter the exterior dimensions or appearance of the eligible support structure, applicant shall include a detailed visual simulation depicting how the eligible support structure will appear after the proposed modification is complete. The visual simulation shall depict to scale the eligible support structure in relation to the trees, landscaping and other structures adjacent to, or in the immediate vicinity of, the eligible support structure.
9. A request that will protrude from the edge of a nontower eligible support structure: Record drawings, as-built plans, or the equivalent, showing at a minimum the edge of the eligible support structure at the location of the proposed modification.
10. A request to an eligible support structure that will (a) include any excavation; (b) would result in a protrusion from the edge of a tower that exceeds an existing protrusion of any transmission equipment attached to a tower; or (c) would protrude from the edge of a nontower eligible

support structure: A description of the boundaries of the site together with a scale drawing based on an accurate traverse, with angular and lineal dimensions, depicting the boundaries of the site in relation to the tower or base station proposed to be modified and depicting the proposed location, elevation and dimensions of the new or replacement transmission equipment. The city may require a survey by a land surveyor licensed in the state of Washington when, in the judgment of the approval authority, a survey is reasonably necessary to verify the boundaries of the site to determine if the proposed facilities modification would result in a substantial change in the physical dimensions of the eligible support structure.

11. A request to the eligible support structure that includes hardening through structural enhancement: A technical report by a qualified engineer accredited by the state of Washington, demonstrating that the structural enhancement is performed in connection with and is necessary to support the proposed co-location, removal, or replacement of transmission equipment and conforms to applicable code requirements. The city may retain the services of an independent technical expert to review, evaluate, and provide an opinion regarding the applicant's demonstration of necessity.
12. A request that proposes a modification to a tower: A stamped report by a Washington State-registered professional engineer demonstrating that the tower with the proposed modifications will comply with applicable structural, electrical, and safety codes, including by way of example, and not limitation, EIA/TIA-222-Revision G, published by the American National Standards Institute (as amended), allowable wind speed for the applicable zone in which the tower is located, and describing the general structural capacity of the tower with the proposed modifications, including:
 1. The number and type of antennas that can be accommodated;
 2. The basis for the calculation of capacity; and
 3. A written statement that the proposal complies with all federal guidelines regarding interference and ANSI standards as adopted by the FCC, including but not limited to nonionizing electromagnetic radiation (NIER) standards. The city may retain the services of an independent technical expert to review, evaluate, and provide an opinion regarding the applicant's demonstration of compliance.
13. A request to a base station: A stamped report by a Washington State-registered professional engineer demonstrating that the base station, with the proposed modifications, will comply with applicable structural, electrical, and safety codes.
14. A request requiring alteration to the eligible support structure, excavation, installation of new equipment cabinets, or any other activities impacting or altering the land, existing structures, fencing, or landscaping on the site: A detailed site plan and drawings, showing the true north point, a graphic scale and, drawn to an appropriate decimal scale, indicating and depicting:
 - a. The location, elevation and dimensions of the existing eligible support structure;
 - b. The location, elevation and dimensions of the existing transmission equipment;
 - c. The location, elevation and dimensions of the transmission equipment, if any, proposed to be co-located or that will replace existing transmission equipment;
 - d. The location, elevation and dimensions of any proposed new equipment cabinets and the intended use of each;
 - e. Any proposed modification to the eligible support structure;

- f. The location of existing structures on the site, including fencing, screening, trees, and other significant site features; and
- g. The location of any areas where excavation is proposed showing the elevations, depths, and width of the proposed excavation and materials and dimensions of the equipment to be placed in the area excavated.

Small Wireless Facility Permit (SWF)

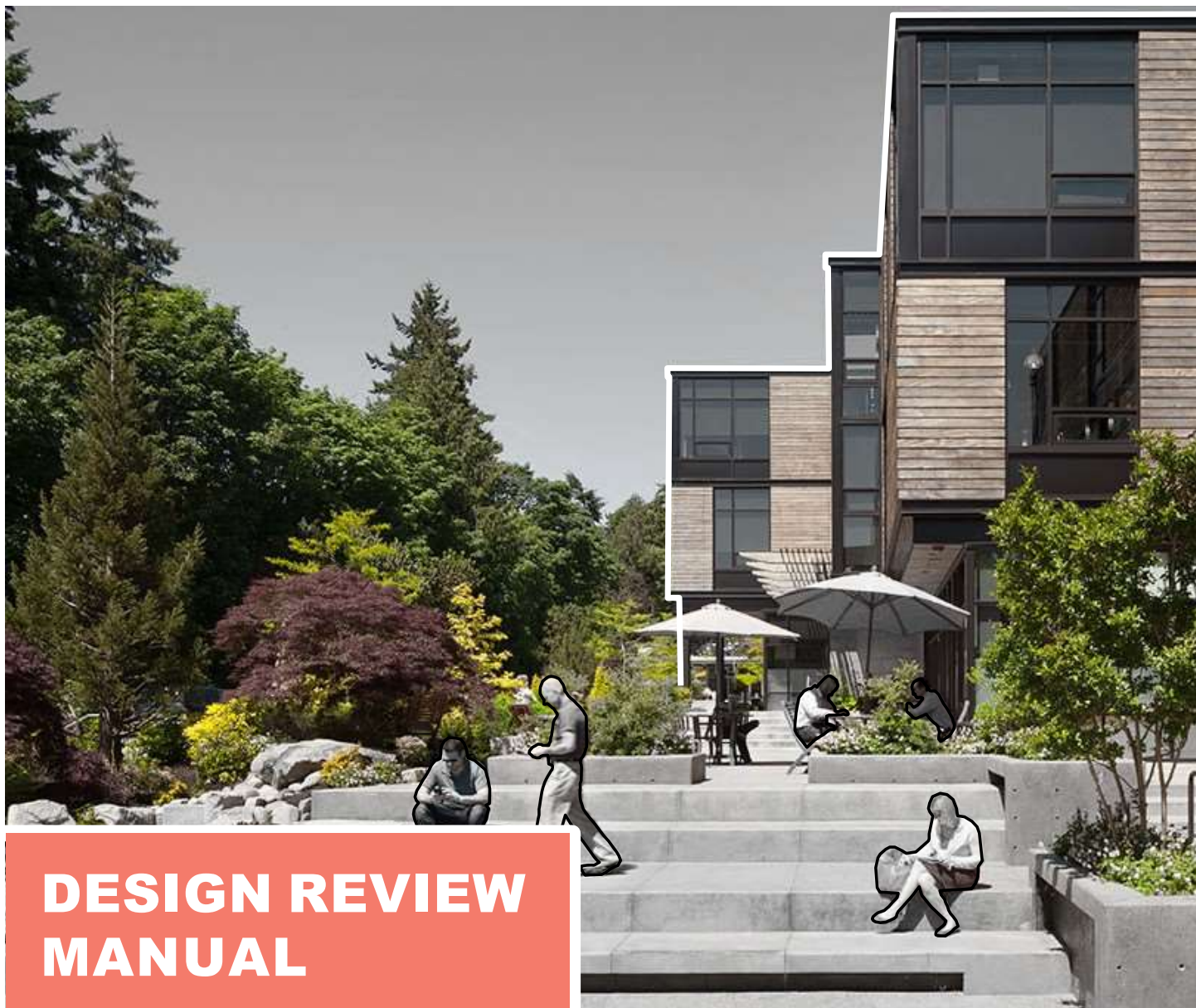
Permit procedures for small wireless facility permits are detailed in BIMC 19.10.

1. A Master Permit, consistent with Chapter 19.02 and 19.04 BIMC, if the proposed facilities are located in the right-of-way.
2. Associated Permit(s). Applications or check lists required under the Critical Areas, Shoreline, or SEPA ordinances. Applications for deployment of small wireless facilities in Design Zones or for new poles shall comply with the requirements in BIMC 18.10A.060.
3. Specific locational information including GIS coordinates of all proposed small wireless facilities and specify where the small wireless facilities will utilize existing, replacement, or new poles or towers, existing buildings, or other structures. Ground mounted equipment (if authorized pursuant to Chapter 18.10A BIMC), conduit, junction boxes, and fiber and electrical connections necessary for and intended for use in the deployment shall also be specified regardless of whether the additional facilities are to be constructed by the applicant or leased from a third party. Detailed schematics and visual renderings of the small wireless facilities, including engineering and design standards, shall be provided by the applicant. The application shall have sufficient detail to identify:
 - a. The location of overhead and underground public utility, telecommunication, cable, water, adjacent lighting sewer drainage and other lines and equipment within 50 feet of the proposed project area (which the project area shall include the location of the fiber source and power source). Further, the applicant shall include all existing and proposed improvements related to the proposed location, including but not limited to poles, driveways, ADA ramps, equipment cabinets, street trees and structures within 50 feet from the proposed project area.
 - b. The specific trees, structures, improvements, facilities, lines and equipment, and obstructions, if any, that applicant proposes to temporarily or permanently remove or relocate and a landscape plan for protecting, trimming, removing, replacing, and restoring any trees or areas to be disturbed during construction.
 - c. The construction drawings shall also include the applicant's plan for electric and fiber utilities, all conduits, cables, wires, handholes, junctions, meters, disconnect switches and any other ancillary equipment or construction necessary to construct the small wireless facility, to the extent to which the applicant is responsible for installing such electric and fiber utilities, conduits, cables, and related improvements. Where another party is responsible for installing such electric and fiber utilities, conduits, cables, and related improvements, applicant's construction drawings will include such utilities to the extent known at the time of application, but at a minimum applicant must indicate how it expects to obtain fiber and electric service to the small wireless facility.
 - d. Compliance with the aesthetic requirements of BIMC 18.10A.050.

4. Written approval from the owner of any pole or structure for the installation of its small wireless facilities on such pole or structure. To extent that the pole or structure is not owned by the applicant, the applicant shall demonstrate in writing that they have authority from the pole owner to install the small wireless facility on the pole or structure. Such written approval shall include approval of the specific pole, engineering and design standards, as well as assurances that the specific pole can withstand wind and seismic loads, from the pole owner, unless the pole owner is the City. Submission of the lease agreement between the pole owner and the applicant is not required. If the proposed small wireless facility is not within the rights-of-way, the applicant must provide written approval from the property owner. For city-owned poles or structures, the applicant must obtain a lease from the City prior to or concurrent with the small wireless permit application and must submit as part of the application the information required in the lease for the City to evaluate the usage of a specific pole.
5. Sworn affidavit signed by an RF Engineer with knowledge of the proposed project affirming that the small wireless facilities will be compliant with all FCC and other governmental regulations in connection with human exposure to radio frequency emissions for every frequency at which the small wireless facility will operate. If facilities which generate RF radiation necessary to the small wireless facility are to be provided by a third party, then the small wireless permit shall be conditioned on an RF Certification showing the cumulative impact of the RF emissions on the entire installation. The applicant may provide one emissions report for the entire small wireless deployment if the applicant is using the same small wireless facility configuration for all installations within that batch or may submit one emissions report for each subgroup installation identified in the batch.
6. Proof of FCC and other regulatory approvals required to provide the service(s) or utilize the technologies sought to be installed.
7. A professional engineer licensed by the State of Washington shall certify in writing, over his or her seal, that the construction plans of the small wireless facilities and the antenna support structure or pole and foundation are designed to reasonably withstand typical loading requirements as well as wind and seismic loads.
8. Proof of a valid Bainbridge Island business license.
9. Such other information as the Director, in his/her discretion, shall deem appropriate to effectively evaluate the application based on technical, engineering, and aesthetic considerations.

Zoning Verification Letter

- A. Property location – 14-digit parcel number or site address
- B. Any known previously approved land use applications or permits.
- C. List of specific questions.



DESIGN FOR BAINBRIDGE 2025

ACKNOWLEDGMENTS

DESIGN REVIEW BOARD

Todd Thiel
Elaine Liffgens
Marc Aubin
Gregory Hunt
Howard Howlett

CITY COUNCIL

Leslie Schneider
Joe Deets
Brenda Fantroy-Johnson
Kirsten Hytopoulos
Ashley Mathews
Clarence Moriwaki
Jon Quitslund

2021 VERSION DONE BY

Framework, Berger Partnership, and Coates Design Architects (see Appendix C)

CITY OF BAINBRIDGE ISLAND STAFF

Patty Charnas, Director of Planning and Community Development
HB Harper, Planning Manager

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1

DESIGN ON BAINBRIDGE

The Island

Bainbridge Island is a close-knit community with several neighborhood centers and a lively, walkable downtown in Winslow with a mix of shops, services and activities. The Island attracts residents and visitors with its magnificent natural setting and mix of rural and small-town charm, all a short ferry commute from Downtown Seattle. The City's residents are committed to preserving the Island's sense of community and green spaces, and deeply value the Island's natural lands, shorelines and enduring connection to local agriculture.

The City's Design Standards are based on the existing policies, principles and values established in Bainbridge Island's Comprehensive Plan and through community engagement. Each of these values and principles as they relate to the design of new development is articulated in the following section, and the standards draw on these principles and offer specific guidance to inform design at various scales and stages, including site design, building design and composition, and architectural detailing. The Standards were carefully crafted to ensure that new development reflects Bainbridge Island's common values and culture, and that it contributes to and enhances the City's built environment.





Goals + Principles

The Bainbridge Island community values authenticity and design that is specific to Bainbridge. Generic approaches to design for sites, streets, buildings, and other elements are inconsistent with the island character and values.



DESIGN FOR BAINBRIDGE

Bainbridge Island's architecture is diverse, spanning a range of eras and architectural styles, but its urban fabric maintains a defining character and continuity within its varied buildings, streets and neighborhoods. Good design is the thoughtful composition of buildings, landscape and public spaces that creates a meaningful relationship to a building's surroundings and contributes to the public realm and neighborhood fabric. These standards define the responsibility of new development as respecting neighborhood context, responding sensitively to the surrounding built and natural environment, and contributing to the community.

DESIGN FOR SUSTAINABILITY & CLIMATE RESILIENCE

Bainbridge residents cherish the Island's natural environment and are committed to protecting and restoring the ecological and hydrological functions of its natural lands and water bodies. Sustainable design and green building practices help reduce the burden of development on natural systems and help ensure Bainbridge Island is climate resilient. Concentrating growth in the Island's urban center through the zoning code and around shared infrastructure conserves natural habitat, ecological functions, open space and areas designed for recreational use. Specific elements of site design, building design, construction, and operation, such as efficient use of energy and water, integration of renewable energy, and use of sustainable and ethical materials can mitigate the environmental toll of new development and address local climate vulnerabilities.

DESIGN FOR A CONNECTED COMMUNITY

Part of a safe, healthy and sustainable community is a walkable, bikeable and transit-friendly built environment that encourages active transportation. Walkable, bike- and transit-friendly development that reduces reliance on cars can help improve air quality and help residents live healthier more active lives. New development should support alternative travel modes and contribute to an individual's connection to place. Thoughtful design can further both these goals enhancing the public realm that ties together the city's buildings, which in turn improves the experience of walking and biking.

HEALTH, EQUITY, AND INCLUSION

Healthy housing development and expansion of educational and civic institutions support diverse and inclusive growth and help build thriving neighborhood centers. Design can have an effect not only on the community's look and feel, but also on housing affordability for people of different means, and the comfort of people from different backgrounds. Building an accessible community that supports transit and that creates a quality pedestrian experience can help grow employment locally, improve quality of life, and lay the foundation for a more diverse community.

DESIGN TO FOSTER CULTURE AND SOCIAL WELL-BEING

The contributions of Bainbridge Island's residents through the arts, agriculture, and active organizations are a piece of what defines the City. Bainbridge Island's rich history and dynamic cultural life are supported by the City's buildings, parks, and public spaces. They represent the community's experiences and foster a robust public life in Bainbridge Island's downtown, in distinct neighborhoods, and in the Island's rural areas. New development should contribute to and create spaces that are accessible and reflect local culture and identity.

DESIGN FOR CONNECTIONS TO THE NATURAL ENVIRONMENT

Bainbridge Island's natural environment is not simply a scenic backdrop for its built environment — the two are intimately connected. New development should draw inspiration from and preserve natural areas, responding to natural features like slopes, streams, heritage trees, and wetlands in ways that minimize disturbance and leave ecological functions intact.

How to Use this Document

Design for Bainbridge provides guidance for applicants to successfully navigate the design review process. This section highlights key elements of the design review process to improve clarity and predictability for the City, applicants, and the public.

When is Design Review Required?

The Bainbridge Island Municipal Code (BIMC) specifies when design review is required in [Table 2.16.010-1: Summary Table of Land Use Procedures](#). The requirement for design review is based on the type of land use review required for the type of development or other activities proposed.

Design review is required for the following project types:

- a. Major site plan and design review
- b. Major conditional use permits
- c. Minor site plan and design review within the Winslow subarea

Design review is optional for the following project types:

- a. Minor site plan and design review outside the Winslow subarea
- b. Minor conditional use permits

The development of single-family homes and minor activities or improvements like routine maintenance, interior work, or projects that don't require a building permit, or a change of use are exempt.

Design Intent and Design Standards

Design for Bainbridge includes both Design Intent and Design Standards. Design Intent represents the overall design goal; Design Standards are clearly defined, mandatory requirements of all projects. **For a project to be approved, it must comply with all applicable Design Standards. The project's designers must demonstrate, through graphics, writing, and oral presentation, how the project's spatial, material, and cultural concepts comply with the Design Standards.**

Relationship to Other Regulations, and Permit Review

Design review is part of an integrated land use and development review process. As described in Chapter 2, the first step is a pre-application conference, in which materials are provided to the design review board. Up to two members of the Design Review Board may attend the pre-application conference with the intent of listening to and reporting the proposal to the full Design Review Board. Applicants may then submit for land use permits after the pre-application conference is complete; after a land use application submittal has been deemed complete, the materials are forwarded to the Design Review Board, and the project is scheduled on the next available Design Review Board meeting agenda. The Design Review Board (DRB), in coordination with City staff, is responsible for design review which focuses on compliance with Design Standards contained in this document. The final permit decision varies by the permit type but is typically made by the Planning Director or the City's Hearing Examiner. For more information on the permit review processes please refer to the City's [Administrative Manual](#) and Municipal Code:

- Zoning [BIMC 18](#)
- Subdivisions [BIMC 17](#)
- Building [BIMC 15](#)
- Shoreline [BIMC 16.12](#)
- Critical Areas [BIMC 16.20](#)
- SEPA [BIMC 16.04](#)

Departures

Design for Bainbridge is intended to provide flexibility in meeting the Design Standards. However, there may be circumstances where the applicant proposes a design solution that meets the guiding principles and intent of the standards but is not in strict compliance. Departures may be approved by the final decision-maker with a recommendation on approval or denial by the DRB for projects under their review.

Any request for one or more departures shall be made at the Design Review Board meeting. The Design Review Board may include departures in its recommendation to the Planning Commission, if one of the following criteria are met. Departures from the design standards may be approved based on the following criteria:

- a. The departure is related to a variance from a standard in the BIMC that also impacts the ability to meet one or more of the design standards;
- b. The departure meets the intent of the design standards and the proposed departure is equal or greater to complying with the design standard;
- c. The granting of the departure results in a project with greater natural resource conservation value, less adverse impact to adjoining properties, or more practical design because of topography, critical area, or other extenuating circumstance.

Definitions

The definitions contained in this section are applicable only to this document and its contents. For complete list of definitions, visit [BIMC 18.36](#).

Active means fostering human activity and interaction, often to describe streets and public spaces with pedestrian traffic, events and programming, or uses that draw, facilitate, or serve as a backdrop for human interactions such as shops and restaurants.

Built Environment means the parts of our physical surroundings that are created by and for humans and serve as the setting for human activity.

Character is the distinctive qualities of a place, building or street.

Civic Uses are public buildings or institutions owned and operated by governmental or other public agencies. This includes government offices, courthouses, police and fire stations, and schools.

Context is the physical (including natural and human-made) and cultural environment around a specific site and how the site relates to those surroundings. Every architectural work exists in the presence of a multitude of contexts that can impart meanings to and, in turn, derive meaning from their association with a project.

Development means all structures and other modifications of the natural landscape (both above and below ground) on a particular site.

Design Standards mandate planning and design actions that the applicant must incorporate in their project application. Compliance with standards is mandatory and failure to meet a mandatory standard may be used as a basis for the City's denial of a project application.

Fenestration is the arrangement, proportioning, and design of windows and doors in a building.

Frontage means street-facing façade of a building and its relationship to the street.

Heat Island Effect is the tendency for built areas to be hotter than their surroundings because of absorbed solar radiation and lack of vegetation, in particular, trees.

Human Scale is the scale at which humans can comfortably interact with their environment based on the physical and cognitive characteristics and capabilities of the human body.

Impervious Surface means a non-vegetated surface area which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development and/or a hard surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled macadam or other surfaces which similarly impede the natural infiltration of stormwater.

Massing: the shape, form and size of buildings.

Natural Systems such as ecosystems or water and nutrient cycles are systems that exist in nature independent of human involvement and are composed of physical and biological materials and processes.

Permeable materials allow stormwater to infiltrate into the ground.

Public Realm means the spaces around, between and within buildings that are publicly accessible, both physically and visually, and support public life and social interaction.

Resilience or climate resilience is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate.

Stormwater Runoff is the rainfall that flows over land, paved surfaces, and building rooftops.

Right-of-Way means all public streets and property granted or reserved for, or dedicated to, public use for streets, walkways, sidewalks, bikeways, parking, and horse trails, whether improved or unimproved, including the air rights, subsurface rights, and related easements.

Scale means a proportionate size, extent, degree, or level of detail typically in relation to a standard point of reference. Scale is dependent on context.

Stormwater Infiltration is the process by which rainfall and stormwater runoff flows into and through the subsurface soil.

Sense of Place is the relationship with the place and its identity as felt by residents and visitors and shaped through experiences of a place's natural, human-made, cultural, and historical features.

Street Types are the classifications for each street on the Island according to common functions and existing or desired characteristics. The permitted building frontages for each Street Type specify setback requirements and treatments between the building and the right-of-way.

Transpiration is the process by which water moves through a plant and evaporates into the atmosphere from its leaves and exterior surfaces.

SUSTAINABILITY DEFINED

The term “sustainability” has become a frequently used buzz word. Sometimes it is even used in an attempt to “green wash” a project or a proposal. Because sustainability is such a fundamental value in Bainbridge Island’s design standards, a clear definition is needed. In common parlance, sustainability is defined as follows:

The ability to be maintained at a certain rate or level. Common examples are: “the sustainability of economic growth”; “the long-term sustainability of the project.”

In the realm of ecology and the survival of the planet and all its inhabitants, sustainability is best defined in the context of living systems. Thus, “sustainability” means, simply, “to align with natural forces, or at least not to defy them,” and is about everything we do as humans. To use the phrase “environmental sustainability,” for example, or “sustainable agriculture” or a “sustainable economy,” while grammatically correct, does not exemplify the true definition of, nor foster application of the real meaning of, sustainability. Sustainability, properly used, is about the entire planet as a living system, including all life forms.

Viewing a community as a living system recognizes that the “rules of the house” are non-negotiable biophysical principles and the elements of sustainability rest upon those principles.

To further understand this approach to community, it helps to know that “ecology” and “economics” have the same root: eco from the Greek oikos, or home. Ecology is the knowledge or understanding of the house, and economics is the management of the house—and it is the same house. Therefore, understanding our community as a living system—an ecosystem—will give us not only a new understanding of “economy” and “economics,” but also will foster a vision of the future, along with strategies for its realization, that focus on resiliency, adaptability, and attunement with nature.

If we perceive ourselves and all we create as part of an ecosystem, it is easy to understand that our community is a living system within which there are nodes of wealth: social, natural and financial. All interact as a system and are linked together through nutrient cycles and energy flows, and the maintenance and health of these networks is essential to the overall health and prosperity of our community.

- Jane Rein, Design Review Board

2

DESIGN REVIEW

Design Review Process

1 Preapplication Conference

The Preapplication Conference with City staff is intended to provide information to the applicant in response to the submittal of a preliminary site plan and a conceptual design for the project, showing how it responds to site characteristics and the context of neighboring uses. City staff shall identify potential issues/concerns related to applicable City development regulations and standards including, but not limited to, zoning, environmental, utilities, transportation and stormwater regulations, relevant Comprehensive Plan goals and policies, and relevant goals and principles from Design for Bainbridge. Up to two members of the Design Review Board may attend the preapplication conference with the intent of listening and reporting the proposal to the full Design Review Board at a subsequent meeting.

City staff shall ensure that the applicant is aware of the standards and criteria involved in review and approval of the project, both in the Bainbridge Island Municipal Code and the Design for Bainbridge manual. Planning staff shall prepare a summary letter detailing the pre-application guidance, to be provided to the applicant and the Design Review Board.

2 Public Participation Meeting

Before application, applicants shall make a formal and complete presentation of their concept(s) to the public at a Planning Commission meeting, providing the applicant with an opportunity to respond to questions and comments from the public and Planning Commissioners.

3 Application Submittal

See Appendix A for a complete list of submittal requirements.

4 Design Review and Recommendation

At this meeting, the Board will complete the review of submitted drawings and ensure that the project reflects compliance with the design standards. The Board will document its findings and transmit a signed written recommendation.

The Board's recommendation may include conditions to ensure compliance with all standards. If a majority of the Board members find that standards essential to the project's success have not been met, the Board shall recommend denial of the project.

3

CONTEXT ANALYSIS AND ARCHITECTURAL NARRATIVE

Design Process

Submittal requirements including a context analysis drawing and a written architectural narrative serve as the basis for Design Review Board's understanding of the driving forces behind the architectural design of a project.

Context analysis ensures project applicants and review board members have a thorough understanding of all aspects of the site, giving rise to a design that fits with and contributes to Bainbridge Island's unique built and natural environments.

An effective context analysis will carefully examine the relationship between the site, potential development, and the surrounding environment.

When paired with the Architectural Narrative, the context analysis creates a foundation for a design that takes cues from patterns in the surroundings, and contributes to the Island's unique character, while preserving, supporting, and repairing the natural environment.

Applicants are encouraged to tie all elements of design and project choices to both the context analysis and Architectural Narrative such that the Design Review Board can follow a cohesive thread throughout an applicant's presentation and materials during the Design Review Board meeting.



4

DESIGN STANDARDS

Introduction

The Design Standards establish the minimum requirements in *Design for Bainbridge* necessary to take advantage of the opportunities of the surrounding context and site while contributing to the neighborhood.

SITE DESIGN STANDARDS

- S1** Natural Systems
- S2** Wildlife Habitat
- S3** Systems of Movement
- S4** Public Realm

PUBLIC REALM STANDARDS

- P1** Walking & Cycling
- P2** Vehicles in the Public Realm
- P3** Connections to Public Spaces
- P4** Block & Frontage Patterns
- P5** Activity on Commercial Streets

BUILDING DESIGN STANDARDS

- B1** Sustainable Design
- B2** Materials & Detailing

LANDSCAPE STANDARDS

- L1** Landscape & Architecture
- L2** Public Realm
- L3** Sustainable Features
- L4** Green Infrastructure
- L5** Wildlife Habitat
- L6** Views & View Corridors

An aerial photograph of a modern residential development. The houses are multi-story, with a mix of wood and grey siding. Many of the roofs are covered with solar panels. There are green spaces and trees interspersed among the buildings. A large white letter 'S' is overlaid on the left side of the image.

S

SITE DESIGN STANDARDS

Building on an understanding of the site and its context, site design defines how a building relates to its context. The placement, orientation and massing of buildings should support broader patterns in Bainbridge Island's built and natural environment as well as livable neighborhoods and communities.

S1

Protect and repair natural systems

S2

Preserve and enrich wildlife habitat

S3

Fit the project into the systems of access and movement, prioritizing pedestrians and bicycles

S4

Support and contribute to a vibrant public realm

S1 PROTECT AND REPAIR NATURAL SYSTEMS

Intent

Design for new development should protect existing natural systems and mitigate disturbance to the maximum extent possible. In addition, designers should look for ways to heal and repair the Island's natural systems that have been impacted by previous development. Site design should embrace relationships to larger natural systems, and use these systems to inform sustainable design at the site and building level.

STANDARDS

- a. Use natural topography to inform project design, stepping up or down hillsides.
- b. Minimize soil disturbance and excavation, and preserve natural topsoil.
- c. Preserve the hydrological functions of the site and create opportunities for natural stormwater infiltration.
- d. Incorporate natural water features, habitat, and native plant communities on-site into project design so that they are ecologically functional.
- e. Minimize and disconnect impervious cover to reduce runoff.

IslandWood worked with a 255-acre site on Bainbridge to minimize disturbance to natural systems and restore natural areas on site



The Bullitt Center in Seattle integrates native vegetation in the street and public spaces with gray- and rainwater harvesting and filtration



S2

PRESERVE, RESTORE AND ENRICH WILDLIFE HABITAT

Intent

Urban growth often comes at the expense of natural habitat, degrading and fragmenting sensitive plant communities, wetlands, and riparian corridors that provide habitat for local fish, wildlife and pollinators. New development in Bainbridge Island should protect and restore habitat on site and connect to local habitat corridors.

STANDARDS

- a. Incorporate existing natural habitat and landscape into site design.
- b. Connect new landscaped areas and fragmented habitat to networks of open space and larger habitat corridors wherever possible.
- c. If fencing is proposed at property edges, utilize porous fencing or hedging and shrubs with gaps to reduce barriers to wildlife.
- d. Repair gaps in identified wildlife corridors wherever possible.

Cedar Creek Watershed Education Center in North Bend, maintains a continuous wildlife habitat along the shore of Rattlesnake lake with green roofs and native plantings.



Island Wood on Bainbridge Island is built to preserve and study wildlife habitat, with native plantings complementing existing natural features.



S3

FIT THE PROJECT INTO THE SYSTEMS OF ACCESS AND MOVEMENT, PRIORITIZING PEDESTRIANS AND BICYCLES

Intent

Livable and sustainable communities are walkable and bikeable. Good design in Bainbridge Island will favor pedestrian and bicycle scale, and carefully consider the project's place in the network of streets, sidewalks and trails in decisions about entries, ADA access, and location of vehicular access. Projects should prioritize the pedestrian environment and encourage sustainable transportation choices.

The Ericksen Cottages in Bainbridge Island connect to Ericksen Avenue with a network of pedestrian paths and shared parking areas that minimize impacts on pedestrian areas.



STANDARDS

- a. Locate and orient primary pedestrian access to the site toward major pedestrian and bicycle travel routes and transit facilities.
- b. Incorporate dedicated pedestrian access that connects and aligns with existing public and private pedestrian infrastructure.
- c. Integrate access for people of all abilities into the project design so that all visitors are welcome through primary entries and access points.
- d. Locate at-grade parking and vehicular access away from active pedestrian areas wherever possible and screen at-grade parking from public view.
- e. Provide bicycle parking near access points to and active areas to maximize visibility and convenience.
- f. If project includes public space, ensure it is pedestrian-oriented to facilitate informal community gathering.
- g. All public areas shall be easily navigable for individuals of all ages and abilities.

The Oliver at Wyatt and Madison has integrated pedestrian access making for a convenient and pleasant walk from street to interior.



S4

SUPPORT AND CONTRIBUTE TO A VIBRANT PUBLIC REALM

Intent

The public realm should be considered at the site planning level. Some projects will be fully private, but experienced from people passing by. Residential development will have a relationship to passers-by and visitors as well as the residents. Retail buildings and civic buildings have important relationships to the public realm, where dedicated space may be warranted. For all of these project types, the visual and physical relationship to the public realm begins at the site planning level for the most appropriate and beneficial interaction with the community.

STANDARDS

- a. Arrange site elements to define a clear 'public front' facing toward the primary street.
- b. Incorporate natural systems into public spaces in the site where possible and appropriate.
- c. Create a comfortable and inviting scale for pedestrians, using elements like benches, canopies, and landscaping. Individual pedestrian entries must be emphasized by using all of the following:
 - Provide a porch, at least 24 square feet, or other architectural weather protection that provides cover for a person entering the unit and a transitional space between outside and inside the dwelling.
 - Provide a planted area in front of each pedestrian entry of at least 20 square feet in area, with no dimension less than three feet.
 - Provide a combination of shrubs, groundcover or trees.
 - Pedestrian walks shall be separated from structures by at least three feet for landscaping.

The BelRoy in Seattle has a strong relationship with the street, with a visible and welcoming pedestrian entrances and storefronts and seating that interact with the street.



The Courtyards on Madison project at Sadie Lane in Winslow showcases an inviting scale for pedestrians with thoughtful transitions from public to private.





P

PUBLIC REALM STANDARDS

Bainbridge Island's network of streets, trails and public spaces are the setting for public life in the city. They support community events and local activities, build the experience of the Island and express local identity. New development should contribute to streetscapes, public and open spaces, and street frontages, and foster activity at street level where appropriate.

P1

Create a safe and comfortable environment for walking and cycling.

P2

Minimize impact of vehicles on the public realm

P3

Strengthen public space connections

P4

Foster interest and activity along commercial streets

P1

CREATE A SAFE AND COMFORTABLE ENVIRONMENT FOR WALKING AND CYCLING

Intent

Whether a project is located in the Island's downtown, neighborhood centers, or rural areas, new development should consider the site's relationship to the pedestrian environment, and how the project can contribute to safety, comfort and continuity in the pedestrian realm.

The Camelia Apartments in Bainbridge Island integrate public walkways through the site with landscaping to provide access to Island Village and Hildebrand Lane.



STANDARDS

- a. Connect on-site pedestrian walkways with existing public or private routes where projects can improve the network for people walking.
- b. Integrate lighting for pedestrian pathways and entrances to provide safety, mark entry locations and highlight design features.
- c. Orient primary entrances toward the site's most active public street frontage.
- d. Contribute to the network of safe bicycle routes where possible.
- e. Provide bicycle parking at access points to open spaces and buildings, and coordinate bike racks and fixtures with other outdoor furniture on site, along adjacent streets, or nearby public spaces.
- f. Canopies or other coverings are required on building frontages abutting public streets and sidewalks.

This outdoor dining area connects pedestrian walkways with access to businesses and waterfront trails, providing a robust network for people walking.



P2 MINIMIZE THE IMPACT OF VEHICLES ON THE PUBLIC REALM

Intent

Public realm design should focus on people rather than cars and vehicular access. Projects should strive to keep conflicts between motorists and people walking and biking to a minimum, and support active and inviting streets by reducing the visual impact of service areas, parking, and

Homestreet Bank on Hildebrand demonstrates a parking lot with clearly defined pedestrian walkways.



STANDARDS

- a. Screen service and utility uses and parking when near public space using ground floor uses and/or landscaping.
- b. Create clearly defined pedestrian paths through parking areas with sidewalks or other dedicated facilities.

This local example shows how inadequate design, where parking areas and pedestrian paths are intermingled, can create conflicts that hinder pedestrian movement.



Harbor Square prioritizes dedicated pedestrian paths with physical separation from parking areas.



P3

STRENGTHEN PUBLIC SPACE CONNECTIONS

Intent

Design for new development on Bainbridge Island should pay careful attention to how the building will interact with the public realm— street, sidewalk, open spaces and landscape. Projects should look for opportunities to make stronger connections in the Island’s network of public spaces wherever possible.

Madrone Lane in Downtown Winslow provides public seating that supports engagement with the street and public realm.



STANDARDS

- a. Locate primary entrances along the main street to contribute to the character of the street.
- b. Align public spaces, passages and access with existing pedestrian paths or desired lines where no formal paths exist. Public-through routes in Winslow are excellent examples of pedestrian-scale connections.
- c. Where appropriate, provide open spaces adjacent to the sidewalk and design public frontages to support direct engagement with the street and pedestrian activity.
- d. Connect on-site pedestrian walkways with existing public or private routes. If property is within ¼ mile of a bus stop or public park, provide convenient pathways or entries to facilitate access to these amenities for both residents and the general public.
- e. Limit the length of at-grade building façade and walls without openings (windows or doors) to 15 feet

Lynwood Center uses the space between buildings as both a pedestrian connection and as a gathering space that has been used as an outdoor stage for local events.



P4

FOSTER INTEREST AND ACTIVITY ALONG COMMERCIAL STREETS

Intent

Bainbridge Island is fortunate to have strong and active retail “main streets” in Winslow, Lynwood and Rolling Bay. New development should reinforce the scale and positive attributes of these commercial streets with pedestrian-scale interest and activities.

A mural connects the building to the street at the Oliver in Winslow.



STANDARDS

- a. Locate utility areas away from active spaces on commercial streets.
- b. Buildings with street frontages in neighborhood centers shall provide weather protection along those facades.

Weather protection and intentional stewardship of public spaces ensures a comfortable pedestrian experience on Madrone Lane.





B

BUILDING DESIGN STANDARDS



Bainbridge Island's diverse buildings types and architectural styles work together with the Island's unique natural setting to create a beloved character. New development should reinforce the character of Bainbridge with thoughtful, well-designed, high quality buildings.

B1

Create varied facades at all scales

B2

Celebrate and prominently feature sustainable design

B3

Use high quality, sustainable materials and well-crafted details

B1

CREATE VARIED FACADES AT ALL SCALES

Intent

Buildings are expected to have a clear architectural concept that is internally consistent, appropriate to the building's site and functions, and elegantly expressed.

STANDARDS

- a. Electric service meters, air compressor units, and other utility facilities shall be located to be unobtrusive, and shall be screened if visible from adjacent rights of way.
- b. Street-facing facades shall be designed to include a variety of materials, colors, textures, and depths.
- c. Interior and exterior project lighting shall not spill out and be visible from adjacent properties or rights of way.

An office building on Hildebrand Lane in Bainbridge Island uses detailing and alternation of two primary materials to create a sense of texture and human scale.



The Bainbridge Island Museum of Art presents a clear architectural concept developed around public spaces and nearby streets with a clear rhythm and organization of uses.



B2

CELEBRATE AND PROMINENTLY FEATURE SUSTAINABLE DESIGN

Intent

Projects in Bainbridge Island are expected to be environmentally responsible and resource efficient throughout their life cycle. Buildings will need to meet the requirements of the City and County that require sustainable design; the Design Guidelines are intended to express the values of a healthy environment in the design expression of each project.

The Vineyard Lane apartments in Bainbridge Island use sustainable materials, building practices and design to help reduce energy use.



STANDARDS

- a. Reuse existing structures whenever possible, recognizing that the most sustainable buildings are those that already exist.
- b. Use building materials that are recycled, renewable, or locally sourced.
- c. Highlight regenerative materials and renewable energy generation such as solar panel or turbines as visible expressions of the community's aesthetic and values.
- d. Offer access to natural light and ventilation in living and working spaces for comfort and reduced energy consumption.
- e. Manage direct sunlight with solar control and shading devices, and integrate these features into the overall design, with each façade responding to solar orientation.
- f. Consider green or living walls and/or roofs with plants adapted to Bainbridge Island's microclimate; make them visible where possible.
- g. Design for flexibility so that the building can be adapted in the future, including reuse of structured parking for non-vehicular future uses.

The Grow Community in Bainbridge Island incorporates reusable energy, efficient heating and cooling systems, and building materials that support thermal



B3

USE DURABLE QUALITY MATERIALS AND WELL-CRAFTED DETAILS

Intent

Building materials should be selected for their appropriateness to place, a minimal ecological footprint, and long-term aesthetic value. Thoughtful composition and detailing will express a level of quality and a sense of scale inherent in excellent architectural design.

STANDARDS

- a. Choose durable, low-impact materials that are appropriate for the climate and seasonal shifts in weather conditions.
- b. Select materials that are locally sourced and supportive of Bainbridge Island's economy where possible.
- c. Materials used for architectural detailing shall be selected to be proportional to overall building massing.

Grace Episcopal Church in Bainbridge Island uses locally appropriate style and materials that help integrate the building into the site and surrounding natural setting.



The Parfitt Building demonstrates durable materiality with detailing that complements the massing.





LANDSCAPE STANDARDS



Landscape design is expected to fit the building into its setting, contribute to a comfortable and welcoming pedestrian environment, and support natural systems with habitat-friendly and sustainable features.

L1

Integrate the landscape concept to complement the architectural concepts

L2

Support the public realm with landscape design

L3

Integrate sustainable features into the landscape and make them visible wherever possible

L4

Integrate and highlight green infrastructure practices

L5

Support healthy habitat in the landscape

L6

Preserve and enhance important views and view corridors

L1

INTEGRATE THE LANDSCAPE CONCEPT TO COMPLEMENT THE ARCHITECTURAL CONCEPT

Intent

Landscape architecture and building architecture are expected to be mutually complementary, working together toward an overall design that is functional, sustainable and pleasing. To this end, the landscape should be designed in tandem with the architecture, rather than as an afterthought.

STANDARDS

- a. Design the landscape to enhance elements of the site and architectural concept by strategies such as defining pathways, zones and edges; creating focal points; softening building massing; highlighting entries, and adding scale, texture and interest to the site.
- b. Locate deciduous trees to complement passive solar strategies, providing shade in summer and allowing sun in the winter.
- c. Use plantings where privacy is needed for more intimate and private spaces, or for screening traffic and/or service uses.
- d. Choose plantings that complement the proportions and scale of the building and offer color and interest throughout the year.

The Kitsap Regional Library Bainbridge Branch utilizes landscape design to define walkways and create inviting focal points such as this pond.



Landscape features help screen service uses in this multilayered planting at the Grow community.



L2

SUPPORT THE PUBLIC REALM WITH THE LANDSCAPE DESIGN

Intent

Landscape design is expected to be an integral part of public spaces, enhancing the functions, activities and character of the public realm.

Gateway Park provides accessible public space through thoughtfully designed seating and other outdoor features.



STANDARDS

- a. Use landscape design to connect a network of open spaces, appropriate to the project context. This open space network could include the streetscape and building frontages, spaces between buildings, or a series of planted areas and hardscape intended for outdoor use.
- b. Encourage interaction between the building's interior uses and exterior public space, by utilizing plazas, seating areas and other hardscape areas to support positive public activities appropriate to the context and building use.

A landscaped plaza in Harbor Square in Bainbridge Island provides pedestrian access that weaves together open spaces and connects residents with open space.



L3

INTEGRATE SUSTAINABLE FEATURES INTO THE LANDSCAPE AND MAKE THEM VISIBLE WHEREVER POSSIBLE

Intent

Sustainable landscape design helps build a network of productive ecosystems that promote local biodiversity, water and energy conservation, and provide a natural experience for the public in the built environment. Human-made landscapes in Bainbridge Island should strive to conserve water and material resources, support healthy and porous soils, and reduce the need for fertilizers and pesticides that damage natural ecosystems.

STANDARDS

- a. Prioritize native, climate-adapted, and drought tolerant species.
- b. Use plantings to provide shade and buffer from wind exposure.
- c. Locate trees to provide shading of paved surfaces and reduce heat island effect
- d. Use local, low impact, recycled, or sustainably sourced materials.

This planted water garden at the Rowing Center demonstrates sustainable plantings that provide for a natural experience for the public.



This rain garden at Bay Hay and Feed provides sustainable stormwater management integrated into the site.



L4

INTEGRATE AND HIGHLIGHT GREEN INFRASTRUCTURE PRACTICES

Intent

Landscape design is expected to embrace hydrological functions and reduce the impact of development with green infrastructure. Green spaces offer opportunities for water treatment, infiltration and storage on developed sites in order protect water quality, relieve the burden on stormwater infrastructure, and reduce water use and heating and cooling costs.

STANDARDS

- a. Preserve or restore hydrological functions of the natural landscape, improving stormwater quality through sustainable landscape and civil design practices including stormwater retention and infiltration where appropriate.
- b. Use green stormwater infrastructure (GSI) strategies to reduce flooding by slowing and reducing stormwater discharges.

Residential entries at the Expo in Seattle are lined with rain gardens that reduce development impacts while creating a balance of private, semi-private and public spaces.



Winslow Way stormwater treatment ensures water quality and resilience to flooding within the public right of way.



L5

SUPPORT HEALTHY HABITAT IN THE LANDSCAPE

Intent

Supporting and creating habitat strengthens a network of ecologically productive landscapes. Designing landscapes that are well adapted to unique microclimates of a project can help provide natural food sources and refuge from predators and inclement weather and mitigate the effects of human disturbance on wildlife populations.

STANDARDS

- a. Preserve large trees and other significant existing vegetation that contributes to larger biological and ecological systems.
- b. Design plantings to support stormwater retention, infiltration and aquifer recharge.
- c. Promote biodiversity through plantings that are attractive to birds, pollinators and other wildlife.
- d. Prioritize low maintenance, drought resistant native plantings.

Hawley Cove Park in Bainbridge Island protects native forest and wetland that provide rich wildlife habitat and connect to other natural shoreline areas.



Islandwood utilizes native vegetation and contextual ecological habitat.



L6

PRESERVE AND ENHANCE IMPORTANT VIEWS AND VIEW CORRIDORS

Intent

For some sites in Bainbridge Island, views of the water, mountains and forested areas are defining features. Landscape design should be sensitive to existing view corridors, take advantage of views, and reinforce visual connections with the public realm.

Eagle Harbor Waterfront Park provides waterfront access and views from trails and gathering spaces while retaining existing trees and using low-lying native plantings.



STANDARD

- a. Prevent view blockage from the public realm, using lower scale plantings where appropriate and pruning existing trees with best practices of limbing-up rather than topping.

The view from the street at Doc's Marina Grill provides visual interest, preserved by the open space dedicated between buildings.



5

STREET TYPES & FRONTAGES

Introduction

Each public street in Bainbridge Island has a distinct character that is defined by the configuration of the right-of-way and the building frontages, public and open spaces and landscape that form the edges of each street. This chapter focuses on improvements related to new development or redevelopment that shape the pedestrian realm and the buildings that contribute to a distinct streetscape and together reflect a desired future state for the street.

This chapter is intended to inform design decisions on-site and in the public right-of-way that contribute to the character and experience of the streetscape. **The street types, frontages and guidelines described in this chapter do not replace or supersede the requirements of the “City of Bainbridge Island Engineering Design and Construction Standards and Specifications”.**

Key streets on the island are categorized into street types that are not defined by the same conditions but share a similar vision and raise similar design considerations (see Street Types map on p46). Each street type defines common characteristics and guidelines that offer design direction and align with the vision for these streets. The street types regulate building orientation and façade design through specific building frontage typologies that are permitted only on certain street types. These building frontages outline how buildings should relate to each street and contribute to the public realm through greenery, public spaces, and entries consistent with the character of each street type.

STREET TYPES

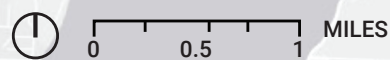
- 1 State Route
- 2 Main Street
- 3 Neighborhood Main Street
- 4 Neighborhood Mixed Use
- 5 Mixed Use Arterial
- 6 Rural by Design
- 7 Green Street
- 8 Rural Green Street

FRONTAGE TYPES

- 1 Linear / Storefront
- 2 Landscape
- 3 Plaza
- 4 Forecourt
- 5 Stoop / Terrace
- 6 Vegetated Buffer
- 7 Parking

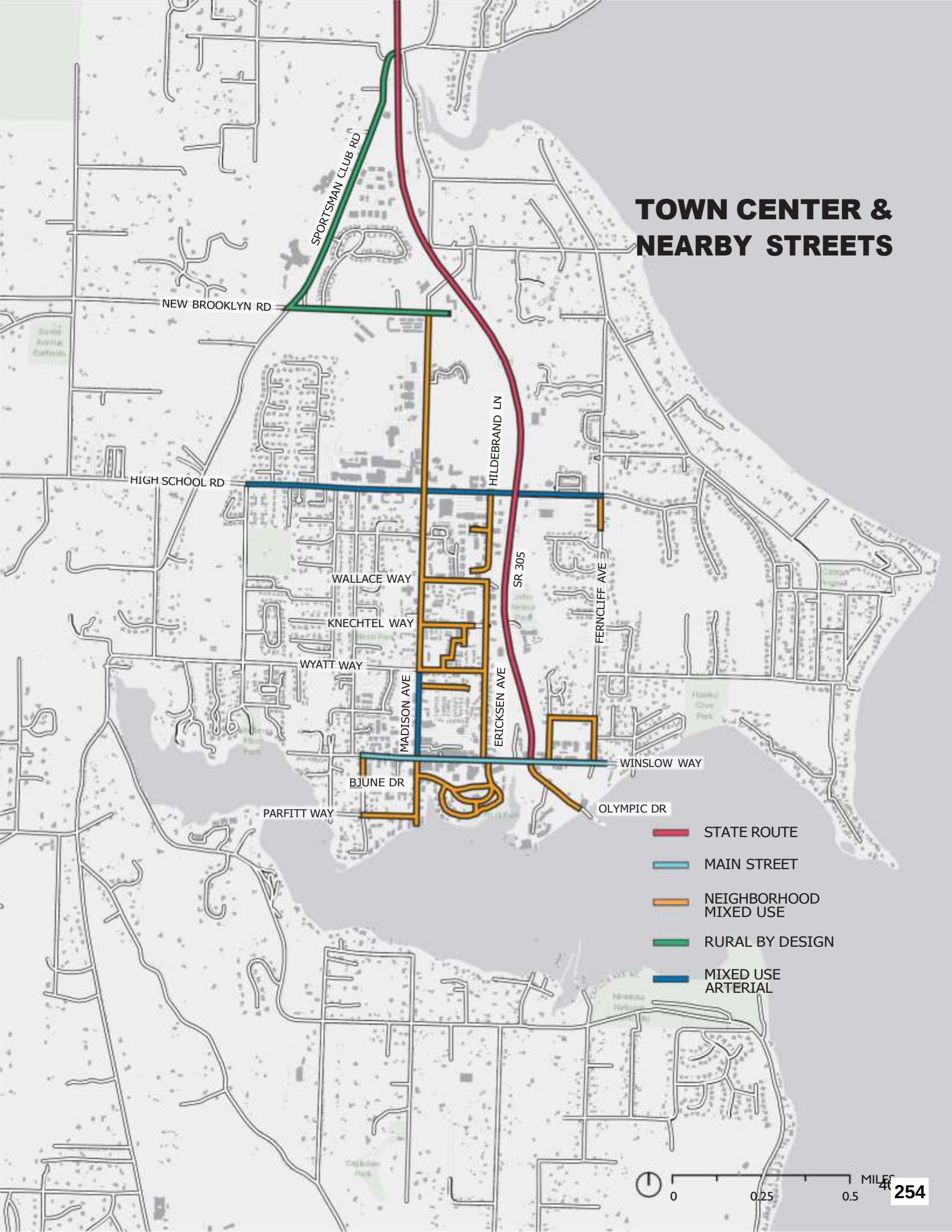
Street Types

This map shows the assigned street types for sections of Bainbridge Island's major thoroughfares. Design for new streets as part of site plans or subdivisions should follow the guidelines for Green Streets or Rural Green Streets types based on their context. Development on streets with no designated frontage is governed by the City's Municipal Code, Design and Construction Standards.



- STATE ROUTE
- MAIN STREET
- NEIGHBORHOOD MAIN STREET
- NEIGHBORHOOD MIXED USE
- RURAL BY DESIGN
- MIXED USE ARTERIAL

TOWN CENTER & NEARBY STREETS



- STATE ROUTE
- MAIN STREET
- NEIGHBORHOOD MIXED USE
- RURAL BY DESIGN
- MIXED USE ARTERIAL



1

STATE ROUTE



CHARACTERISTICS

- a. Lane configuration per WSDOT
- b. No pedestrians or activation at edge
- c. Limited access

INTENT

- a. Minimize direct access from private property
- b. Support off-road trail system
- c. Restore native vegetation
- d. Preserve and enhance Pacific Northwest forested character
- e. Conform with state signage laws
- f. Minimize site disturbance

2**MAIN STREET****CHARACTERISTICS**

- a. On-street parking
- b. Wide sidewalks
- c. Building to property line
- d. Many glazed storefronts
- e. Varied architectural style
- f. Pedestrian through-routes
- g. Fine-grained scale

INTENT

- a. Encourage activation of street frontage
- b. Encourage through-routes
- c. Integrate landscape and public art

3

NEIGHBORHOOD MAIN STREET



CHARACTERISTICS

- a. Walkable neighborhood node
- b. Sidewalk or other dedicated pedestrian facilities

INTENT

- a. Develop on-street parking
- b. Activate the street with pedestrian oriented street level uses such as storefronts, restaurants, galleries etc.
- c. Activate area between buildings and right-of-way with seating, art, gardens
- d. Encourage sidewalks or other high quality pedestrian facilities

4

NEIGHBORHOOD MIXED USE



CHARACTERISTICS

- a. Lower traffic volume
- b. Typically walkable/bikeable route to access the downtown and ferry
- c. Varied building frontage types
- d. Generally landscaped edges

INTENT

- a. Infill or add to pedestrian and bike connections
- b. Provide a landscaped setback to buffer residential uses
- c. Enhance the varied character

5

MIXED USE ARTERIAL



CHARACTERISTICS

- a. Arterial level street capacity
- b. Varied land uses
- c. Varied edge conditions

INTENT

- a. Provide landscaped setback to buffer residential uses
- b. Provide, curb, gutter, sidewalk bike lane
- c. Minimize curb cuts
- d. Create on-street parking where appropriate

6

RURAL BY DESIGN



CHARACTERISTICS

- a. Pedestrian shoulder or trail wherever possible
- b. Green edge conditions
- c. Narrow travel lanes

INTENT

- a. Retain green edge conditions and character
- b. Protect or create swale drainage
- c. Retain pedestrian shoulder or trail wherever possible
- d. Maintain native vegetation



DESCRIPTION

The green street is intended to serve as a model for interior streets as part of subdivisions and larger commercial developments in commercial, industrial, mixed use and urban residential districts. It is not a designation for existing public streets but included to guide street design as part of new development.

The examples on the following page show the application of Green Street guidelines for different types of roads, and accessways.

INTENT

- a. Minimize impervious cover and consider permeable paving
- b. Integrate stormwater infiltration and retention into landscaped areas
- c. Use curb alternatives to channel runoff into landscaping
- d. Keep traffic speeds low with narrower travel lanes.
- e. Emphasize pedestrians and open space as part of a shared space
- f. Minimize paved area with shared driveways, access and parking areas.
- g. Use trees to transpire water and mitigate heat island effects

EXAMPLE: SHARED STREET



Heavily landscaped shared pedestrian, bike, and vehicle street with large rain gardens and infiltration areas, and curb alternatives that channel stormwater into drainage and landscape areas

EXAMPLE: SHARED ALLEY ACCESS



Internal garage access via a shared alleyway with distinct paving and substantial rain gardens without curbs or with gaps in curbs and grading to direct runoff into landscape areas.

8

RURAL GREEN STREET



DESCRIPTION

The rural green street is intended to serve as a model for interior streets as part of subdivisions in non-urban residential districts. It is not a designation for existing public streets, but included to guide street design as part of new development.

INTENT

- a. Minimize impervious cover and consider permeable paving
- b. Create a soft edge along the street and direct runoff into landscaped areas
- c. Mitigate erosion along slopes and banks with vegetation and permeable stone fill
- d. Integrate stormwater infiltration and retention into landscaping
- e. Create a comfortable walking environment with lower traffic speeds
- f. Use trees to transpire water and mitigate heat island effects

Building Frontages

Each street type is associated with a set of building frontages that would be permitted along streets of that type. Permitted frontage types for designated street typology, and the setbacks for each frontage type are shown in Table 1 below.

Each building frontage specifies an appropriate setback that applies across all street types. **On designated streets these required setbacks will supersede setback requirements contained in the Bainbridge Island Municipal Code.**

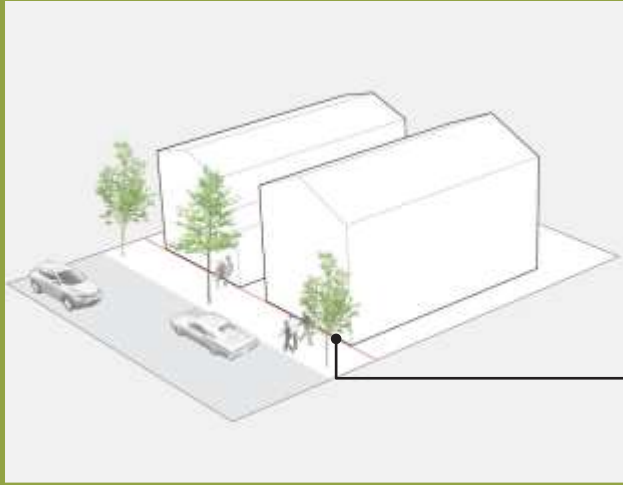
TABLE 1:
PERMITTED FRONTAGES BY STREET TYPE & SETBACKS

	LINEAR / STOREFRONT	LANDSCAPE	PLAZA	FORECOURT	STOOP / TERRACE	VEGETATED BUFFER
STATE ROUTE						50 FT UNLESS OTHERWISE APPROVED BY DIRECTOR
MAIN STREET						
NEIGHBORHOOD MAIN STREET						
NEIGHBORHOOD MIXED-USE						
MIXED-USE ARTERIAL						
RURAL BY DESIGN						

SETBACK BY FRONTAGE	0 FT	10 FT - 20 FT	10 FT - 20 FT	0 FT	5 FT - 15 FT	25 FT - 50 FT
			COURTYARD WIDTH: 10 FT - 30 FT COURTYARD DEPTH: 10 FT - 30 FT			BUFFER

1

LINEAR / STOREFRONT

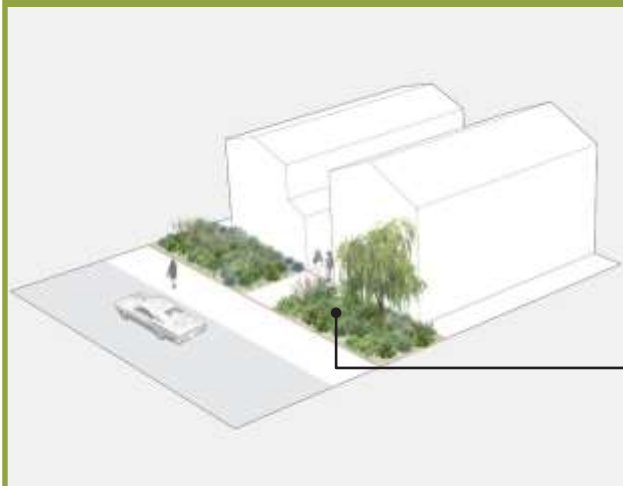


The linear or storefront building frontage has no setback from the right-of-way. It is the primary building frontage for pedestrian-oriented retail streets and is appropriate for active ground floor uses as part of non-residential or mixed-used development.

SETBACK: 0 Feet

2

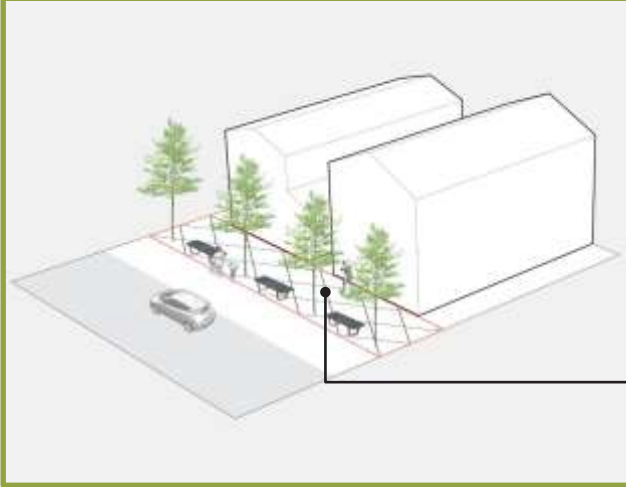
LANDSCAPE



The landscape building frontage includes a landscaped setback between the building and the right-of-way. This frontage type is permitted on mixed-use and residential streets and is appropriate for office and residential uses particularly when on the ground floor.

SETBACK: 10 - 20 Feet

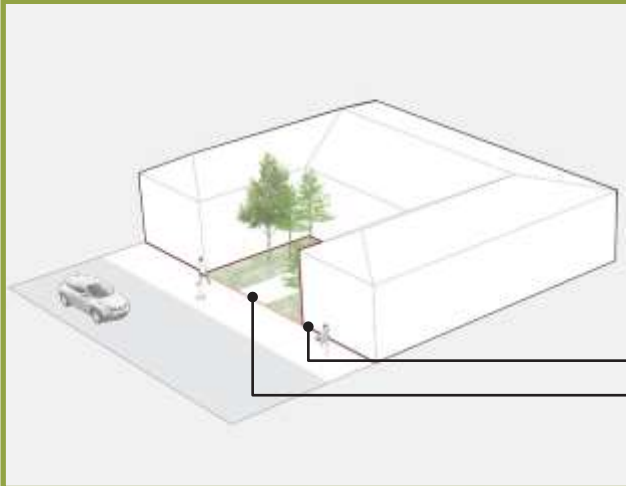
3 PLAZA



The plaza building frontage includes a pedestrian-oriented public space in the setback between the building and the right-of-way. This frontage type is permitted on retail and mixed-use streets and is appropriate for active uses such as retail, dining or civic and cultural uses. The plaza must contribute to a welcoming streetscape, and should support human activity, with amenities such as seating, outdoor dining and activation.

SETBACK: 10 - 20 Feet

4 FORECOURT



The forecourt building frontage has a defined open or public space at the entrance along the right-of-way. This frontage type is permitted along retail and mixed-use streets and is appropriate for a wide range of land uses and mixed-use development.

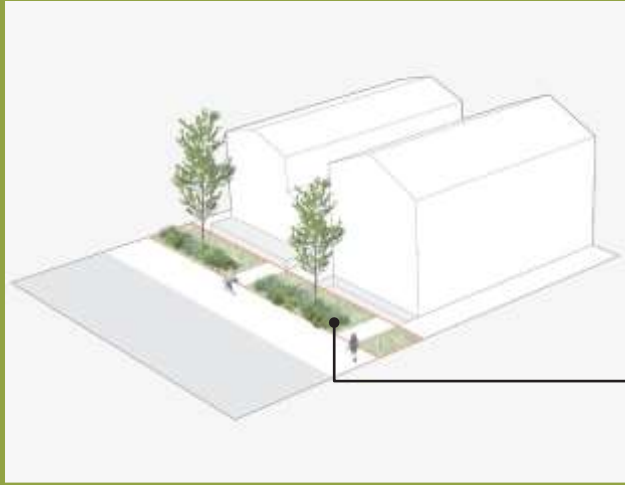
SETBACK: 0 Feet

COURTYARD: 10 - 30 Feet Depth
10 - 30 Feet Width

Must contain primary building entrances and open onto the primary public street

5

STOOP / TERRACE

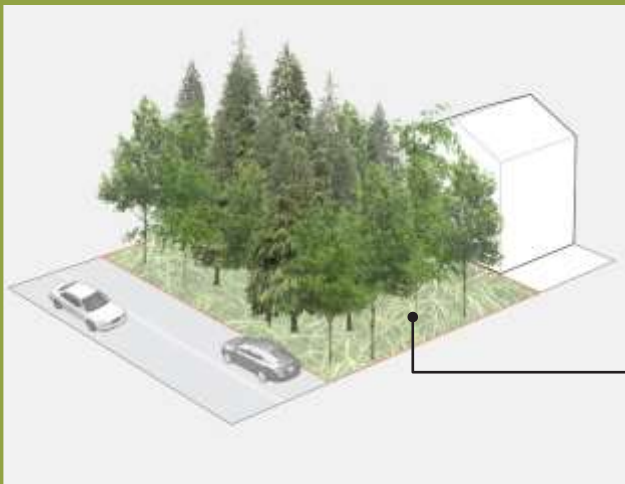


The stoop / terrace building frontage includes a landscaped setback from the right-of-way that accommodates a porch, stoop or terrace at the building's primary entrance. This frontage type is permitted on mixed-use and residential streets and is appropriate for residential and non-retail commercial uses.

SETBACK: 5 - 15 Feet

6

VEGETATED BUFFER



The vegetated buffer building frontage uses a deep setback to screen development from the right-of-way. This is the only frontage type permitted on SR 305, where access is limited, and it also appropriate for light industrial and inactive non-residential uses on Rural by Design streets. Vegetated buffers can be either natural, where vegetation has arisen naturally or deliberately landscaped to provide an effective screen where there is little natural context.

BUFFER: 50 Feet along SR 305

NATURAL: Preserve or restore native vegetation consistent with conditions and species nearby.

LANDSCAPE: Create a landscaped screen with trees and understory plantings that are native or drought tolerant and compatible with the local microclimate.

PARKING



The parking frontage is the only frontage type with parking along the right-of-way. This frontage type is permitted only as an interim condition, where other frontages may be infeasible with parking requirements where a departure may be necessary. A landscaped area with trees and understory plantings is required between the right-of-way and the parking area.

SETBACK: 10 Feet Minimum

6 SUPPLEMENTAL STANDARDS + GUIDELINES

Introduction

The supplemental standards in this chapter are intended to address specific conditions of the site and surrounding context that require additional design guidance to ensure compatibility of new development. These conditions include larger sites (over 1 acre in size), historic places, and civic uses that each present unique design challenges and opportunities. New development and redevelopment that include these specific conditions are required to conform to the Design Standards in this chapter in addition to those outlined earlier in this document.



Larger Sites

Intent: To develop larger sites (over 1 acre) to fit within the surrounding context and reinforce desired patterns of development including street typologies, frontage types, and minimizing the visual and physical impact of parking on the public realm.

1

Design sites to minimize the visual impact of parking on the public realm

STANDARD

- a. Use landscaping to buffer and minimize the visual impact of parking.
- b. Locate parking under the building.
- c. Provide on-street parking on public streets.
- d. Provide a series of smaller groupings of parking to minimize the visual and functional impacts.

Shopping center retail in University Village in Seattle is oriented toward public spaces and streets with human scale design and pedestrian amenities



2

Design the site by clustering buildings and arranging them with frontages on public streets, public spaces, or open space

STANDARDS

- a. Design the site so buildings front on a public street.
- b. Design the site with buildings fronting on a public space with a variety of activities and functions.
- c. Design the site with buildings fronting on public or semi-public open space with human-scaled design elements.

Parking in University Village is located in screened parking structures with active uses at the base



Historic Places

Intent: To ensure that new and infill development are compatible with historic areas, sites, and buildings on the Island. Historic properties are those with structures that are 50 years or older and would be eligible for the national, state or local register of historic places, or sites that are listed on those registers.

1

Design the site, building(s), and landscape to be compatible with historic buildings without directly mimicking historic architectural styles.

STANDARDS

- a. Design sites and buildings in historic areas to meet the Secretary of the Interior's standards for modifications to existing historic buildings and infill development.
- b. Design buildings to be consistent with the scale of nearby historic buildings or districts based on the context analysis.
- c. Consider historic landscaping that contributes to the context of historic buildings.



A new building in Rolling Bay complements the scale and architecture of the historic Day Hay & Feed.

2

Maintain the historic integrity of buildings over 50 years old listed or eligible for the national or local register of historic places.

STANDARDS

- a. Minimize alterations to historic buildings and properties that are inconsistent with the original design of the building.
- b. Restore buildings to their original historic design elements when previously altered.



A conversion of a historic guardhouse in Fort Ward retains the historic façade and detailing of the original building.

Civic Uses

Intent: The design of civic uses and public spaces should be prominent, highlight their unique role in the community and reflect local values and civic identity. Civic projects should maximize opportunities for public benefits through integrated design.

1

Design civic sites and buildings to serve multiple functions such as public space, community gatherings, public art, and other compatible uses.

STANDARD

- a. Civic uses may use unique frontage types to highlight uses, and public amenities with larger open spaces, gardens, art and other elements between the street and the building.
- b. Integrate public open space in the design of civic sites including plazas, parks, seating areas, natural areas, and other amenities.

The Historical Museum offers a gathering space and a place to interact with parts of the Island's history.



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Design on Bainbridge		
PG 1: Design on Bainbridge	WikiMedia Commons	
PG 2: Design on Bainbridge	Framework	
PG 3: Values and Principles	Framework	
Context Analysis		
PG 13: Context Analysis	The Island Gateway	
Site Design		
PG 18: Site Design	APsystems Solar / A+R Solar	
PG 19: Site Design - S1	TOP: Berger Partnership	BOTTOM: Berger Partnership
PG 20: Site Design - S2	TOP: Seattle Public Utilities	BOTTOM: PWL Partnership
PG 21: Site Design - S3	TOP: Wenzlau Architects	BOTTOM: Framework
PG 22: Site Design - S4	TOP: Framework	BOTTOM: Framework
PG 23: Site Design - S5	TOP: Framework	BOTTOM: Framework
PG 24: Site Design - S6	TOP: Framework	BOTTOM: Framework
Public Realm		
PG 25: Public Realm	Framework	
PG 26: Public Realm - P1	TOP: Camelia Apartments	BOTTOM: Southern Living
PG 27: Public Realm - P2	TOP: Framework	BOTTOM: Flatrock Productions
PG 28: Public Realm - P3	TOP: Berger Partnership	BOTTOM:: Curbed Los Angeles
PG 29: Public Realm - P4	TOP: Framework	BOTTOM: Framework
PG 30: Public Realm - P5	TOP: Framework	BOTTOM: Framework
PG 31: Public Realm - P6	TOP: Building Salt Lake	BOTTOM: Framework

PAGE: Section	POSITION: Source	POSITION: Source
Building Design		
PG 32: Building Design	CTA Design Builders Inc.	
PG 33: Building Design - B1	TOP: Coates Design Architects	BOTTOM: Framework
PG 34: Building Design - B2	TOP: Wenzlau Architects	BOTTOM: Culter Anderson Architects
PG 35: Building Design - B3	TOP: Framework	BOTTOM: Framework
PG 36: Building Design - B4	TOP: Kriegh Architects	BOTTOM: Framework
PG 37: Building Design - B5	TOP: Framework	BOTTOM: Johnston Architects
Landscape		
PG 38: Landscape	Berger Partnership	
PG 39: Landscape - L1	TOP: Berger Partnership	BOTTOM: Miller Company Landscape Architects
PG 40: Landscape - L2	TOP: Uptown Normal	BOTTOM: Framework
PG 41: Landscape - L3	TOP: SvR Design Company	BOTTOM: Berger Partnership
PG 42: Landscape - L4	TOP: Berger Partnership	BOTTOM: Berger Partnership
PG 43: Landscape - L5	TOP: Bainbridge Island Parks & Recreation	BOTTOM: Berger Partnership
PG 44: Landscape - L6	TOP: Walker Macy	BOTTOM: Framework

PAGE: Section	POSITION: Source	POSITION: Source
Street & Frontage Types		
PG 46: Street Types	Framework	
PG 47: Street Types	Framework	
PG 48: Street Types	TOP LEFT: Framework	TOP RIGHT: Framework
PG 48: Street Types	BOTTOM LEFT: Framework	BOTTOM RIGHT: Framework
PG 49: Street Types - 1	Google, 2019	
PG 50: Street Types - 2	Google, 2019	
PG 51: Street Types - 3	Google, 2019	
PG 52: Street Types - 4	Google, 2019	
PG 53: Street Types - 5	Google, 2019	
PG 54: Street Types - 6	Google, 2019	
PG 55: Street Types - 7	Kevin Robert Perry, Urban Rain Design	
PG 56: Street Types - 7	TOP: Google, 2019	BOTTOM: City of Auckland, NZ
PG 57: Street Types - 8	Framework	
PG 59: Building Frontages	TOP: Framework	BOTTOM: Framework
PG 60: Building Frontages	TOP: Framework	BOTTOM: Framework
PG 61: Building Frontages	TOP: Framework	BOTTOM: Framework
PG 62: Building Frontages	Framework	
Subdivision Guidelines		
PG 63: Subdivision Guidelines	Google, 2019	
Supplemental Guidelines		
PG 67: Supplemental Guidelines	Google, 2019	
PG 68: Supplemental Guidelines	TOP: Hewitt Architects	BOTTOM: Hewitt Architects
PG 69: Supplemental Guidelines	TOP: Framework	BOTTOM: Jennifer Pells
PG 70: Supplemental Guidelines	TOP: Framework	BOTTOM: Framework

Appendix

- A Documents Required for Design Review**
- B Presentation Requirements at DRB Meeting**
- C Acknowledgements for 2021 D4B**

A

APPENDIX

DOCUMENTS REQUIRED FOR DESIGN REVIEW

1. Written Project Overview
 - Project name and description
 - Zoning requirements summary including number of units and parking stalls
2. Context Analysis Drawing
 - Property lines
 - Topography including contours
 - Physical and natural features on site including critical areas per BMC 16.20, prevailing wind, tidal inundation
 - Trees
 - Surrounding properties' uses, zoning, and structures
 - Unique and prominent features including views
 - Known wildlife habitat
 - Streets, nearby active transportation facilities, and existing formal / informal trails
3. Site Plan
 - Label streets and property lines
 - Show roadways, parking areas, pedestrian and vehicular circulation
 - Label square footage for commercial/residential space
4. Landscape Plan
 - All streetscape and landscape elements
5. Written Architectural Narrative
 - Define a clear design narrative that guides all aspects of the project, including aesthetics, materials, and form.
 - Explain how the project is sustainable as defined on page 11
- Explain how the following were informed by the context analysis and design narrative:
 - Building form
 - Site design
 - Façade design choices and detailing
 - Materials and landscaping
6. Requested Departures
 - Include rationale for request
 - Anticipated community or project benefits
6. Site Section Drawings
 - Minimum of two site sections (both longitudinal and transverse) extending to adjacent buildings within 100 feet of the property line
 - Show preliminary floor to floor heights and overall height
7. Building Elevation Drawings
 - Elevations of each structure (all sides) and of adjacent structures at same scale.
8. Rendering Drawings
 - At least one eye level perspective from major street location.
 - At least one 3-dimensional rendering of entire project
9. Exterior Lighting Plan
 - final location of exterior lights and indication of light spillage at night
10. Materials Palette
 - Color and materials board with reference to drawings
 - Landscape color and materials board

Naming Convention: All submittals shall be named "DRB_SubmittalTitle_ProjectName"

APPENDIX

PRESENTATION REQUIREMENTS AT DESIGN REVIEW BOARD MEETING

Presentation Objectives

- Present Design Vision: Clearly articulate the architectural narrative and goals of the project, including how the design aligns with community values and needs.
- Showcase Key Features: Highlight relevant aspects of the design such as unique architectural elements, sustainable practices, and functional spaces.
- Demonstrate Compliance: Provide evidence that the design meets municipal code, building codes, and other regulatory requirements.
- Visual Representation: Use submitted visuals to effectively convey design intent and context.
- Address Community Impact: Discuss how the project will affect the community, including economic, social, and environmental considerations.
- Outline Next Steps: Clearly define the project's timeline and immediate next steps post-review, setting expectations for further review by staff.

Presentation Parameters

- Presentations should take approximately 30 minutes.
- Afterward, the Design Review Board will facilitate a discussion that encourages feedback from board members. Applicants are expected to hear and discuss concerns and suggestions.

APPENDIX

2021 VERSION ACKNOWLEDGEMENTS

ACKNOWLEDGMENTS

DESIGN REVIEW BOARD

Joe Dunstan
Alan Grainger
Jim McNett
Peter Perry
Jane Rein
Jason Wilkinson
Carl Yurdin

CITY COUNCIL

Sarah Blossom
Kol Medina, Mayor
Ron Peltier
Rasham Nassar
Leslie Schneider
Joe Deets
Matthew Tirman

PLANNING COMMISSION

William Chester
Don Doman
Lisa Macchio
Kimberly McCormick
Joe Paar
Mack Pearl
Jon Quitslund

CONSULTANT TEAM

Lesley Bain, Framework
Jeff Arango, Framework
Daniel S. Harris, Framework
Monica Taylor, Framework
Yuansi Bobo Cai, Framework
Jonathan Morley, Berger Partnership
Matthew Coates, Coates Design Architects
Robert Hutchinson, Coates Design Architects

CITY OF BAINBRIDGE ISLAND STAFF

Heather Wright, Interim Director of Planning and Community Development
Christy Carr, Senior Planner
Mark Epstein, Engineering Project Manager
Jennifer Sutton, Senior Planner
Kristen Drew, Communications Coordinator



RESOLUTION NO. 2025-06

A RESOLUTION of the City of Bainbridge Island, Washington,
Amending the City of Bainbridge Island Administrative Manual.

WHEREAS, the City Council desires that the City’s permit process be transparent and accountable to the public; and

WHEREAS, written principles, policies, and procedures best assure an atmosphere conducive to principled, accountable, and transparent application of the permitting process; and

WHEREAS, the City Council seeks to govern in a manner that is responsive to the community, in collaboration with City management, and in a business-like and professional manner; and

WHEREAS, on December 24, 2021, the City Council adopted Resolution No. 2021-14, adopting the most recent version of the “City of Bainbridge Administrative Manual, Planning Permit Submittal Requirements ” (“Administrative Manual”); and

WHEREAS, the City of Bainbridge Island (“City”) regulates design review both in Chapter 2 and in Chapter 17 of the BIMC; and

WHEREAS, the Administrative Manual provides the submittal requirements for permit applicants to comply with the design review regulations in Chapter 2 and Chapter 17 of the BIMC; and

WHEREAS, the Washington State Legislature passed House Bill 1293 (HB 1293) codified as RCW 36.70A.630 in 2023, requiring municipalities to streamline their design review processes; and

WHEREAS, the City is in the process of finalizing its comprehensive plan periodic update and is required to adopt the updated plan pursuant to RCW 36.70A.130; and

WHEREAS, the City is required to comply with the requirements of HB 1293 by June 2025; and

WHEREAS, the Bainbridge Island City Council finds that it is necessary to amend its Administrative Manual to comply with the state-mandated design review regulations required by HB 1293.

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

Section 1. The City of Bainbridge Island’s Administrative Manual is hereby amended as shown on Exhibit A, which is attached hereto and incorporated herein by this reference.

Section 2. If any one or more sections, subsections, or sentences of this resolution are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this resolution, and the same shall remain in full force and effect.

Section 3. Effective Date. This resolution shall take effect and be in force immediately upon its passage.

PASSED by the City Council this ____ day of _____, 2025.

APPROVED by the Mayor this ____ day of _____, 2025.

Ashley Matthews, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, MMC, City Clerk

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

February ____, 2025
February ____, 2025
2025 - XXX



Proposed Design Review Changes for Compliance with New Legislation

May 13, 2025

City Council

Introduction

- HB 1293 (2023) requires design review standards to be **clear** and **objective**.
- Also requires **concurrent** permit review processes and allows for **only one public meeting** in the design review process.
- Components of Adoption Package
 - Ordinance
 - Design for Bainbridge Manual
 - Resolution
 - Administrative manual



Components of Adoption Package

- Ordinance
- Design for Bainbridge Manual
- Resolution
- Administrative manual



Ordinance

- Reduces process from 3 meetings to 1
- Moves design review to after application instead of during preapp
- Removes design review from subdivisions (at DRB request)
- Adds design review to minor Site Plan Review permits within Winslow Subarea (at DRB request)
- Requires subdivision departures to be processed by Planning Commission (at PC request)
- Retains Public Participation Meeting requirement



D4B Manual Changes

- HB 1293 requires objective, ascertainable language
- DRB findings through process
 - Streamlining, reducing redundancy
 - Identifying the value / refining the intent
 - Need for updated, local photos
 - More emphasis on presentations and submittals



D4B Manual Changes

- Summary of changes:
 - Chapter 3 (Context Analysis) becomes submittal requirements (Appendix A)
 - Chapter 4 (Standards) modified:
 - Site, public realm, and building design standards all reworked/reduced
 - Landscape standards retained
 - Chapter 5 (Street Frontages) retained
 - Chapter 6 (Subdivisions) removed
 - Chapter 7 (Supplemental Standards) retained/modified slightly



D4B Manual Changes

- Appendix A and B – key updates
 - Ensure complete submittals
 - Encourage thoughtful presentations
- Appendix updates key to DRB success with only one meeting



Resolution/Admin Manual

- New submittal requirements
- Removing references to former process (individual meetings)



Timeline

- City Council direction February 13, 2024
- Design Review Board
 - Nearly two dozen meetings over 2024 and 2025
 - Unanimous recommendation February 3, 2025
- Planning Commission review
 - February 27, 2025 – study session
 - March 27, 2025 – public hearing
 - April 24, 2025 – motion recommending approval
- HB 1293 in effect June 30, 2025





CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: Adopt Resolution No. 2025-05 Adopting New Policies and Procedures for Authorizing South Island Sewer Connections - Public Works,

SUMMARY: Resolution No. 2025-05 proposes a new policy to distribute 25 additional sewer connections in the South Island Sewer area, which will be considered in four (4) annual installments of up to 7 equivalent residential units (ERUs) for the years 2025-2027. The policy was revised in accordance with the City Council discussion on February 18, 2025. On May 13, 2025, the Council reviewed the text of the proposed policy and moved to forward the resolution to the Regular Council Meeting of May 27, 2025 for adoption.

AGENDA CATEGORY: Resolution

PROPOSED BY: Public Works

RECOMMENDED MOTION:

I move to adopt Resolution No. 2025-05 Adopting New Policies and Procedures for Authorizing South Island Sewer Connections.

COMMUNITY ENGAGEMENT AND OUTREACH:

None planned at this time.

FISCAL IMPACT:

Amount:	N/A
Ongoing Cost:	N/A
One-Time Cost:	N/A
Included in Current Budget?	true

BACKGROUND: The City contracts with Kitsap County Sewer District #7 for wastewater treatment associated with the City's South Island and Rockaway Beach sewer service area through an Interlocal Agreement. The District treats wastewater from both the District's Fort Ward service area, and the City's South Island/Rockaway service area, the latter of which represents approximately 70% of the District's total customer base. As part of the original agreement, the City retained 480 equivalent residential units (ERUs) of sewer connection capacity that is now either physically connected or "bound" for future use with a specific parcel.

On April 12, 2022, the City Council directed the City Manager to formally request additional sewer connection capacity from the District, and on October 22, 2024, the City Council approved an interlocal agreement with the District for 25 additional ERUs. The ERUs were to be prioritized for purchase and distribution in annual increments of up to 7 per year over a 4-year period.

On February 18, 2025, the City Council reviewed and provided comment on a policy that would supplant the

existing policy (2.14 - attached) that was established for the original 480 ERUs. The new policy prioritized existing homes with failing septic systems near critical areas, as well as deed restricted affordable units and existing commercial units with no other options for sewer capacity expansion.

Based on the February 18, 2025, City Council discussion, City staff made the following changes to the policy for consideration:

- Added language to indicate that properties with an existing residence served by a failing or soon-to-be failing septic system, are eligible for a connection when the replacement system or replacement reserve system is constrained to a location of 100' from established critical area buffers (or otherwise have a high probability of negatively affecting sensitive bodies of water). This change applies to the areas designated as the sewer service area and the adjacent area.
- Added language indicating that septic system status as failing or soon-to-be-failing will be as determined by representatives from Kitsap Public Health.
- Added language stating that connections may be considered for properties with an existing residence served by a failing or soon-to-be-failing septic system where the owner is enrolled in either a Kitsap County low-income property tax relief program, or the City's low-income program, as established.
- Added language indicating that commercial connections may only be granted to serve existing, non-expanded uses.
- Added a provision that the establishment of an affordable unit as defined by the policy may be considered for connection outside of the regular, annual process.

A "tracked-changes" copy of the policy is attached to this agenda item for consideration. A clean, final copy is also included.

On May 13, 2025, this was presented to Council for discussion where it was approved to move to the May 27, 2025, regular business meeting for consideration of adoption.

ATTACHMENTS:

[Resolution No. 2025-05-Adopting New Policies and Procedures for Authorizing South Island Sewer Connections.docx](#)

[New_Policy_2.14A_South_Island_Sewer_-_Additional_Connection_Policy_CLEAN.pdf](#)

[New_Policy_2.14A_South_Island_Sewer_-_Additional_Connection_Policy_REDLINE.pdf](#)

[South Island Sewer Slides 051325.pptx](#)

[Old Policy 2.14 South Island Sewer Connection Procedures.pdf](#)

RESOLUTION NO. 2025-05

A RESOLUTION of the City Council of Bainbridge Island, Washington, adopting new policies and procedures for authorizing South Island Sewer Connections.

WHEREAS, as part of an original agreement with Kitsap County Sewer District 7 dating back to 1997 and subsequently updated in 2003 and 2023, the City retains 481 equivalent residential units (ERUs) of wastewater treatment sewer capacity for the South Island Sewer area of Bainbridge Island that are not either physically connected or “bound” for future use with a specific parcel of land; and

WHEREAS, the City entered into an Interlocal Agreement with Kitsap County Sewer District 7 on October 25, 2024, for the purpose of providing an additional 25 ERUs serving the South Island Sewer area of Bainbridge Island; and

WHEREAS, the City Council discussed modifications to the existing connection policy and procedure guiding the distribution of the 25 new connections at the February 18, 2025, and April 22, 2025, City Council meetings.

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

Section 1. The Public Works Administrative Manual Policy 2.14A Supplemental South Island Sewer Connection Procedure is hereby adopted in the form attached to this resolution as Attachment A.

Section 2. If any one or more sections, subsections, or sentences of this resolution are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this resolution and the same shall remain in full force and effect.

Section 3. This resolution shall take effect and be in force immediately upon its passage.

PASSED by the City Council this ____ day of _____, 2025.

APPROVED by the Mayor this ____ day of _____, 2025.

Ashley Mathews, Mayor

ATTEST/AUTHENTICATE:

By: _____

Christine Brown, MMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO.

May 9, 2025

_____, 2025
2025-05



PUBLIC WORKS ADMINISTRATIVE PROCEDURES MANUAL

2.14A SUPPLEMENTAL SOUTH ISLAND SEWER
CONNECTION PROCEDURE

DATE OF APPROVAL:	EFFECTIVE DATE:
APPROVED BY & TITLE:	CITY COUNCIL; CITY MANAGER
RESPONSIBLE DIVISION:	Public Works
KEY CODE AND REFERENCES:	COBI Comprehensive Plan, as amended, on file in the Department of Planning and Community Development Interlocal Agreement between COBI and Sewer District No. 7 (SD7) dated 10/3/1997 Interlocal Agreement between COBI and SD7 dated 09/24/2003 All interlocal agreements between COBI and SD7 that provide for sewer connections in the amount greater than the number of connections defined in the Interlocal Agreement dated 09/24/2003 Sewer Connection Analysis Form , as amended, on file in the Department of Public Works South Island Sewer Connections Guidance and Background Map of South Island Sewer Connections Map of City Contracted Sewer Service Areas
EFFECTIVENESS DATE:	June 1, 2025

PURPOSE: The purpose of this document is to outline the City of Bainbridge Island's (City's) policy and procedures associated with the analysis and distribution of available Equivalent Residential Units (ERUs) associated with the inter-local agreement between the City of Bainbridge Island and Kitsap Sewer District #7 (District) dated October 25, 2024.

The above-referenced agreement identifies 481 ERU's previously purchased by the City for use in the City's service area. All of those ERU's are presently physically connected, or "bound" for future use with an associated parcel in the service area. The agreement also now includes 25 additional ERUs, payment for which will be divided into four (4) annual installments of up to 7 ERUs for the years 2025-2027, and up to 4 ERUs in 2028. One (1) ERU is defined as one (1) sewer connection and is based upon the fixture unit values listed on the City's "Sewer Connection Analysis Form" (See link above).

As previously identified, as of the date of adoption of this policy, the 480 ERUs established in earlier versions of the ILA remain in effect as either connected or "bound." However, the City may purchase back an unused or unwanted ERUs from the original holder at their request. The City is the only entity that may purchase unused or unwanted ERUs for re-distribution. This policy therefore applies to both the 25 additional ERUs, and any other ERUs purchased by the City from an original holder.

The policy and priority of the City of Bainbridge Island (City) is to manage the use of available Equivalent Residential Unit's (ERUs) in a manner that follows the guidance provided in the City's Comprehensive Plan, Sewer District No. 7 (SD7) policies and resolutions, and this connection procedure.

POLICY:

Subject to the availability of ERUs the City shall:

1. Provide sewer service to projects in the Lynwood, Pleasant Beach, Rockaway Beach, Emerald Heights, Blakely Elementary and Point White sewer service areas as identified in Figure 1 that meet the following prioritized criteria:
 - a. Properties or development that serve a new or existing public facility including, but not limited to schools, parks, municipal facilities, publicly-owned amenities, etc.;
 - b. Properties with an existing residence served by a failing or soon-to-be failing septic system, where a replacement system or replacement reserve system is constrained to a location of 100' from established critical area buffers (or otherwise have a high probability of negatively affecting sensitive bodies of water). A failing septic system is defined as one that can no longer effectively treat and distribute wastewater, leading to untreated sewage potentially reaching the surface around the drain field, and causing contamination of groundwater and potentially surface water within a period of 30-days. A soon-to-be failing septic system is defined as being no more than 1-year from failing as defined above. The septic system status as defined above will be as determined by representatives from Kitsap Public Health.
 - c. Properties with an existing residence served by a failing or soon-to-be failing septic system with no alternative for system repair or replacement. The cost of a repair or replacement will not be considered as part of the criteria for prioritization;
 - d. Properties with an existing residence served by a failing or soon-to-be-failing septic system where the owner is enrolled in a Kitsap

County low-income property tax relief program, or the City's utility rate low-income program, if established;

- e. Properties with an existing commercial space that is currently served by a sewer connection that requires additional ERUs, or a portion of an ERU, to serve an existing, non-expanded use (through Planning and Community Development permitting) or to meet a new health and safety regulatory requirement;
 - f. Properties that are planned for residential use at the maximum allowed density and will provide permanent affordable units at or below 80% of area median income through a deed restricted program adopted by the City;
 - g. Properties that are planned for residential use at less than the maximum allowed density and provide permanent affordable units at or below 80% of area median income through a deed-restricted program adopted by the City; and,
 - h. Any new or expanded residential development that does not qualify under the affordability criteria listed above, including a new accessory dwelling unit (ADU) on an existing parcel, are not eligible for this program.
2. Provide sewer service to projects in the adjacent open space areas identified in Figure 1 that meet the following prioritized criteria:
- a. Properties or development that serve a new or existing public facility including, but not limited to schools, parks, municipal facilities, publicly-owned amenities, etc.; and,
 - b. Properties with an existing residence served by a failing or soon-to-be failing septic system , where a replacement system or replacement reserve system is constrained to a location of within 100' from established critical area buffers (or otherwise have a high probability of negatively affecting sensitive bodies of water).

Requirements:

- 1. ERUs are reserved for a single parcel or commercial establishment;
- 2. ERUs may not be transferred, sold, or otherwise committed through a binding legal agreement, to an owner of another parcel;

3. Unused or excess ERUs reserved for a parcel may be held for use, subject to the City's binding commitment for a reservation of sewer capacity;
4. If requested by the owner, unused or excess ERUs "bound" for a parcel may, at the City's option, be purchased by the City in an amount equal to the sum of all system participation (SD7 connection) and latecomer's fees paid by an owner at the time the ERUs were reserved or allocated by the City. As established in the Purpose section of this policy, unused or excess ERUs referenced in this subsection may have been established as part of the original 480 ERUs or the 25 additional ERUs established through the 2024 ILA. If an ERU is reclaimed by the City as per above, that ERU may be available as part of the next upcoming annual distribution process.

PROCEDURE:

The following procedure will be used to assign available ERUs per the policy above:

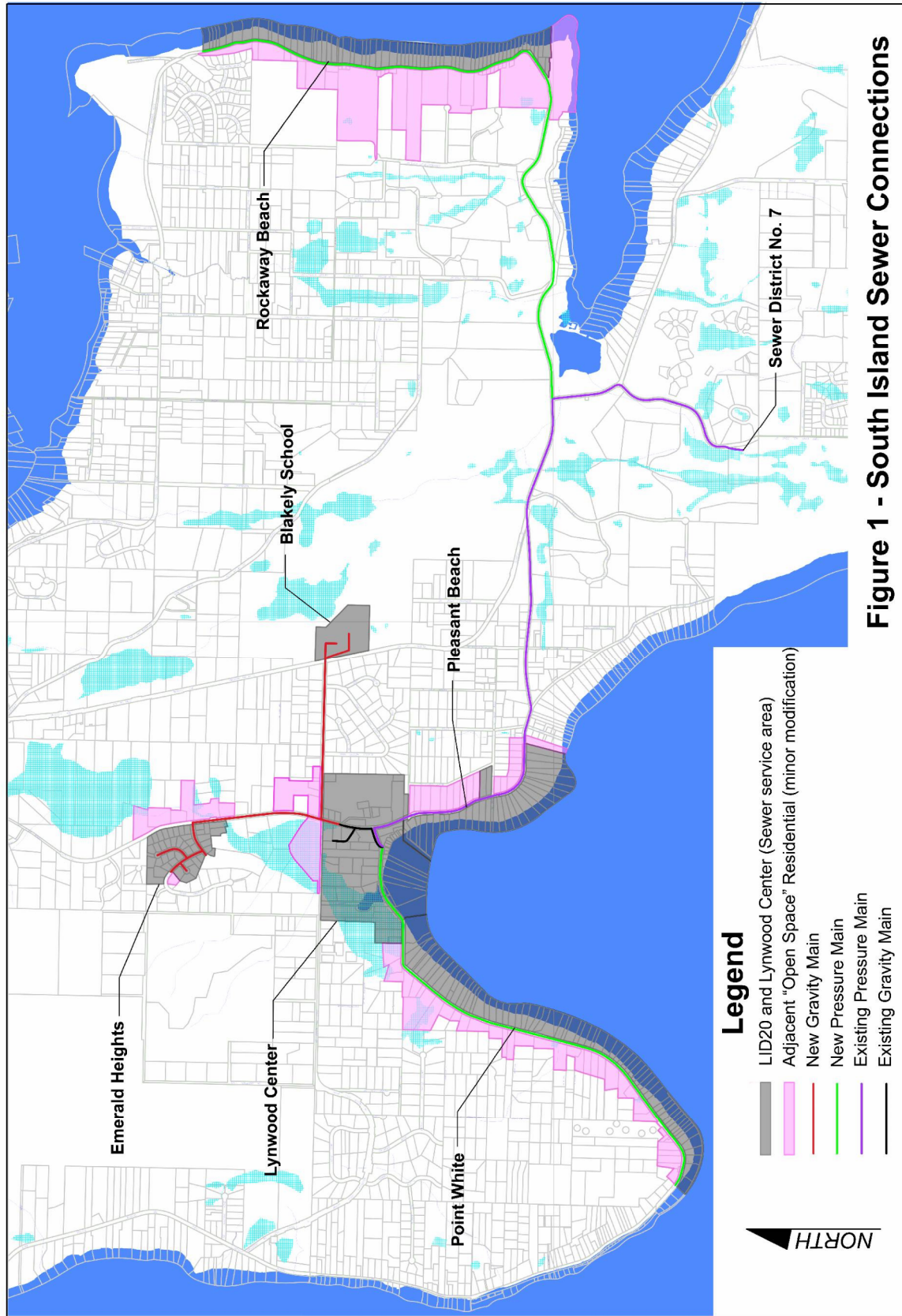
1. City staff will open a "call for sewer connections" annually on June 1st beginning in 2025. The call will be open for 30 days until June 30th. The call will be announced on a City Council Regular Business Meeting Consent Agenda at least 30 days prior to the opening.
2. Respondents to the call will submit the specified application form – included as an attachment to this document – to the front desk of City Hall or electronically to PWAdmin@bainbridgewa.gov prior to 4PM on the last day of the call. There is no fee for the application.
3. Application forms will be reviewed by City staff, and respondents contacted with requested questions or clarifications. Applications will be finalized by July 31st.
4. City staff will prepare an evaluation and prioritization of the application forms, along with a recommendation to the City Council for consideration of approval at a Regular Business Meeting in September or October.
5. Any connections remaining after 2028 may be distributed in accordance with this policy in subsequent years in coordination with Kitsap Sewer District #7.
6. Applicants who are approved through this process are required to submit the necessary connection and other associated fees within 30-days of notification of approval. Any available connection reviewed through the annual process that is not distributed in the annual cycle, or is associated with unpaid fees after 30-days, will be available for distribution in the following year's process.

7. In each year of the open "call for sewer connections," the City will consider purchasing and paying for 1 or more ERU's for the purposes of addressing an emergency in the form of a failing septic system as defined previously in this policy, an emerging issue in the form of serving an existing commercial space as defined previously in this policy, or the establishment of an affordable housing unit as defined previously in this policy. Qualifying ERU's may be distributed outside of the annual approval process cycle
8. Applicants who do not receive a connection as part of an annual process must re-submit an application form in the subsequent annual approval process to be reconsidered. There is no appeal process for denied applications.

APPLICATION/
FORMS:

Sewer Connection Request Form (attached)

BIMC 15.12.050 Allows the Director to assign responsibility for the interpretation, application, and enforcement of specified procedures to department staff. It also allows the Director to administer provisions of the chapter.



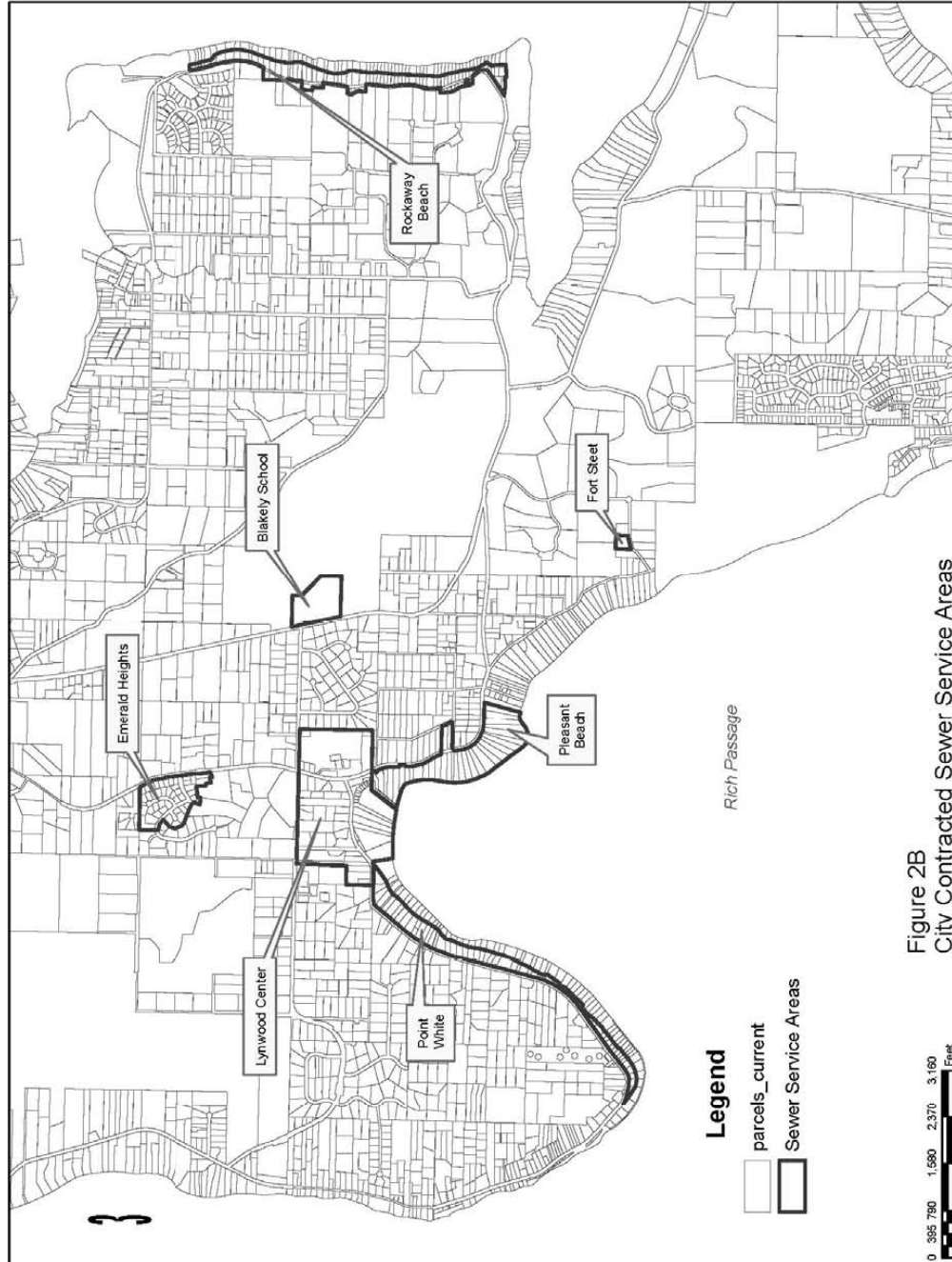


Figure 2B
City Contracted Sewer Service Areas



PUBLIC WORKS ADMINISTRATIVE PROCEDURES MANUAL

2.14A SUPPLEMENTAL SOUTH ISLAND SEWER
CONNECTION PROCEDURE

DATE OF APPROVAL:	EFFECTIVE DATE:
APPROVED BY & TITLE:	CITY COUNCIL; CITY MANAGER
RESPONSIBLE DIVISION:	Public Works
KEY CODE AND REFERENCES:	COBI Comprehensive Plan, as amended, on file in the Department of Planning and Community Development Interlocal Agreement between COBI and Sewer District No. 7 (SD7) dated 10/3/1997 Interlocal Agreement between COBI and SD7 dated 09/24/2003 All interlocal agreements between COBI and SD7 that provide for sewer connections in the amount greater than the number of connections defined in the Interlocal Agreement dated 09/24/2003 Sewer Connection Analysis Form , as amended, on file in the Department of Public Works South Island Sewer Connections Guidance and Background Map of South Island Sewer Connections Map of City Contracted Sewer Service Areas
EFFECTIVENESS DATE:	June 1, 2025

PURPOSE: The purpose of this document is to outline the City of Bainbridge Island's (City's) policy and procedures associated with the analysis and distribution of available Equivalent Residential Units (ERUs) associated with the inter-local agreement between the City of Bainbridge Island and Kitsap Sewer District #7 (District) dated October 25, 2024.

The above-referenced agreement identifies 48~~10~~ ERU's previously purchased by the City for use in the City's service area. All of those ERU's are presently physically connected, or "bound" for future use with an associated parcel in the service area. The agreement also now includes 25 additional ERUs, payment for which will be divided into four (4) annual installments of up to 7 ERUs for the years 2025-2027, and up to 4 ERUs in 2028. One (1) ERU is defined as one (1) sewer connection and is based upon the fixture unit values listed on the City's "Sewer Connection Analysis Form" (See link above).

As previously identified, as of the date of adoption of this policy, the 480 ERUs established in earlier versions of the ILA remain in effect as either connected or "bound." However, the City may purchase back an unused or unwanted ERUs from the original holder at their request. The City is the only entity that may purchase unused or unwanted ERUs for re-distribution. This policy therefore applies to both the 25 additional ERUs, and any other ERUs purchased by the City from an original holder.

The policy and priority of the City of Bainbridge Island (City) is to manage the use of available Equivalent Residential Unit's (ERUs) in a manner that follows the guidance provided in the City's Comprehensive Plan, Sewer District No. 7 (SD7) policies and resolutions, and this connection procedure.

POLICY:

Subject to the availability of ERUs the City shall:

1. Provide sewer service to projects in the Lynwood, Pleasant Beach, Rockaway Beach, Emerald Heights, Blakely Elementary and Point White sewer service areas as identified in Figure 1 that meet the following prioritized criteria:
 - a. Properties or development that serve a new or existing public facility including, but not limited to schools, parks, municipal facilities, publicly-owned amenities, etc.;
 - b. Properties with an existing residence served by a failing or soon-to-be failing septic system, where a replacement system or replacement reserve system is constrained to a location of -and that are within-100' from established critical area buffers (or otherwise have a high probability of negatively affecting sensitive bodies of water). A failing septic system is defined as one that can no longer effectively treat and distribute wastewater, leading to untreated sewage potentially reaching the surface around the drain field, and causing contamination of groundwater and potentially surface water within a period of 30-days. A soon-to-be failing septic system is defined as being no more than 1-year from failing as defined above. The septic system status as defined above will be as determined by representatives from Kitsap Public Health.
 - c. Properties with an existing residence served by a failing or soon-to-be failing septic system with no alternative for system repair or replacement. The cost of a repair or replacement will not be considered as part of the criteria for prioritization;

~~e.d.~~ Properties with an existing residence served by a failing or soon-to-be-failing septic system where the owner is enrolled in a Kitsap County low-income property tax relief program, or the City's utility rate low-income program, if established;

~~d.e.~~ Properties with an existing commercial space that is currently served by a sewer connection that requires additional ERUs, or a portion of an ERU, to serve an ~~approved new~~existing use, non-expanded use (through Planning and Community Development permitting) or to meet a new health and safety regulatory requirement;

~~e.f.~~ Properties that are planned for residential use at the maximum allowed density and will provide permanent affordable units at or below 80% of area median income through a deed restricted program adopted by the City;

~~f.g.~~ Properties that are planned for residential use at less than the maximum allowed density and provide permanent affordable units at or below 80% of area median income through a deed-restricted program adopted by the City; and,

~~g.h.~~ Any new or expanded residential development that does not qualify under the affordability criteria listed above, including a new accessory dwelling unit (ADU) on an existing parcel, are not eligible for this program.

2. Provide sewer service to projects in the adjacent open space areas identified in Figure 1 that meet the following prioritized criteria:

a. Properties or development that serve a new or existing public facility including, but not limited to schools, parks, municipal facilities, publicly-owned amenities, etc; and,

b. Properties with an existing residence served by a failing or soon-to-be failing septic system , where a replacement system or replacement reserve system is constrained to a location of ~~and that are~~ within 100' from established critical area buffers (or otherwise have a high probability of negatively affecting sensitive bodies of water).

Requirements:

1. ERUs are reserved for a single parcel or commercial establishment;
2. ERUs may not be transferred, sold, or otherwise committed through a binding legal agreement, to an owner of another parcel;
3. Unused or excess ERUs reserved for a parcel may be held for use, subject to the City's binding commitment for a reservation of sewer capacity;
4. If requested by the owner, unused or excess ERUs "bound" for a parcel may, at the City's option, be purchased by the City in an amount equal to the sum of all system participation (SD7 connection) and latecomer's fees paid by an owner at the time the ERUs were reserved or allocated by the City, ~~(City will not take possession until a new recipient is identified)~~. As established in the Purpose section of this policy, unused or excess ERUs referenced in this subsection may have been established as part of the original 480 ERUs or the 25 additional ERUs established through the 2024 ILA. If an ERU is reclaimed by the City as per above, that ERU may be available as part of the next upcoming annual distribution process.

PROCEDURE:

The following procedure will be used to assign available ERUs per the policy above:

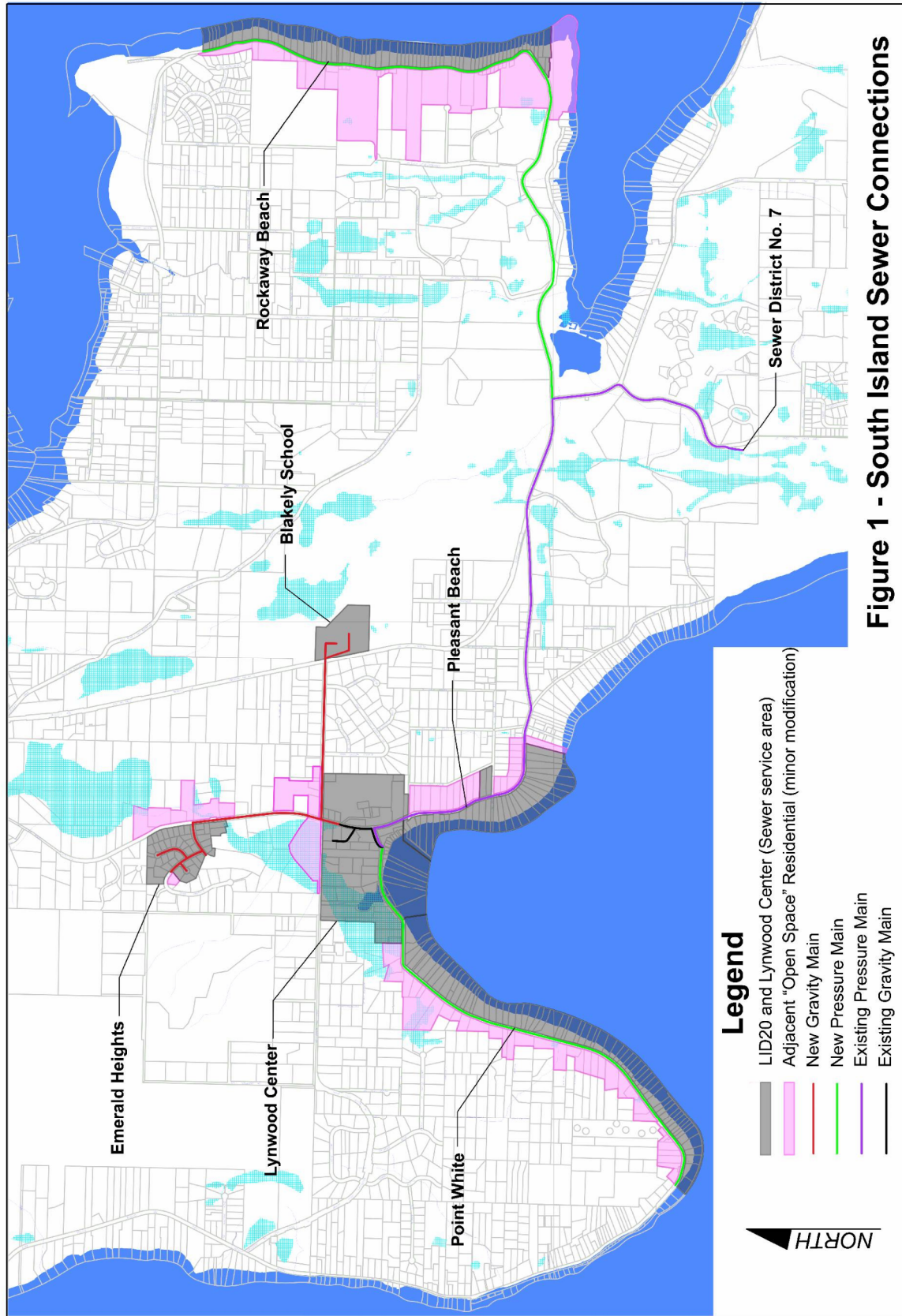
1. City staff will open a "call for sewer connections" annually on June 1st beginning in 2025. The call will be open for 30 days until June 30th. The call will be announced on a City Council Regular Business Meeting Consent Agenda at least 30 days prior to the opening.
2. Respondents to the call will submit the specified application form – included as an attachment to this document – to the front desk of City Hall or electronically to PWadmin@bainbridgewa.gov prior to 4PM on the last day of the call. There is no fee for the application.
3. Application forms will be reviewed by City staff, and respondents contacted with requested questions or clarifications. Applications will be finalized by July 31st.
4. City staff will prepare an evaluation and prioritization of the application forms, along with a recommendation to the City Council for consideration of approval at a Regular Business Meeting in September or October.
5. Any connections remaining after 2028 may be distributed in accordance with this policy in subsequent years in coordination with Kitsap Sewer District #7.

6. Applicants who are approved through this process are required to submit the necessary connection and other associated fees within 30-days of notification of approval. Any available connection reviewed through the annual process that is not distributed in the annual cycle, or is associated with unpaid fees after 30-days, will be available for distribution in the following year's process.
7. In each year of the open "call for sewer connections," the City will consider purchasing and paying for 1 or more ERU's for the purposes of addressing an emergency in the form of a failing septic system as defined previously in this policy, ~~or~~ an emerging issue in the form of serving an existing commercial space as defined previously in this policy, or the establishment of an affordable housing unit as defined previously in this policy. Qualifying ERU's may be distributed outside of the annual approval process cycle
8. Applicants who do not receive a connection as part of an annual process must re-submit an application form in the subsequent annual approval process to be reconsidered. There is no appeal process for denied applications.

APPLICATION/
FORMS:

Sewer Connection Request Form (attached)

BIMC 15.12.050 Allows the Director to assign responsibility for the interpretation, application, and enforcement of specified procedures to department staff. It also allows the Director to administer provisions of the chapter.



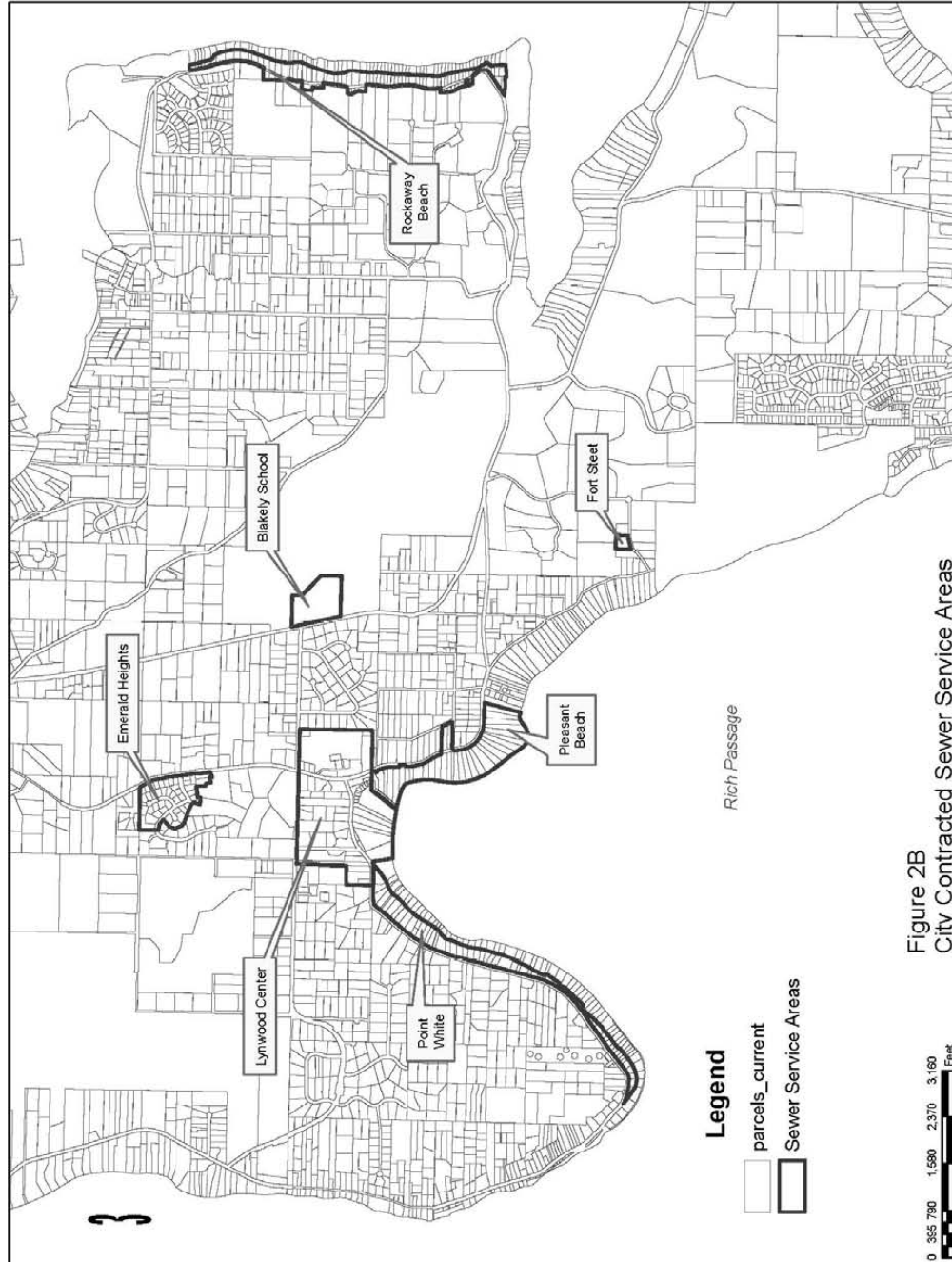


Figure 2B
City Contracted Sewer Service Areas

South Island Sewer Connection Policy Update

May 13, 2025



Agenda

1. Brief background and previous City Council discussions
2. Review sewer connection policy revisions
3. Forward Resolution 2025-05 for adoption

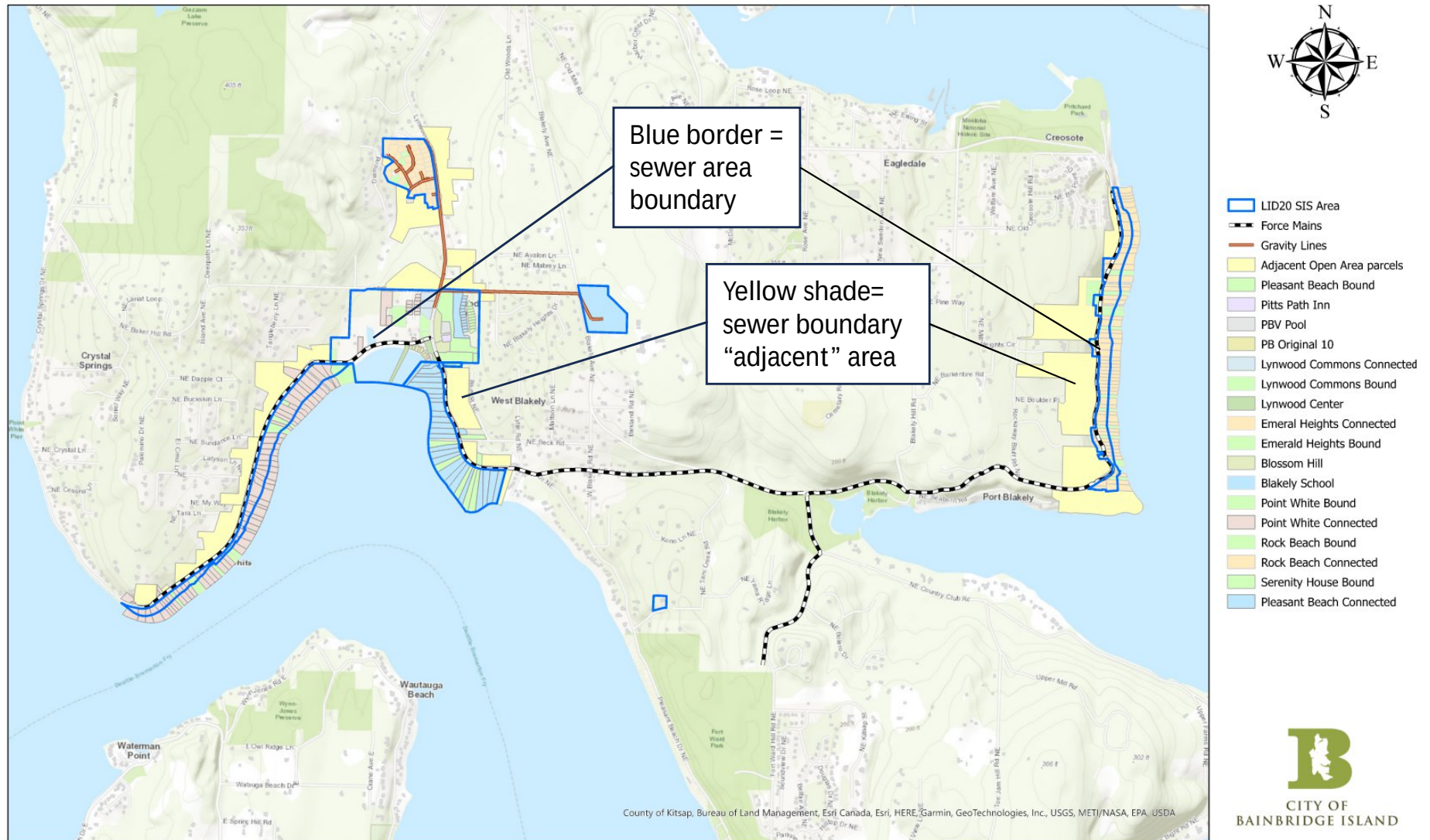
Background



Background

- South Island system constructed in early 2000's through a Local Improvement District
- City owns the collection and pumping system; wastewater is treated via an Interlocal Agreement (ILA) with Kitsap Sewer District 7

Background – Sewer Boundary



South Island Sewer Connection Policy

May 13, 2025

Background - Connections

- Current agreement with the District limits sewer connections to 481 equivalent residential units (ERUs)
- All 481 ERUs are either physically connected (350) or were reserved through LID 20 (130)
- Revised agreement allows for 25 new connections over 4 years (up to 7 per year)

Background – City Council Discussion Fall 2024

Limit connections to:

- Existing development
- Failing septic systems
- Environmental protection
- Affordable housing

Draft Connection Policy



Draft Connection Policy – In sewer area boundary

- a) New or existing public facility
- b) Existing residence with failing septic
(where replacement system is constrained
to within) 100' of critical area buffer.
Septic status determined by Kitsap Health
District
- c) Existing residence with failing septic not
near critical area and no alternatives

Draft Connection Policy – In sewer area boundary

- d) Properties with an existing residence served by a failing or soon-to-be-failing septic system where the owner is enrolled in a Kitsap County low-income property tax relief program, or the City's program as applicable.
- e) Existing commercial space requiring an additional ERU for an existing, non-expanded use

Draft Connection Policy – In sewer area boundary

- f) New residential at maximum density and deeded affordable
- g) New residential at less than maximum density and deeded affordable
- h) New accessory dwelling units only if deeded affordable

Draft Connection Policy – In adjacent open space area

- a) New or existing public facilities
- b) Existing residence with failing septic
(where replacement system is constrained
to within) 100' of critical area buffer

Draft Connection Procedure



Draft Connection Annual Procedure

1. Open call for connections in June
2. Applications submitted and reviewed by staff – complete by July 31
3. Staff evaluation and recommended prioritization of up to 7 per year
4. City Council consideration in Sept/Oct

Draft Connection Annual Procedure

5. Connections approved but unpaid are redistributed in a subsequent year
6. Connections remaining after 2028 distributed in subsequent years
7. Each year the City considers purchase of 1 connection for unspecified commercial use or imminent emergency **or development of an affordable unit** – may be distributed out of cycle with notice to City Council
8. Denied applicants may re-apply – no appeal

Next Steps

1. Adopt by Resolution at future meeting

South Island/Rockaway Sewer Connection Policy Update May 13, 2025

Discussion





PUBLIC WORKS ADMINISTRATIVE PROCEDURES MANUAL

2.14 SOUTH ISLAND SEWER CONNECTION PROCEDURE

DATE OF APPROVAL:	EFFECTIVE DATE:
APPROVED BY & TITLE:	
RESPONSIBLE DIVISION:	Public Works; Department of Planning & Community Development
SUPPORTING DOCUMENT LOCATION:	G: PW Administration/Clerks/Admin Procedures G: PW Development Services
KEY CODE AND REFERENCES:	COBI Comprehensive Plan, as amended, on file in the Department of Planning and Community Development Interlocal Agreement between COBI and Sewer District No. 7 (SD7) dated 10/3/1997 Interlocal Agreement between COBI and SD7 dated 09/24/2003 All interlocal agreements between COBI and SD7 that provide for sewer connections in the amount greater than the number of connections defined in the Interlocal Agreement dated 09/24/2003 Sewer Connection Analysis Form , as amended, on file in the Department of Public Works South Island Sewer Connections Guidance and Background Map of South Island Sewer Connections Map of City Contracted Sewer Service Areas
LAST REVIEW/UPDATE:	
APWA	

PURPOSE: The policy and priority of the City of Bainbridge Island (City) is to manage the use of available Equivalent Residential Unit's (ERUs) in a manner that follows the guidance provided in the City's Comprehensive Plan, Sewer District No. 7 (SD7) policies and resolutions, and this connection procedure.

The City of Bainbridge Island South Island sewer capacity is defined as the number of ERUs reserved for wastewater treatment as established by an interlocal agreement between the City, and Kitsap County SD7. One (1) ERU is defined as one (1) sewer connection and is based upon the fixture unit values listed on the City's "Sewer Connection Analysis Form" (See link above).

Fulfillment of a sewer connection request is defined as the process where the City reviews a sewer availability request and makes available a 30-calendar day non-binding commitment for sewer service availability.

POLICY:

Subject to the availability of ERUs the City shall:

1. Reserve capacity for all requested connections in LID20.
2. Provide sewer service to projects in Lynwood Center that:
 - a. have failing septic systems,
 - b. that serve (or are planned for) a public need,
 - c. are planned for residential use at densities of four units per acre or greater,
 - d. are planned for commercial and mixed use, and
 - e. are planned for residential use at densities of less than four units per acre.
3. Provide sewer service to properties with failing septic systems that are approved by City Council as a “minor modification” to the sewer service area following the guidance of the City’s Comprehensive Plan.
4. Avoid the creation of a secondary market for unused ERUs.

The above policy statements were approved by City Council on March 22, 2006.

Requirements:

1. ERUs are reserved for a single parcel,
2. ERUs may not be transferred, sold, or otherwise committed through a binding legal agreement, to an owner of another parcel,
3. Unused or excess ERUs reserved for a parcel may be held for use, subject to the City’s binding commitment for a reservation of sewer capacity,
4. If requested by the owner, unused or excess ERUs reserved for a parcel may, at the City’s option, be purchased by the City in an amount equal to the sum of all system participation (SD7 connection) and latecomer’s fees paid by an owner at the time the ERUs were reserved or allocated by the City, (City will not take possession until a new recipient is identified) and,
5. Owners may utilize ERUs reserved for a parcel in any manner they choose to develop that parcel, subject to City, County, and State code, the City’s current Comprehensive Plan, the City’s zoning requirements, and plans that have been approved by Planning and Community Development.

PROCEDURE:

For more details see the [“South Island Sewer Connections Guidance and Background”](#) document. *(Attached)*

Assign a parcel to an area according to the definition of parcel areas I through III below. Fulfill requests for sewer connections according to the procedure within each parcel area.

- I. **Parcels located within the LID 20 contract sewer service area**

A total of 230 connections have been reserved for this area and consists of connected and un-connected parcels.

- A. Connect all parcels at a time of the owners choosing with the exception of the parcel located at 7936 NE Beck Road. (See below)
- B. The parcel (Parcel tax account #4164-003-013-0003) located at 7936 NE Beck Road shall be permitted to connect in the future provided that the following conditions, as stipulated in an agreement with the City, are met.
 - i. The parcel is within the City's sewer service area.
 - ii. Sufficient City sewer capacity is available as determined by the City.
 - iii. Payment of a charge in lieu of assessment (latecomer's) fee equal to the per lot assessment in the Pleasant Beach neighborhood plus annual interest at a rate of 1 ½ times the interest charged to the City on the Public Works Trust Fund Loan for construction of LID20.

II. Parcels located within the Lynwood Center contract sewer service area or within the adjacent "Open Space" residential area

Fulfill available sewer connections according to the following procedure subject to a requirement that the sewer system infrastructure must be able to handle the additional sewer flow; and must conform with City, County, and State code, the City's current Comprehensive Plan, current City zoning requirements, and plans approved by Planning and Community Development.

- A. Assign request for sewer connections to one of the following eight priority categories:
 - i. Parcels in Lynwood Center with building(s) that have failing septic systems
 - ii. Parcels in Lynwood Center with building(s) served by a septic system that are in proximity to sensitive bodies of water and that have a high probability of negatively affecting the quality of those bodies of water.
 - iii. Projects in Lynwood Center used, or planned for, that serve a public need
 - iv. Projects in Lynwood Center planned for residential use at densities of four units per acre or greater
 - v. Projects in Lynwood Center planned for commercial and mixed use
 - vi. Projects in Lynwood Center planned for residential use at densities of less than four units per acre
 - vii. Parcels in adjacent "Open Space" residential areas with building(s) that have failing septic systems
 - viii. Parcels in adjacent "Open Space" residential areas with building(s) served by a septic system that are in proximity to sensitive bodies of water and that have a high probability of negatively affecting the quality of those bodies of water
- B. Within each priority category, rank each request according to the date the City received the request with the oldest request ranking first.

- C. Use available connections to fulfill requests in priority categories A.1 through A.4 in numerical order with the lowest number fulfilled first following the date ranking procedure above.
- D. After requests in categories A.1 through A.4 are fulfilled, use available connections to fulfill requests in category A.5 through A.8 in numerical order with the lowest number fulfilled first following the date ranking procedure above.

III. Parcels that are not located in any of the above parcel areas

- A. Alternative wastewater treatment solutions should be pursued
- B. A Local Improvement District (LID) may be pursued

**APPLICATION/
FORMS:**

Sewer Connection Analysis Form
South Island Sewer Connections Guidance and Background

BIMC 15.12.050 Allows the Director to assign responsibility for the interpretation, application, and enforcement of specified procedures to department staff. It also allows the Director to administer provisions of the chapter and issuing necessary rules and procedures.

NOTE: Legal correspondence should be regarded as attorney-client privileged information and should be kept in a separate file for the City Attorney's Office to determine whether the records are subject to public disclosure.

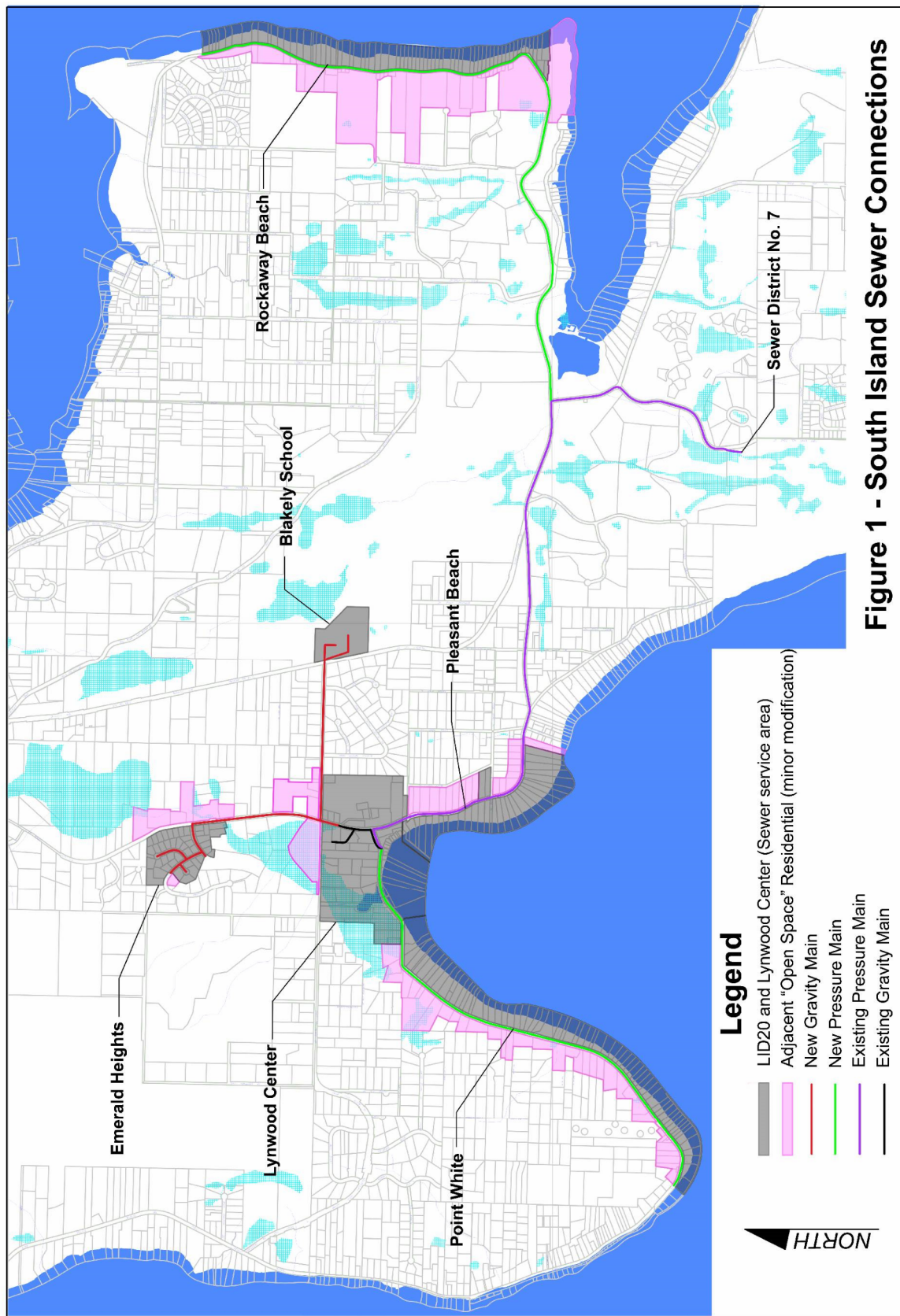


Figure 1 - South Island Sewer Connections

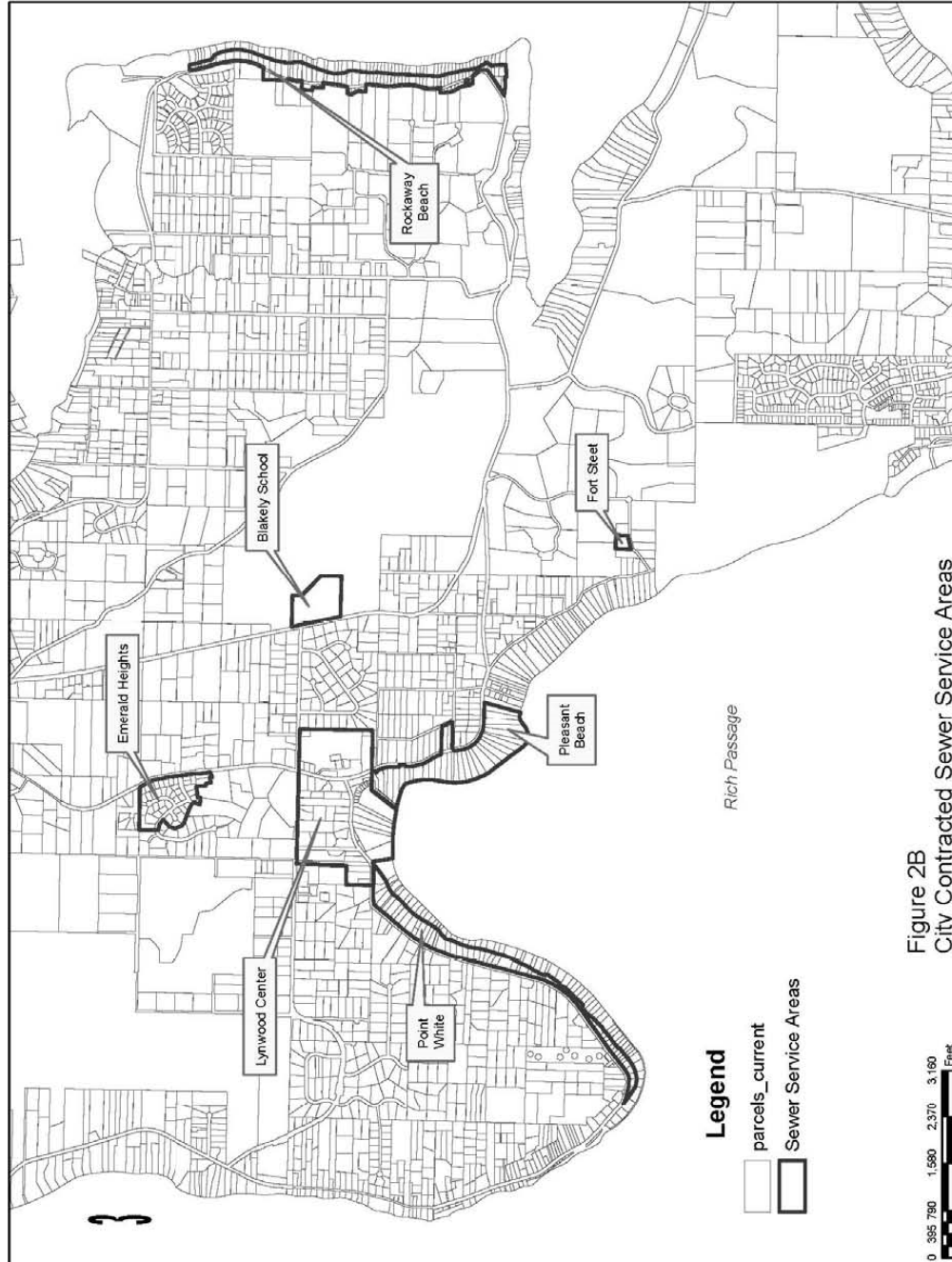


Figure 2B
City Contracted Sewer Service Areas



CITY OF BAINBRIDGE ISLAND

SOUTH ISLAND SEWER CONNECTIONS GUIDANCE AND BACKGROUND

The City's 2004 Comprehensive Plan Update provides guidance in how sewer service contracted with SD7 should be made available to properties located in the south end of Bainbridge Island. The following Comprehensive Plan policies largely govern the connection of properties:

FRW 1.3 (Framework of the Plan) provides guidance on managing population growth on the Island. Winslow is targeted to accommodate 50% of the population growth through the year 2012, Neighborhood Service Centers are targeted to accommodate up to 5%, and the balance of the growth (45%) would be absorbed throughout the remainder of the Island. The Comprehensive Plan intends that, if approved by Kitsap County Health District (KCHD), on-site wastewater treatment can adequately support the 45% population growth target area.

LU 1.3 (Land Use) provides guidance on development density on the Island. The Neighborhood Service Centers of Island Center, Rolling Bay, and Lynwood Center offer small-scale, commercial, and service activity outside of Winslow. These Neighborhood Service Centers may be allowed to develop at slightly higher densities to reinforce their roles as small-scale, community centers.

NSC 1.2 (Neighborhood Service Center) establishes the requirements for sewer connections in Lynwood Center. Any new development or expansion of existing development in Lynwood Center will be required to connect to public sewer, when available, or meet other KCHD requirements, when appropriate.

OS 1.7 (Residential Open Space) governs the development of sewer system infrastructure and capacity in residential open spaces. Water or wastewater infrastructure, which may contribute to system capacity exceeding local need, shall not be used to justify development counter to the City-wide land use policies.

SSP 1.1 (Sanitary Sewer On-site Systems) states that "on-site wastewater disposal systems...are a long-range solution to sewage disposal in most areas of the Island".

SSP 2.1 states that "Public sewer service should be provided for areas designated in the Comprehensive Plan...including the City-contracted service areas of Sewer District 7. Such public sewer service shall not be used to justify development counter to the Comprehensive Plan".

SSP 2.3 defines the City's contract sewer service area for the south end of Bainbridge Island and provides guidance for minor modifications to the sewer service area. Emergency service and other minor modifications to the sewer service area, which are within the existing sewer facility capacity, may be allowed with City Council approval.

SSP 2.7 provides guidance for a major expansion of a sewer service area and establishes the criteria to be used to evaluate a service area expansion. A comprehensive plan amendment and City Council approval will be necessary if new sewer service areas are proposed for a new public sewer facility or major expansion of an existing public sewer facility.

Available sewer system capacity in South Island is limited by the number of sewer connections that can be made available by SD7. Allocation of available capacity must be managed and planned for in a manner that conforms with the guidance provided in the City's Comprehensive Plan. That guidance suggests that sewer connection areas in South Island may reasonably be classified into three distinctly different areas

based upon different growth development objectives and different sewer connection decision making criteria. These areas are Lynwood Center, LID20, and Adjacent "Open Space" Residential.

Lynwood Center is a defined sewer service area in the 2004 Comprehensive Plan that falls within one of the three Neighborhood Service Center (NSC) areas that together are targeted for a 5% population growth. This area is defined by the boundaries shown in 2004 Comprehensive Plan Update, Water Element Figure 2B (attached.) This area may be developed at a higher density and requires a connection to public sewer when available for commercial development. Eighty sewer connections were allocated to parcels within this area in an Interlocal Agreement between the City and Sewer District No. 7 (SD7) dated October 3, 1997. Current zoning in Lynwood Center will allow 117 additional residential connections. The commercial portion of the mixed-use development in the area zoned NSC/R-2 and NSC/R-12 could add more.

LID20 is a defined sewer service area in the 2004 Comprehensive Plan with a defined number of approved sewer connections. This area is defined by the boundaries shown in 2004 Comprehensive Plan Update, Water Element Figure 2B (attached.) An Interlocal Agreement between the City and SD7 dated September 24, 2003 provides for the treatment of 250 connections for LID20. The number of parcels eligible for connection in the LID area is set at 231. One party opposed the LID formation and filed suit. In an agreement with the City the parcel remains in the LID with a \$0.00 assessment but with no guarantee of a future connection. The remaining twenty connections are available for use in Lynwood Center and in any area added pursuant to SSP 2.3 of the Comprehensive Plan and this procedure.

Adjacent "Open Space" Residential is an area in South Island containing parcels that meet the "minor modification" criteria defined in 2004 Comprehensive Plan Policy SSP 2.3 and that individually may be permitted to connect with City Council approval. This area is defined by the boundaries shown in Figure 1 (attached) and falls within the 45% population growth target area. It is defined as any property in South Island not included in Lynwood Center or LID20 that:

1. is adjacent to an existing sewer main serving Lynwood Center or any LID20 area excluding Blakely School and Fort Street,
2. is adjacent to and contiguous with Lynwood Center or any LID20 area excluding Blakely School and Fort Street, and
3. has an existing residential building with a failing septic system and has no opportunity to develop an alternative on-site sewer treatment area or drain field, or
4. has an existing residential building with septic system located with a proximity to sensitive bodies of water, has a high probability of negatively affecting the quality of those bodies of water, and has no opportunity to develop an alternative on-site sewer treatment area or drain field.

The requirements for adjacent and contiguous properties as outlined above are established to avoid a patchwork of properties served by sewer service throughout South Island. Vacant properties meeting adjacent and contiguous requirements will be expected to utilize on-site wastewater disposal systems as a long-range solution to sewage disposal following the guidance in Comprehensive Plan Policy SSP 1.1. Properties with existing buildings and failing septic systems outside of this area will be expected to develop alternative solutions for wastewater treatment.



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME:

AGENDA ITEM: Authorize the City Manager to Approve the Purchase of a 2025 International HX520 Heavy Duty Dump Truck with Plow Package, and Authorize a Related Budget Amendment in the Amount of \$79,834.84 (\$379,834.84, Equipment Rental and Revolving Fund) - Public Works,

SUMMARY: City staff are requesting that the City Council consider authorizing the City Manager to approve the purchase of a 2025 International HX520 Heavy Duty Dump Truck with Plow Package in the amount of \$379,834.84, and authorize a related budget amendment in the amount of \$79,834.84 from the Equipment Rental and Revolving Fund.

The new dump truck will be outfitted with a plowing package, and will replace vehicle tag #81, which is a 25-year old dump truck with over 100,000 miles and therefore meets the requirements for replacement. The availability of dump trucks is very limited - Public Works staff have been attempting to procure this vehicle for over 18-months.

AGENDA CATEGORY: Consent Agenda **PROPOSED BY:** Public Works

RECOMMENDED MOTION:

Move to authorize the City Manager to approve the purchase of a 2025 International HX520 Heavy Duty Dump Truck with Plow Package, and authorize a related budget amendment in the amount of \$79,834.84 (\$379,834.84, Equipment Rental and Revolving Fund) - Public Works,

COMMUNITY ENGAGEMENT AND OUTREACH:

None planned.

FISCAL IMPACT:

Amount:	\$379,834.84
Ongoing Cost:	N/A
One-Time Cost:	\$379,834.84
Included in Current Budget?	false

BACKGROUND: The 2025 International HX520 Heavy Duty Dump Truck with Plow Package is being procured from Sourcewell, which is a state-approved enterprise services contract allows the City to piggyback on negotiated prices for vehicles and equipment, thereby lowering the price that could be received on the open market.

RCW 43.19.648 generally requires that, to the extent practicable, local governmental vehicles must be fueled by electricity or biofuel. This purchase meets that requirement in that it is equipped with an engine that runs on renewable diesel.

ATTACHMENTS:

[RWC International LLC_Purchase Order 20250023_Project 01312.pdf](#)

[BAINBRIDGE ISLAND DUMP SPECS.pdf](#)

[2024 Modified Budget_Fleet Capital Improvement Plan.pdf](#)



PURCHASE ORDER

CITY OF BAINBRIDGE ISLAND
PUBLIC WORKS O&M

280 Madison Avenue North
Bainbridge Island, WA 98110
Phone: 206.842.2016
Fax: 206.780.3710
www.bainbridgewa.gov

P.O. NO. 20250023
DATE May 21, 2025
CUSTOMER ID: 8058
ORG.: 73501448
OBJECT: 664000
PROJECT: 01312

VENDOR

RWC Group - Tacoma
Attn: Aubrey McCarney
2312 Milwaukee Way
Tacoma, WA 98409
253.384.7584
amccarney@rwcgroup.com

SHIP TO

City of Bainbridge Island
7305 NE Hidden Cove Rd
Bainbridge Island, WA 98110
Phone: 206.842.1212
Fax: 206.780.5104
Attn: Joel Goodwin

QTY	ITEM #	DESCRIPTION	UNIT PRICE	LINE TOTAL
Sourcewell Awarded Contract #032824-NVS through Department of Enterprise Services				
1		New 2025 International HX520/X15 Chassis	\$ 161,179.63	\$ 161,179.63
1		Non-Sourcewell Dealer Supplied Body FAB SHOP-12yd Dump Body w/ Plow Pkg	\$ 177,304.47	\$ 177,304.47
1		Additional Post Build Work Convert to Fixed Grill-Service Access for Hood Opening	\$ 1,050.00	\$ 1,050.00
1		Additional Freight - Transport Charges	\$ 1,000.00	\$ 1,000.00
1		Additional Floorplan - Dump Body Upfit	\$ 3,200.00	\$ 3,200.00
1		Additional Fees and Taxes - Doc Fee	\$ 200.00	\$ 200.00
1		Additional Fees and Taxes - Tariff Charges	\$ 3,900.00	\$ 3,900.00
SUBTOTAL				\$ 347,834.10
Shipping				see above
9.2% Sales Tax				\$ 32,000.74
TOTAL				\$ 379,834.84

Accepted By Contractor:

Contractor:

Signature / Printed Name, Title Date

Accounts Payable:
Accounts Payable Clerk - G. Lin
280 Madison Avenue N.
Bainbridge Island, WA 98110
206.780.8612
accountspayable@bainbridgewa.gov

Requested by Joel Goodwin Date

Approved by Blair King Date

International Motors, LLC is pleased to provide you with this proposal compliant with all terms of the Sourcewell Vehicles and Chassis Contract #032824-NVS awarded fromerly to Navistar, Inc now International Motors, LLC for new International truck(s). If you have any questions regarding enrollment in Sourcewell or detailed contract terms and conditions, please see your local International Dealer sales representative.

PROPOSAL PREPARED FOR:		PROPOSAL PREPARED BY:
Sourcewell Member:	CITY OF BAINBRIDGE ISLAND	RWC GROUP- Tacoma
Contact:	JOEL GOODWIN	AUBREY McCARNEY
Address:	280 MADISON AVE N	2312 MILWAUKEE WAY
City/State/Zip:	BAINBRIDGE ISLAND, WA 98110	TACOMA, WA 98409
Phone:	206.730.5164	253.384.7584
Email:	JGOODWIN@BAINBRIDGEWA.GOV	AMCCARNEY@RWCGROUP.COM

Proposal Number	11876-01
Date	5/1/2025
Quantity of this Specification	1
Single Sourcewell Transaction Total Volume	1

Chassis		
New 2025 International HX520 /X15 Chassis		\$ 316,749.00
Base Chassis List	\$ 257,276.00	
Options List	\$ 59,473.00	
Sourcewell Contract Discount	49.1%	\$ (155,569.37)
Volume Incentive		\$ -
Material Price Increases		\$ -
Net Sourcewell Chassis Price		\$ 161,179.63
Sourcewell Partner Body		
		\$ -
		\$ -
Handling Fee	4.00%	\$ -
Non-Sourcewell Dealer Supplied Body		
FAB SHOP- 12yd Dump Body w/ Plow Pkg		\$ 168,861.40
		\$ -
Handling Fee	5.00%	\$ 8,443.07
Additional Post Build Work		
CONVERT TO FIXED GRILL- SERVICE ACCESS FOR HOOD OPENING		\$ 1,000.00
		\$ -
		\$ -
Handling Fee	5.00%	\$ 50.00
Service Contracts		
		\$ -
		\$ -
		\$ -
Additional Freight		
TRANSPORT CHARGES		\$ 1,000.00
		\$ -
Additional Floorplan		
DUMP BODY UPFIT		\$ 3,200.00
		\$ -
Additional Fees & Taxes		
DOC FEE		\$ 200.00
TARIFF CHARGES		\$ 3,900.00
		\$ -
Final Sourcewell Per Vehicle Price FOB WA		\$ 347,834.10
Final Sourcewell Total Vehicle(s) Price		\$ 347,834.10
Additional Sourcewell Qualified Content		
Silver Package Award		\$1,200

Terms:

Stock unit in dealer's inventory, dealer will accept a final purchase order using the current Sourcewell pricing quoted above.

Dealer placing a new orders for the Sourcewell Member, the purchase order cannot be firm up until the unit is slotted to build with a firm build date or lineset. Once a firm build date has been established, dealer will provide the Sourcewell Member approved pricing and a final purchase order can be accepted with firm pricing. Dealer cannot guarantee bodies and/or equipment pricing added to the chassis for a turnkey sale until chassis is lineset.

Prepared For:
City of Bainbridge Island
JOEL GOODWIN
280 Madison Ave. N
Bainbridge Island, WA 98110-1812
(206)842 - 7633
Reference ID: N/A

Presented By:
RWC INTERNATIONAL, LLC
Aubrey McCarney
2312 MILWAUKEE WAY
TACOMA WA 984212710
253-272-8401

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



Model Profile
2025 HX520 SFA (HX520)

AXLE CONFIG:	6X4
APPLICATION:	Front Plow with spreader
MISSION:	Requested GVWR: 66000. Calc. GVWR: 66000. Calc. GCWR: 80000 Calc. Start / Grade Ability: 28.14% / 2.53% @ 55 MPH Calc. Geared Speed: 92.7 MPH
DIMENSION:	Wheelbase: 230.00, CA: 140.00, Axle to Frame: 75.00
ENGINE, DIESEL:	{Cummins X15 500V} Productivity Series, EPA 2024, 500HP @ 1900 RPM, 1850 lb-ft Torque @ 900 RPM, 2000 RPM Governed Speed, 512 Peak HP (Max)
TRANSMISSION, AUTOMATIC:	{Allison 4500 RDS} 6th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, On/Off Highway
CLUTCH:	Omit Item (Clutch & Control)
AXLE, FRONT NON-DRIVING:	{Meritor MFS-20-133A} Wide Track, I-Beam Type, 20,000-lb Capacity
AXLE, REAR, TANDEM:	{Meritor RT-46-160P} Single Reduction, 46,000-lb Capacity, with Lube Oil Pump, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, 200 Wheel Ends Gear Ratio: 3.91
CAB:	Conventional, Day Cab
TIRE, FRONT:	(2) 425/65R22.5 Load Range L HAC 3 (CONTINENTAL), 465 rev/mile, 68 MPH, All-Position
TIRE, REAR:	(8) 11R22.5 Load Range G HSR 3 (CONTINENTAL), 494 rev/mile, 75 MPH, All-Position
SUSPENSION, REAR, TANDEM:	{Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings
PAINT:	Cab schematic 100LY Location 1: 9219, Winter White (Std) Chassis schematic N/A

Code	Description
HX52000	Base Chassis, Model HX520 SFA with 230.00 Wheelbase, 140.00 CA, and 75.00 Axle to Frame.
1AMS	CROSSMEMBER, FRAME TIE for Heavy Duty
1AND	AXLE CONFIGURATION 6x4
	<u>Notes</u> : Pricing may change if axle configuration is changed.
1CGD	FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 12.50" x 3.750" x 0.500" (317.5mm x 95.25mm x 12.7mm); 480.8" (12212mm) Maximum OAL
1LPG	BUMPER, FRONT Gull Wing, Aluminum, Stainless Steel Clad, Heavy Duty
1WCP	FRAME EXTENSION, FRONT Integral; 27" in Front of Grille, Includes Crossmember for Front PTO
1WXD	WHEELBASE RANGE 211" (535cm) Through and Including 256" (650cm)
2ARY	AXLE, FRONT NON-DRIVING {Meritor MFS-20-133A} Wide Track, I-Beam Type, 20,000-lb Capacity
3AEX	SUSPENSION, FRONT, SPRING Two Stage Multileaf, Shackle Type, 20,000-lb Capacity, Steel Springs 18K Capacity and (2) Rubber Auxiliary Springs 2K Capacity, with Shock Absorbers
4091	BRAKE SYSTEM, AIR Dual System for Straight Truck Applications
	<u>Includes</u> : BRAKE LINES Color and Size Coded Nylon : PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel : PARKING BRAKE VALVE For Truck : QUICK RELEASE VALVE On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4 : SPRING BRAKE MODULATOR VALVE SR-7 with relay valve for 6x4/8x6
4619	TRAILER CONNECTIONS Four-Wheel, with Hand Control Valve and Tractor Protection Valve, for Straight Truck
4AZJ	AIR BRAKE ABS {Bendix AntiLock Brake System} 4-Channel (4 Sensor/4 Modulator) Full Vehicle Wheel Control System, with Automatic Traction Control
4EDM	AIR DRYER {Bendix AD-HF} with Heater, Includes Pressure Protection Circuits, Safety Valve, Integral Purge Tank, Governor Pressure Settings 110 psi Cut-In/130 psi Cut-Out, Integrated PuraGuard Coalescing Filtration
4ETE	BRAKE CHAMBERS, FRONT AXLE {Haldex} 24 SqiIn
4EVH	BRAKE CHAMBERS, REAR AXLE {MGM TR3030LP3TSHD} 30/30 SqiIn Spring Brake
4GBM	BRAKE, PARKING Manual Push-Pull Pneumatic Parking Brake
4LAA	SLACK ADJUSTERS, FRONT {Haldex} Automatic
4LGA	SLACK ADJUSTERS, REAR {Haldex} Automatic
4SPA	AIR COMPRESSOR {Cummins} 18.7 CFM
4VKC	AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab
4VKK	AIR TANK LOCATION (2) Mounted Under Battery Box, Outside Right Rail, Back of Cab, Perpendicular to Rail
4WBX	DUST SHIELDS, FRONT BRAKE for Air Cam Brakes
4WDM	DUST SHIELDS, REAR BRAKE for Air Cam Brakes
4WXR	DRAIN VALVE (2) {Berg} with Pull Chains, for Air Tanks
4XDS	BRAKES, REAR {Meritor 16.5X8.625 Q-PLUS CAST} Air S-Cam Type, Cast Spider, Fabricated Shoe, Double Anchor Pin, Size 16.5" X 8.625", 23,000-lb Capacity per Axle

<u>Code</u>	<u>Description</u>
4XDT	BRAKES, FRONT {Meritor 16.5X6 Q-PLUS CAST} Air S-Cam Type, Cast Spider, Fabricated Shoe, Double Anchor Pin, Size 16.5" X 6", 23,000-lb Capacity
4XEE	PARK BRAKE CHAMBERS, ADDITIONAL (2) Spring Brake Type
5710	STEERING COLUMN Tilting and Telescoping
5CAW	STEERING WHEEL 4-Spoke; 18" Dia., Black
5PUB	STEERING GEAR (2) {Sheppard M100/HD94} Dual Power
6DJL	DRIVELINE SYSTEM {Dana Spicer} Service Free SPL250 Lite Main Driveline with SPL170 Interaxle Shaft, for 6x4
7BEU	AFTERTREATMENT COVER Aluminum
7BLY	EXHAUST SYSTEM Horizontal Aftertreatment System, Frame Mounted Right Side Under Cab, for Single Vertical Tail Pipe, Cab Mounted Right Side
7SAP	ENGINE COMPRESSION BRAKE {Cummins} Interbrake For Cummins Signature/ISX/X15 Engines; Furnished with Engine
7WBA	TAIL PIPE (1) Turnback Type, Bright
7WBS	MUFFLER/TAIL PIPE GUARD (1) Bright Stainless Steel
7WDM	EXHAUST HEIGHT 10'
8000	ELECTRICAL SYSTEM 12-Volt, Standard Equipment
	<u>Includes</u>
	: HAZARD SWITCH Push On/Push Off, Located on Instrument Panel to Right of Steering Wheel
	: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever
	: PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
	: STARTER SWITCH Electric, Key Operated
	: STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector
	: WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever
	: WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted
8653	HORN, AIR Single, Located Under Cab
8GHU	ALTERNATOR {Delco Remy 28SI} Brush Type, 12 Volt, 200 Amp Capacity, Pad Mount, with Remote Sense
8HAU	BODY BUILDER WIRING INSIDE CAB; Includes Sealed Connectors for Tail/Amber, Turn/Marker/Backup/Accessory, Power/Ground, and Stop/Turn
8MJU	BATTERY SYSTEM {Fleetrite} Maintenance-Free, (3) 12-Volt 2850CCA Total, Top Threaded Stud
8RGA	2-WAY RADIO Wiring Effects; Wiring with 20 Amp Fuse Protection, Includes Ignition Wire with 5 Amp Fuse, Wire Ends Heat Shrink and Routed to Center of Header Console in Cab
8RJW	CB RADIO Omit Power Feeds, Power Source and Wiring
8RMV	SPEAKERS (2) 6.5" Dual Cone Mounted in Doors
8RPP	ANTENNA Shark Fin, Roof Mounted
8RPS	RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input
8TKJ	STOP, TURN, TAIL & B/U LIGHTS {Truck Lite} Super 44, with LED Lights for Stop, Turn, Tail and Backup Lights, with Power Module, "International" Termination and Less Junction Box, Includes License Plate Light
8TMG	TRAILER CONNECTION SOCKET {Phillips} 7-Way, Mounted at Rear of Frame, Wired for Turn Signals Combined with Stop, Compatible with Trailers with Combined Stop, Tail, Turn Lamps
8TNP	AUXILIARY HARNESS 5.0' for Auxiliary Front Head Lights and Turn Signals for Front Plow Applications

<u>Code</u>	<u>Description</u>
8VAY	HORN, ELECTRIC Disc Style
8VUK	BATTERY BOX Aluminum, with Plastic Cover, 18" Wide, 2-4 Battery Capacity, Mounted Right Side Back of Cab
8WCK	POWER SOURCE, TERMINAL TYPE 2-Post
8WEZ	TURN SIGNAL SWITCH Self-Canceling
8WPZ	TEST EXTERIOR LIGHTS Pre-Trip Inspection will Cycle all Exterior Lamps Except Back-up Lights
8WXB	HEADLIGHT WARNING BUZZER Sounds When Head Light Switch is on and Ignition Switch is in "Off" Position
8WXD	ALARM, PARKING BRAKE Electric Horn Sounds in Repetitive Manner When Vehicle Park Brake is "NOT" Set, with Ignition "OFF" and any Door Opened
8WXG	STARTING MOTOR {Mitsubishi Electric Automotive America 105P} 12-Volt, with Soft-Start
8XAH	CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses
8XNY	HEADLIGHTS Halogen
8XPK	POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) with USB-A Port and USB-C Port, Located in the Instrument Panel
9585	FENDER EXTENSIONS Rubber
9AAB	LOGOS EXTERIOR Model Badges
9AAE	LOGOS EXTERIOR, ENGINE Badges
9ASE	FRONT END Tilting, Composite
9HCN	GRILLE Chrome Vertical Accent Bars, with Black Mesh
10060	PAINT SCHEMATIC, PT-1 Single Color, Design 100
10761	PAINT TYPE Base Coat/Clear Coat, 1-2 Tone
10AGB	COMMUNICATIONS MODULE Telematics Device with Over the Air Programming; Includes Five Year Data Plan and International 360
10NWE	OVER WIDTH IDENTITY Customer Approval, This Combination will Result in Vehicle Width Over 102"
10SLV	PROMOTIONAL PACKAGE Government Silver Package
10UAM	VEHICLE REGISTRATION IDENTITY ID for the State of Washington, ACT Only
10WLC	GCWR RANGE GCWR Equal to or Less than 80,000-lb, Higher GCWR May Result in Reduced Engine Performance While Operating in Extreme Hot Weather Conditions
11001	CLUTCH Omit Item (Clutch & Control)
12703	ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection
12864	BLOCK HEATER, ENGINE {Phillips} 120V/1500W
	<u>Includes</u> : BLOCK HEATER SOCKET Receptacle Type; Mounted below Drivers Door
12EWZ	ENGINE, DIESEL {Cummins X15 500V} Productivity Series, EPA 2024, 500HP @ 1900 RPM, 1850 lb-ft Torque @ 900 RPM, 2000 RPM Governed Speed, 512 Peak HP (Max)
12THT	FAN DRIVE {Horton Drivemaster} Two-Speed Type, Direct Drive, with Residual Torque Device for Disengaged Fan Speed
	<u>Includes</u> : FAN Nylon

<u>Code</u>	<u>Description</u>
12VCB	AIR CLEANER Dual Element, with Pre-Cleaner, Engine Mounted
12VJZ	EMISSION, CALENDAR YEAR {Cummins X15} EPA, OBD and GHG Certified for Calendar Year 2025
12WCX	HOSE CLAMPS, RADIATOR HOSES {Gates} Shrink Band Type
12WTA	FAN DRIVE SPECIAL EFFECTS Fan Cooling Ring with Fan Shroud Effects, Engine Mounted
12WVH	EPA IDLE COMPLIANCE Low NOx Idle Engine, Complies with EPA Clean Air Regulations; Includes "Certified Clean Idle" Decal on Door
12WYZ	RADIATOR DRAIN & FILL FITTING SPECIAL; To Vacuum Out or Fill the Cooling System from the Bottom of Radiator, for Use with Quick-Connect Radiator Drain Tool or Shop Coolant Evacuation-Fill System
12WZE	CARB IDLE COMPLIANCE Does Not Comply with California Clean Air Idle Regulations
12XBN	RADIATOR Aluminum, Welded, Cross Flow, Front to Back System, 1084 SqIn, with 866 SqIn Charge Air Cooler <u>Includes</u> : RADIATOR HOSES Premium, Rubber
12XCS	CARB EMISSION WARR COMPLIANCE Does Not Comply with CARB Emission Warranty
13BEK	TRANSMISSION, AUTOMATIC {Allison 4500 RDS} 6th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, On/Off Highway
13WCT	OIL COOLER, TRANSMISSION {Champ} Remote Mounted, for Automatic Transmission
13WEH	AUTOMATIC NEUTRAL Allison Transmission Shifts to Neutral When Parking Brake is Engaged and Remains in Neutral When Parking Brake is Disengaged, without On/Off Switch
13WET	TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter, Not for Use with Allison 1000 & 2000 Series Transmission
13WLM	TRANSMISSION OIL Synthetic; 63 thru 76 Pints
13WUS	ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS) and Regional Haul Series (RHS), General Purpose Trucks, Package Number 223, Modified for Single Input Auto Neutral
13WVV	NEUTRAL AT STOP Allison Transmission Shifts to Neutral When Service Brake is Depressed and Vehicle is at Stop; Remains in Neutral Until Service Brake is Released
13WYU	SHIFT CONTROL PARAMETERS {Allison} 3000 or 4000 Series Transmissions, Performance Programming
14HRL	AXLE, REAR, TANDEM {Meritor RT-46-160P} Single Reduction, 46,000-lb Capacity, with Lube Oil Pump, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, 200 Wheel Ends . Gear Ratio: 3.91
14UMX	SUSPENSION, REAR, TANDEM {Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings
14WBN	DIFF. SWITCH CONTROLS Two Independent Switches for Control Traction Differentials on Tandem Rear Axles, Mounted on Dash
14WCR	TRANSVERSE TORQUE RODS {Hendrickson} TRAAX Rod, Transverse Only
15LNA	FUEL HEATER PLUMBING {Cummins} Plumbing for Thermal Recirculation Valve (TRV) Mounted to Cummins X15 Engines, Thermostatically Controlled
15LPU	FUEL/WATER SEPARATOR {Racor 6600} Pre-Filter and Filter Base, Includes Water-in-Fuel Sensor
15SGL	FUEL TANK Non-Polished Aluminum, 24" Dia, 80 US Gal (303L), Mounted Left Side, Under Cab
15WEY	DEF TANK 10.8 US Gal (41L) Capacity, Frame Mounted Outside Left Rail, Under Cab
16030	CAB Conventional, Day Cab <u>Includes</u>

<u>Code</u>	<u>Description</u>
	: CAB REAR SUSPENSION Air : CLEARANCE/MARKER LIGHTS (5) LED Roof Mounted : COAT HOOK, CAB Located on Rear Wall, Centered Above Rear Window : CONSOLE, CENTER Includes Two Cup Holders and One Additional Storage Area : CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets and CB Radio Pocket; Located Above Driver and Passenger : COURTESY LIGHT (2) Driver and Passenger Door Mounted : DOME LIGHT, CAB Rectangular, Door and Instrument Panel Mounted Switch Activated, Timed Theater Dimming, Center Mounted, Integral to Console : FLOOR COVERING Rubber, Black : GLASS, ALL WINDOWS Tinted : GRAB HANDLE, CAB INTERIOR (1) "A" Pillar Mounted, Passenger Side : GRAB HANDLE, CAB INTERIOR (4) "B" Pillar and Door Mounted, Two Each Side : READING LIGHT, CAB Located in Overhead Console : STORAGE POCKET, DOOR (2) Full Length, Driver and Passenger Door
16BAM	AIR CONDITIONER with Integral Heater and Defroster
	<u>Includes</u> : HOSE CLAMPS, HEATER HOSE Mubea Constant Tension Clamps
16GEG	GAUGE CLUSTER Premium Level; English with English Electronic Speedometer
	<u>Includes</u> : GAUGE CLUSTER DISPLAY: Base Level (3" Monochromatic Display), Premium Level (5" LCD Color Display); Odometer, Voltmeter, Diagnostic Messages, Gear Indicator, Trip Odometer, Total Engine Hours, Trip Hours, MPG, Distance to Empty/Refill for : GAUGE CLUSTER Speedometer, Tachometer, Engine Coolant Temp, Fuel Gauge, DEF Gauge, Oil Pressure Gauge, Primary and Secondary Air Pressure : WARNING SYSTEM Low Fuel, Low DEF, Low Oil Pressure, High Engine Coolant Temp, Low Battery Voltage (Visual and Audible), Low Air Pressure (Primary and Secondary)
16HCS	GAUGE, TEMPERATURE, AMBIENT Sensor Wiring with Display Unit Mounted in Cluster
16HHE	GAUGE, AIR CLEANER RESTRICTION {Filter-Minder} Mounted in Instrument Panel
16HKT	IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster
16HLR	VIRTUAL GAUGE, AIR APPLICATION Requires Premium Cluster
16LWK	SEAT, DRIVER {ISRI} Series 300, Air Suspension, High Back, Vinyl, Single Chamber Lumbar, Inboard Armrest, Suspension Cover, Fore/Aft Isolator, Cushion Extension, Seat Tilt
16SDC	GRAB HANDLE, EXTERIOR (2) Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left and Right Side at B-Pillar
16SNR	MIRRORS (2) C-Loop, Power Adjust, Heated, LED Clearance Lights, Bright Heads and Arms, 7.5" x 14" Flat Glass, Includes 7.5" x 7" Convex Mirrors, for 102" Load Width
	<u>Notes</u> : Mirror Dimensions are Rounded to the Nearest 0.5"
16SNY	MIRROR, CONVEX, HOOD MOUNTED (2) Right and Left Sides, Bright, 7.5" x 7"
16SRN	SEAT, PASSENGER {ISRI} Series 300, Air Suspension, High Back, Vinyl, Single Chamber Lumbar, Inboard Armrest, Suspension Cover, Fore/Aft Isolator, Cushion Extension, Seat Tilt
16VKK	CAB INTERIOR TRIM Diamond, for Day Cab
16VLV	MONITOR, TIRE PRESSURE Omit
16VSL	WINDSHIELD Heated, Single Piece
16WJU	WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature

<u>Code</u>	<u>Description</u>
16XJP	INSTRUMENT PANEL Wing Panel
16XRX	MODESTY PANEL Painted
16XTM	ACCESS, CAB Aluminum, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab or Sleeper Cab
27DRC	WHEELS, FRONT DISC; 22.5x12.25 Rims, Non-Polished Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs, Offset 4.00"
28DUK	WHEELS, REAR {Accuride 29169} DUAL DISC; 22.5x8.25 Rims, Powder Coat Steel, 5-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with .472" Thick Increased Capacity Disc and Steel Hubs
60AAG	BDY INTG, REMOTE POWER MODULE Mounted Inside Cab Behind Driver Seat, Up to 6 Outputs & 6 Inputs, Max 20 amp per Channel, Max 80 amp Total; Includes 1 Switch Pack with Latched Switches
7372135439	(8) TIRE, REAR 11R22.5 Load Range G HSR 3 (CONTINENTAL), 494 rev/mile, 75 MPH, All-Position
7752665441	(2) TIRE, FRONT 425/65R22.5 Load Range L HAC 3 (CONTINENTAL), 465 rev/mile, 68 MPH, All-Position

Services Section:

40132	WARRANTY Standard for HX520, HX620, Effective with Vehicles Built January 1, 2021 or Later, CTS-2015B
40TWM	SRV CONTRACT, EXT ALLISON XMSN To 60-Month/Unlimited Miles/km, for Allison 4500 RDS with Dump Truck or Mixer Vocations (ST01, ST06, ST07)

Prepared For:
City of Bainbridge Island
JOEL GOODWIN
280 Madison Ave. N
Bainbridge Island, WA 98110-1812
(206)842 - 7633
Reference ID: N/A

Presented By:
RWC INTERNATIONAL, LLC
Aubrey McCarney
2312 MILWAUKEE WAY
TACOMA WA 984212710
253-272-8401

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



Model Profile
2025 HX520 SFA (HX520)

AXLE CONFIG:	6X4
APPLICATION:	Front Plow with spreader
MISSION:	Requested GVWR: 66000. Calc. GVWR: 66000. Calc. GCWR: 80000 Calc. Start / Grade Ability: 28.14% / 2.53% @ 55 MPH Calc. Geared Speed: 92.7 MPH
DIMENSION:	Wheelbase: 230.00, CA: 140.00, Axle to Frame: 75.00
ENGINE, DIESEL:	{Cummins X15 500V} Productivity Series, EPA 2024, 500HP @ 1900 RPM, 1850 lb-ft Torque @ 900 RPM, 2000 RPM Governed Speed, 512 Peak HP (Max)
TRANSMISSION, AUTOMATIC:	{Allison 4500 RDS} 6th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, On/Off Highway
CLUTCH:	Omit Item (Clutch & Control)
AXLE, FRONT NON-DRIVING:	{Meritor MFS-20-133A} Wide Track, I-Beam Type, 20,000-lb Capacity
AXLE, REAR, TANDEM:	{Meritor RT-46-160P} Single Reduction, 46,000-lb Capacity, with Lube Oil Pump, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, 200 Wheel Ends Gear Ratio: 3.91
CAB:	Conventional, Day Cab
TIRE, FRONT:	(2) 425/65R22.5 Load Range L HAC 3 (CONTINENTAL), 465 rev/mile, 68 MPH, All-Position
TIRE, REAR:	(8) 11R22.5 Load Range G HSR 3 (CONTINENTAL), 494 rev/mile, 75 MPH, All-Position
SUSPENSION, REAR, TANDEM:	{Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings
PAINT:	Cab schematic 100LY Location 1: 9219, Winter White (Std) Chassis schematic N/A

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4ETE	BRAKE CHAMBERS, FRONT AXLE {Haldex} 24 SqiIn
4EVH	BRAKE CHAMBERS, REAR AXLE {MGM TR3030LP3TSHD} 30/30 SqiIn Spring Brake
4GBM	BRAKE, PARKING Manual Push-Pull Pneumatic Parking Brake
4LAA	SLACK ADJUSTERS, FRONT {Haldex} Automatic
4LGA	SLACK ADJUSTERS, REAR {Haldex} Automatic
4SPA	AIR COMPRESSOR {Cummins} 18.7 CFM
4VKC	AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab
4VKK	AIR TANK LOCATION (2) Mounted Under Battery Box, Outside Right Rail, Back of Cab, Perpendicular to Rail
4WBX	DUST SHIELDS, FRONT BRAKE for Air Cam Brakes
4WDM	DUST SHIELDS, REAR BRAKE for Air Cam Brakes
4WXR	DRAIN VALVE (2) {Berg} with Pull Chains, for Air Tanks
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5PUB	STEERING GEAR (2) {Sheppard M100/HD94} Dual Power
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7BLY	EXHAUST SYSTEM Horizontal Aftertreatment System, Frame Mounted Right Side Under Cab, for Single Vertical Tail Pipe, Cab Mounted Right Side
7SAP	ENGINE COMPRESSION BRAKE {Cummins} Interbrake For Cummins Signature/ISX/X15 Engines; Furnished with Engine
7WBA	TAIL PIPE (1) Turnback Type, Bright
7WBS	MUFFLER/TAIL PIPE GUARD (1) Bright Stainless Steel
7WDM	EXHAUST HEIGHT 10'
8000	ELECTRICAL SYSTEM 12-Volt, Standard Equipment
	<u>Includes</u>
	: HAZARD SWITCH Push On/Push Off, Located on Instrument Panel to Right of Steering Wheel
	: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever
	: PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
	: STARTER SWITCH Electric, Key Operated
	: STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector
	: WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever
	: WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted
8653	HORN, AIR Single, Located Under Cab
8GHU	ALTERNATOR {Delco Remy 28SI} Brush Type, 12 Volt, 200 Amp Capacity, Pad Mount, with Remote Sense
8HAU	BODY BUILDER WIRING INSIDE CAB; Includes Sealed Connectors for Tail/Amber, Turn/Marker/Backup/Accessory, Power/Ground, and Stop/Turn
8MJU	BATTERY SYSTEM {Fleetrite} Maintenance-Free, (3) 12-Volt 2850CCA Total, Top Threaded Stud
8RGA	2-WAY RADIO Wiring Effects; Wiring with 20 Amp Fuse Protection, Includes Ignition Wire with 5 Amp Fuse, Wire Ends Heat Shrink and Routed to Center of Header Console in Cab
8RJW	CB RADIO Omit Power Feeds, Power Source and Wiring
8RMV	SPEAKERS (2) 6.5" Dual Cone Mounted in Doors
8RPP	ANTENNA Shark Fin, Roof Mounted
8RPS	RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input
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8WXD	ALARM, PARKING BRAKE Electric Horn Sounds in Repetitive Manner When Vehicle Park Brake is "NOT" Set, with Ignition "OFF" and any Door Opened
8WXG	STARTING MOTOR {Mitsubishi Electric Automotive America 105P} 12-Volt, with Soft-Start
8XAH	CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses
8XNY	HEADLIGHTS Halogen
8XPK	POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) with USB-A Port and USB-C Port, Located in the Instrument Panel
9585	FENDER EXTENSIONS Rubber
9AAB	LOGOS EXTERIOR Model Badges
9AAE	LOGOS EXTERIOR, ENGINE Badges
9ASE	FRONT END Tilting, Composite
9HCN	GRILLE Chrome Vertical Accent Bars, with Black Mesh
10060	PAINT SCHEMATIC, PT-1 Single Color, Design 100
10761	PAINT TYPE Base Coat/Clear Coat, 1-2 Tone
10AGB	COMMUNICATIONS MODULE Telematics Device with Over the Air Programming; Includes Five Year Data Plan and International 360
10NWE	OVER WIDTH IDENTITY Customer Approval, This Combination will Result in Vehicle Width Over 102"
10SLV	PROMOTIONAL PACKAGE Government Silver Package
10UAM	VEHICLE REGISTRATION IDENTITY ID for the State of Washington, ACT Only
10WLC	GCWR RANGE GCWR Equal to or Less than 80,000-lb, Higher GCWR May Result in Reduced Engine Performance While Operating in Extreme Hot Weather Conditions
11001	CLUTCH Omit Item (Clutch & Control)
12703	ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection
12864	BLOCK HEATER, ENGINE {Phillips} 120V/1500W
	<u>Includes</u> : BLOCK HEATER SOCKET Receptacle Type; Mounted below Drivers Door
12EWZ	ENGINE, DIESEL {Cummins X15 500V} Productivity Series, EPA 2024, 500HP @ 1900 RPM, 1850 lb-ft Torque @ 900 RPM, 2000 RPM Governed Speed, 512 Peak HP (Max)
12THT	FAN DRIVE {Horton Drivemaster} Two-Speed Type, Direct Drive, with Residual Torque Device for Disengaged Fan Speed
	<u>Includes</u> : FAN Nylon

<u>Code</u>	<u>Description</u>
12VCB	AIR CLEANER Dual Element, with Pre-Cleaner, Engine Mounted
12VJZ	EMISSION, CALENDAR YEAR {Cummins X15} EPA, OBD and GHG Certified for Calendar Year 2025
12WCX	HOSE CLAMPS, RADIATOR HOSES {Gates} Shrink Band Type
12WTA	FAN DRIVE SPECIAL EFFECTS Fan Cooling Ring with Fan Shroud Effects, Engine Mounted
12WVH	EPA IDLE COMPLIANCE Low NOx Idle Engine, Complies with EPA Clean Air Regulations; Includes "Certified Clean Idle" Decal on Door
12WYZ	RADIATOR DRAIN & FILL FITTING SPECIAL; To Vacuum Out or Fill the Cooling System from the Bottom of Radiator, for Use with Quick-Connect Radiator Drain Tool or Shop Coolant Evacuation-Fill System
12WZE	CARB IDLE COMPLIANCE Does Not Comply with California Clean Air Idle Regulations
12XBN	RADIATOR Aluminum, Welded, Cross Flow, Front to Back System, 1084 SqIn, with 866 SqIn Charge Air Cooler <u>Includes</u> : RADIATOR HOSES Premium, Rubber
12XCS	CARB EMISSION WARR COMPLIANCE Does Not Comply with CARB Emission Warranty
13BEK	TRANSMISSION, AUTOMATIC {Allison 4500 RDS} 6th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, On/Off Highway
13WCT	OIL COOLER, TRANSMISSION {Champ} Remote Mounted, for Automatic Transmission
13WEH	AUTOMATIC NEUTRAL Allison Transmission Shifts to Neutral When Parking Brake is Engaged and Remains in Neutral When Parking Brake is Disengaged, without On/Off Switch
13WET	TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter, Not for Use with Allison 1000 & 2000 Series Transmission
13WLM	TRANSMISSION OIL Synthetic; 63 thru 76 Pints
13WUS	ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS) and Regional Haul Series (RHS), General Purpose Trucks, Package Number 223, Modified for Single Input Auto Neutral
13WVV	NEUTRAL AT STOP Allison Transmission Shifts to Neutral When Service Brake is Depressed and Vehicle is at Stop; Remains in Neutral Until Service Brake is Released
13WYU	SHIFT CONTROL PARAMETERS {Allison} 3000 or 4000 Series Transmissions, Performance Programming
14HRL	AXLE, REAR, TANDEM {Meritor RT-46-160P} Single Reduction, 46,000-lb Capacity, with Lube Oil Pump, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, 200 Wheel Ends . Gear Ratio: 3.91
14UMX	SUSPENSION, REAR, TANDEM {Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings
14WBN	DIFF. SWITCH CONTROLS Two Independent Switches for Control Traction Differentials on Tandem Rear Axles, Mounted on Dash
14WCR	TRANSVERSE TORQUE RODS {Hendrickson} TRAAX Rod, Transverse Only
15LNA	FUEL HEATER PLUMBING {Cummins} Plumbing for Thermal Recirculation Valve (TRV) Mounted to Cummins X15 Engines, Thermostatically Controlled
15LPU	FUEL/WATER SEPARATOR {Racor 6600} Pre-Filter and Filter Base, Includes Water-in-Fuel Sensor
15SGL	FUEL TANK Non-Polished Aluminum, 24" Dia, 80 US Gal (303L), Mounted Left Side, Under Cab
15WEY	DEF TANK 10.8 US Gal (41L) Capacity, Frame Mounted Outside Left Rail, Under Cab
16030	CAB Conventional, Day Cab <u>Includes</u>

<u>Code</u>	<u>Description</u>
	: CAB REAR SUSPENSION Air : CLEARANCE/MARKER LIGHTS (5) LED Roof Mounted : COAT HOOK, CAB Located on Rear Wall, Centered Above Rear Window : CONSOLE, CENTER Includes Two Cup Holders and One Additional Storage Area : CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets and CB Radio Pocket; Located Above Driver and Passenger : COURTESY LIGHT (2) Driver and Passenger Door Mounted : DOME LIGHT, CAB Rectangular, Door and Instrument Panel Mounted Switch Activated, Timed Theater Dimming, Center Mounted, Integral to Console : FLOOR COVERING Rubber, Black : GLASS, ALL WINDOWS Tinted : GRAB HANDLE, CAB INTERIOR (1) "A" Pillar Mounted, Passenger Side : GRAB HANDLE, CAB INTERIOR (4) "B" Pillar and Door Mounted, Two Each Side : READING LIGHT, CAB Located in Overhead Console : STORAGE POCKET, DOOR (2) Full Length, Driver and Passenger Door
16BAM	AIR CONDITIONER with Integral Heater and Defroster
	<u>Includes</u> : HOSE CLAMPS, HEATER HOSE Mubea Constant Tension Clamps
16GEG	GAUGE CLUSTER Premium Level; English with English Electronic Speedometer
	<u>Includes</u> : GAUGE CLUSTER DISPLAY: Base Level (3" Monochromatic Display), Premium Level (5" LCD Color Display); Odometer, Voltmeter, Diagnostic Messages, Gear Indicator, Trip Odometer, Total Engine Hours, Trip Hours, MPG, Distance to Empty/Refill for : GAUGE CLUSTER Speedometer, Tachometer, Engine Coolant Temp, Fuel Gauge, DEF Gauge, Oil Pressure Gauge, Primary and Secondary Air Pressure : WARNING SYSTEM Low Fuel, Low DEF, Low Oil Pressure, High Engine Coolant Temp, Low Battery Voltage (Visual and Audible), Low Air Pressure (Primary and Secondary)
16HCS	GAUGE, TEMPERATURE, AMBIENT Sensor Wiring with Display Unit Mounted in Cluster
16HHE	GAUGE, AIR CLEANER RESTRICTION {Filter-Minder} Mounted in Instrument Panel
16HKT	IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster
16HLR	VIRTUAL GAUGE, AIR APPLICATION Requires Premium Cluster
16LWK	SEAT, DRIVER {ISRI} Series 300, Air Suspension, High Back, Vinyl, Single Chamber Lumbar, Inboard Armrest, Suspension Cover, Fore/Aft Isolator, Cushion Extension, Seat Tilt
16SDC	GRAB HANDLE, EXTERIOR (2) Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left and Right Side at B-Pillar
16SNR	MIRRORS (2) C-Loop, Power Adjust, Heated, LED Clearance Lights, Bright Heads and Arms, 7.5" x 14" Flat Glass, Includes 7.5" x 7" Convex Mirrors, for 102" Load Width
	<u>Notes</u> : Mirror Dimensions are Rounded to the Nearest 0.5"
16SNY	MIRROR, CONVEX, HOOD MOUNTED (2) Right and Left Sides, Bright, 7.5" x 7"
16SRN	SEAT, PASSENGER {ISRI} Series 300, Air Suspension, High Back, Vinyl, Single Chamber Lumbar, Inboard Armrest, Suspension Cover, Fore/Aft Isolator, Cushion Extension, Seat Tilt
16VKK	CAB INTERIOR TRIM Diamond, for Day Cab
16VLV	MONITOR, TIRE PRESSURE Omit
16VSL	WINDSHIELD Heated, Single Piece
16WJU	WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature

<u>Code</u>	<u>Description</u>
16XJP	INSTRUMENT PANEL Wing Panel
16XRX	MODESTY PANEL Painted
16XTM	ACCESS, CAB Aluminum, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab or Sleeper Cab
27DRC	WHEELS, FRONT DISC; 22.5x12.25 Rims, Non-Polished Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs, Offset 4.00"
28DUK	WHEELS, REAR {Accuride 29169} DUAL DISC; 22.5x8.25 Rims, Powder Coat Steel, 5-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with .472" Thick Increased Capacity Disc and Steel Hubs
60AAG	BDY INTG, REMOTE POWER MODULE Mounted Inside Cab Behind Driver Seat, Up to 6 Outputs & 6 Inputs, Max 20 amp per Channel, Max 80 amp Total; Includes 1 Switch Pack with Latched Switches
7372135439	(8) TIRE, REAR 11R22.5 Load Range G HSR 3 (CONTINENTAL), 494 rev/mile, 75 MPH, All-Position
7752665441	(2) TIRE, FRONT 425/65R22.5 Load Range L HAC 3 (CONTINENTAL), 465 rev/mile, 68 MPH, All-Position

Services Section:

40132	WARRANTY Standard for HX520, HX620, Effective with Vehicles Built January 1, 2021 or Later, CTS-2015B
40TWM	SRV CONTRACT, EXT ALLISON XMSN To 60-Month/Unlimited Miles/km, for Allison 4500 RDS with Dump Truck or Mixer Vocations (ST01, ST06, ST07)

City of Bainbridge Island
FLEET and EQUIPMENT CIP (2023 - 2028)
2024 Modified Budget

Project	General Rent	Streets Rent	Water Rent	Sewer Rent	SSWM Rent	2023	2024	2025	2026	2027	2028	Total
FLEET & EQUIPMENT - 6-YEAR CIP (1000s)												
Police Vehicles (2)	100%					-	190	200	210	220	230	1,050
Vactor Truck				50%	50%	650	-	-	-	-	-	650
Electric Sedan	20%	20%	20%	20%	20%	70	-	-	-	-	-	70
Medium Duty Pickup	20%	20%	20%	20%	20%	200	-	-	-	-	-	200
Electric Sidewalk Sweeper/Plow		100%				70	-	-	-	-	-	70
Landscape Trailer	20%	20%	20%	20%	20%	30	-	-	-	-	-	30
Electric Sedan	20%	20%	20%	20%	20%	70	-	-	-	-	-	70
Electric SUV	20%	20%	20%	20%	20%	-	70	-	-	-	-	70
City Hall Vehicle	100%					-	70	-	-	-	-	70
Electric SUV	100%					-	70	-	-	-	-	70
Truck Cab and Chassis		50%			50%	-	300	-	-	-	-	300
Salt Brine System		100%				-	70	-	-	-	-	70
Heavy Duty Pickup	20%	80%				-	-	175	-	-	-	175
Asphalt Patch Machine		100%				-	-	250	-	-	-	250
Forklift	20%	20%	20%	20%	20%	-	-	-	50	-	-	50
Street Sweeper		20%			80%	-	-	-	325	-	-	325
Pup Trailer		50%			50%	-	-	-	150	-	-	150
Electric Sedan	100%					-	-	-	-	80	-	80
Ravo Street Sweeper		20%			80%	-	-	-	-	500	-	500
Electric Medium Pick-up	20%	20%	20%	20%	20%	-	-	-	-	120	-	120
Commercial Mower					100%	-	-	-	-	30	-	30
Backhoe	20%	20%	20%	20%	20%	-	-	-	-	-	350	350
Dump Truck	20%	20%	20%	20%	20%	-	-	-	-	-	325	325
Roadside Mower		100%				-	-	-	-	-	300	300
TOTALS						1,090	770	625	735	950	1,205	5,375



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: Adopt Resolution No. 2025-11, Adopting the 2024 Kitsap County Multi-Hazard Mitigation Plan - Executive,

SUMMARY: In 2024, the Emergency Manager worked with the Kitsap County Department of Emergency Management on the review and update of the Kitsap County Multi-Hazard Mitigation Plan. This plan contains hazard mitigation goals and objectives and proposed strategies and actions to reduce short and long term vulnerability to the identified hazards here on Bainbridge Island and in Kitsap County. The Multi-Hazard Mitigation Plan was approved by the Kitsap County Commissioners on January 27, 2025 and is being forward to the cities in Kitsap for adoption.

AGENDA CATEGORY: Resolution

PROPOSED BY: Executive

RECOMMENDED MOTION:

Adopt Resolution No. 2025-11, adopting the 2024 Kitsap County Multi-Hazard Mitigation Plan.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: The City of Bainbridge Island has our own written Comprehensive Emergency Management Plan (CEMP) which provides a framework for Bainbridge Island-wide emergency management focused on preparedness, response and recovery.

The Kitsap County Department of Emergency Management (KCDEM) prepares and maintains the county-wide Multi-Hazard Mitigation Plan, separate from individual jurisdictional CEMPs, to create a comprehensive and coordinated mitigation plan and mitigation actions. Bainbridge Island has historically been included in the County mitigation planning process and not written a separate mitigation plan. The City Emergency Manager provides direct feedback and recommendations during the review process and helps craft the island-specific mitigation activities.

Projects outlined in the current Multi-Hazard Mitigation Plan reflect work that is already in progress, including: development of a method to track active landslide activity on Bainbridge Island, conducting community outreach programs related to personal preparedness with a focus on earthquake and wildfire risk, and updates to the Shoreline Management Plan to include data on sea-level rise and impacts to Bainbridge Island.

ATTACHMENTS:

[Resolution Authorizing - Bainbridge Island.pdf](#)
[Kitsap County MHMP 2024_to EMD-FEMA.pdf](#)

RESOLUTION NO. _____

**A Resolution of the City of Bainbridge Island, Washington, adopting the revision of the
Kitsap County Multi-Hazard Mitigation Plan**

WHEREAS, the Federal Disaster Mitigation Act of 2000 requires that all local organizations (governmental, tribal and not-for-profits), have an approved local mitigation plan in accordance with 44 CFR 201.6 prior to receiving Hazard Mitigation Grant Program (HMPG) funding; and

WHEREAS, The Kitsap County Department of Emergency Management has previously prepared a Kitsap County Mitigation Multi-Hazard Plan and has recently revised the Plan and provided it to the Board of County Commissioners; and

WHEREAS, the Plan has been updated to ensure consistency with the Federal Disaster Mitigation Act 2000; and

WHEREAS, the Plan shall not necessarily imply advocacy of, or support for, individual mitigation initiatives proposed by other participating organizations, and the adoption of the plan shall be subject to limitations as defined in the Plan, and

WHEREAS, the Council finds that adopting the Plan will promote the health, safety, and welfare of the citizens of Bainbridge Island; now, therefore

**THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND DOES
HEREBY RESOLVE:**

THAT the revised Kitsap County Multi-Hazard Mitigation Plan is hereby adopted.

PASSED by the City Council of the City of Bainbridge Island, **APPROVED** by the Mayor and attested by the Clerk in authentication of such passage this ____ day of _____ 2025.

CITY OF BAINBRIDGE ISLAND

Ashley Mathews, Mayor and Councilmember

Attest:

Christine Brown, City Clerk, MMC



Meeting Date: January 27, 2025
Agenda Item No:

<u>Kitsap County Board of Commissioners</u>		
Office/Department:	Emergency Management	
Staff Contact:	Jan Glarum (360) 900-8556	
Agenda Item Title:	Resolution approving the Multi Hazard Mitigation Plan	
Recommended Action: Move to adopt the Resolution approving the Multi Hazard Mitigation Plan		
Summary:	It is vital for Kitsap County to have a proactive, coordinated approach to mitigation for it is these mitigation measures that save lives, reduce injuries, and prevent or decrease financial losses from the many hazards our region faces. Kitsap County's Department of Emergency Management (KCDEM) remains committed to providing coordination to identify potential alternatives for mitigation projects and to help to secure risk reduction funding for the benefit of the County, its cities, Tribal partners, and the unincorporated regions within Kitsap County. The 2024 MHMP review and update, past mitigation programs and strategies were reviewed, new mitigation measures were examined that could reduce the loss of life and property, human suffering, economic disruption, and disaster assistance costs. The Kitsap County Multi-Hazard Mitigation Plan (MHMP) in 2024 underwent its second major update since 2013, to include lessons learned and updates from the response and challenges related to the global pandemic. The 2024 edition of the MHMP is a product of the review and updates from participation from Kitsap County internal government departments/agencies, local government city jurisdictions, fire and utility districts, special purpose districts, school districts, KCDEM, State of Washington Emergency Management Division (State EMD), with final approval from U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA), and adoption by the Kitsap Board of Commissioners.	
Attachments:	1. Resolution 2. Multi Hazard Mitigation Plan	
Fiscal Impact for this Specific Action		
Expenditure required for this specific action:	NA	
Related Revenue for this specific action:	NA	
Cost Savings for this specific action:	NA	
Net Fiscal Impact:	NA	
Source of Funds:	NA	
Departmental Coordination		
Office/Department	Department Director	Recommendation
Emergency Management	Jan Glarum	Approve

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RESOLUTION No. 018-2025

ADOPTION OF REVISED KITSAP COUNTY MULTI-HAZARD MITIGATION PLAN

WHEREAS, the Kitsap County Department of Emergency Management has reported the completion of the revision of the Kitsap County Multi-Hazard Mitigation Plan to the Board of County Commissioners; and

WHEREAS, the plan has been updated to be in compliance with the Disaster Mitigation Act 2000 and in accordance with 44 CFR 201.6; and

WHEREAS, the Multi-Hazard Mitigation Plan contains Hazard Mitigation Strategy Goals and Objectives and proposed strategies and actions to reduce short and long term vulnerability to the identified hazards; therefore,

NOW THEREFORE, BE IT RESOLVED BY THE COUNTY BOARD OF COMMISSIONERS:

That the revised Kitsap County Multi-Hazard Mitigation Plan is hereby adopted.

DATED this 27 day of January, 2025.



ATTEST:

Dana Daniels
Dana Daniels, Clerk of the Board

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

Christine Rolfes
CHRISTINE ROLFES, Chair

Oran Root
ORAN ROOT, Commissioner

Katherine T. Walters
KATHERINE T. WALTERS, Commissioner

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Kitsap County Multi-Jurisdictional Multi-Hazard Mitigation Plan



December 2024

Kitsap County
City of Bainbridge Island,
City of Bremerton,
City of Port Orchard,
City of Poulsbo

Prepared by:



KCDEM

Kitsap County Department of Emergency Management

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Record of Changes

Element	Description	Date of Change	Changed By
Approval of 2019 MHMP	Board of commissioner's approval of 2019 Multi-Hazard Mitigation Plan (MHMP)	Jan 27 2020	Approval
United States Department of Homeland Security's Federal Emergency Management Agency (FEMA) Region 10 Approval	FEMA Approval of Kitsap County's MHMP.	Jan 28 2020	Approval
Annual Review	Annual review of MHMP, no edits or revisions at this time, updated to mitigation strategies noted.	Jul 2021	N/A
Governing document update	- FEMA updated the "Local Mitigation Planning Policy Guide - New guidelines to be incorporated as of 19 April 2023	Apr 2022	FEMA
Annual Review	- Annual review of MHMP, no edits or revisions at this time, updates to Mitigation strategies noted. Reviewed At LEPC mtg. - Discussion of FEMA's updates to governing document.	Jul 2022	N/A
Annual review	Annual review of MHMP, no edits or revisions at this time, updates to Mitigation strategies noted. Reviewed At LEPC mtg.	Nov 2023	N/A
THIRA development	Development of Kitsap County's THIRA	Oct 2022	KCDEM WAEMD
THIRA development	Multi Hazard Mitigation Plan reviewed and edited to include THIRA results and remove HIVA references.	Jul 2024	KCDEM

Overall	• Kitsap County DEM review, edit, and update of MHMP. • General grammar and spelling review and proofreading. • Updated graphics, maps, tables, and statistical data. • Updated for changes related to hazard-prone areas which have either increased or decreased in community vulnerability since 2019 approved plan.	Sept 2024	KCDEM / Partner cities
Executive Summary	• Updated Executive Summary text to better reflect the Multi-Hazard Mitigation Plan. • Reviewed and revised grammar and spelling.	Nov 2024	KCDEM
Introduction	• Updated for inclusiveness, and equitability. • Revised text for better grammar and flow. • Updated Federal, State, and Local authorities and ordinances. • Moved Authority, pertinent laws, to Appendix F (References and Authority)	Oct 2024	KCDEM
The Planning Process	• Heavily updated Planning Process section. Due to changes in community vulnerabilities since 2019 plan approval. • Updated new stakeholder and public engagement processes. • Updated information about the recent 2022 Kitsap County Threat and Hazard Identification.	Aug 2024	KCDEM / Partner Cities
Kitsap County Profile	• Reviewed and Updated Kitsap County and partner city profiles to better capture and outline the Kitsap County population, economy, built environment, and natural environment and how the County may be impacted by hazards, to include updates to City profiles and information, and how these vulnerabilities have changed since the last approved plan. • Updated section with the most recent 2022 THIRA information. • Updated emergency/disaster history information.	Aug 2024	KCDEM / LEPC / Partner Cities
Mitigation Strategies & Recommendations	• Reviewed, edited and updated mitigation strategies from City Profiles. • Updated maps, tables, and statistics. • Updated tables to house mitigation strategies for easier readability and reference. • Reviewed and updated mitigation strategies.	Nov 2024	KCDEM with review from Cities and LEPC lead agencies
Future Actions & Goals	• Reviewed and updated goals.	Nov 2024	KCDEM
Appendices	• Reviewed, edited and updated all appendixes to reflect current status and THIRA information	Nov 2024	KCDEM

Table 1: Record of Changes.

Executive Summary

The 2002 federal government enacted the Disaster Mitigation Act (DMA 2000; P.L. 106- 390) requires states, local jurisdictions, and tribal governments to have an approved mitigation plan in place to be eligible for mitigation funding. In 2022 under FP 206-21-0002 FEMA revised their “Local Mitigation Planning Policy Guide”, which became effective April 19, 2023.¹ During the 2024 review, edit, and update of Kitsap County’s MHMP the updated FEMA guidance was reviewed to ensure Kitsap County’s MHMP is compliant. Kitsap County’s Department of Emergency Management (KCDEM) remains committed to providing coordination to identify potential alternatives for mitigation projects and to help to secure risk reduction funding for the benefit of the County, its cities, Tribal partners, and the unincorporated regions within Kitsap County.

It is vital for Kitsap County to have a proactive, coordinated approach to mitigation for it is these mitigation measures that save lives, reduce injuries, and prevent or decrease financial losses from the many hazards our region faces. For the 2024 MHMP review and update, past mitigation programs and strategies were reviewed, new mitigation measures were examined that could reduce the loss of life and property, human suffering, economic disruption, and disaster assistance costs. As additional funding sources become available, the county-wide plan will guide the selection of eligible projects from the criteria set forth in the Hazard Mitigation Grant Program (HMGP) and from other mitigation funding sources such as the Pre-Disaster Mitigation (PDM) Grant which was utilized to fund this plan development initiative.

The Kitsap County Multi-Hazard Mitigation Plan (MHMP) is a living document and is now undergoing its second major update since 2013. KCDEM acknowledges that the update process was delayed due to challenges related to the global pandemic.

To align with FEMA and the Department of Homeland Security in 2022 – 2023 Kitsap County moved to and completed a Threat and Hazard Identification and Risk Assessment (THIRA), which is a three-step risk assessment process that helps communities understand their risks, determine capabilities and gaps, and develop mitigation strategies. The three steps revolve around the following three questions:

1. What threats and hazards can affect our community?
2. If they occurred, what impacts would those threats and hazards have on our community?
3. Based on those impacts, what capabilities should our community have, and what gaps are there.²

KCDEM started the MHMP review, edit, and update process with a review of the THIRA and current hazards effecting Kitsap County. The process included a review of information related to the integrate the effects of Climate Change and its effects on each hazard. The 2024 update also ensured compliance with the 2022 update to FEMA’s “Local Mitigation Planning Process Guide (publication FP 206-21-0002). The THIRA, which identifies and describes the hazards that may impact the County, informs the actions in the MHMP and was completed during 2022 with assistance from WA EMD. A note of interest, Kitsap County was impacted by its first significant tornado, a high F2, in December 2018.

KCDEM conducted the formal MHMP Stakeholder Steering Committee and lead agencies Kick-off Meeting on 16 August 2022. In April 2023 KCDEM stood up a Local Emergency Planning

Committee (LEPC) to routinely bring the stakeholders together ensuring all parties remained informed of the actions related to mitigation efforts and their impacts on the community.

The 2024 edition of the MHMP is a product of the review and updates from participation from Kitsap County internal government departments/agencies, local government city jurisdictions, fire and utility districts, special purpose districts, school districts, KCDEM, State of Washington Emergency Management Division (State EMD), with final approval from U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA). The underlying regional mitigation plan goal is to implement the regional strategy through mutually beneficial and cost-effective regional projects.

This MHMP meets the requirement for a Hazard Mitigation Plan under the amended Stafford Act 44 CFR Part 201.6(c)(1), and FP 206-21-0002. Many local jurisdictions, communities, governmental agencies, along with the public were involved in the MHMP editing, updating and critical review processes.

While many elements of the 2013 and 2019 MHMP have retained their integrity, statistics, strategies, studies, and research information were heavily reviewed ensuring the most recent and up-to-date information was utilized to guide the development of the 2024 MHMP, and to ensure the plan continues to incorporate impacts of climate change throughout the potential hazard impacts narration. General updates, documented FEMA declarations, and other significant hazard incidents have been updated and included from the years 2004 to 2024. All footnotes/endnotes and links have been reviewed, verified, and updated as needed or possible. This entire document has been reviewed in detail.

The Record of Changes section on page 1 details all major changes made to this MHMP since the approval on 27 Jan 2020. During the development of this plan, some duplicative language, graphics, and narrations have been removed in order to enhance formatting and improve readability.

The Kitsap County MHMP 2024 reflects Kitsap County and its emergency management program, and partner cities. Upon approval by FEMA, this document will be due for its next formal review in 2028 for submission to FEMA and Promulgation by December 2029.

Contact

Questions and comments about this MHMP can be directed to the:

Jan Glarum

Director, Kitsap County Department of Emergency Management

8900 Imperial Way SW, Bremerton WA. 98312

360-535-9988

dem@co.kitsap.wa.us

Introduction

Definition of Hazard Mitigation

FEMA defines hazard mitigation as the efforts to reduce the loss of life and property by lessening the impact of hazards or disasters^{25, 39}. For mitigation to be effective, the whole community needs to take action now—before the next disaster—to reduce human and financial consequences later (analyzing risk, reducing risk, and protecting against risk)²⁵. Disasters can happen at any time and any place, and if the community isn't prepared, consequences can be fatal. Hazard mitigation may occur before, during, or after any phase of a threat, emergency, or disaster.

Effective mitigation requires that all stakeholders understand local risks, address the hard choices, and invest in long-term community well-being. Without mitigation actions, safety, financial security, and self-reliance may be adversely affected during an incident or disaster.

In accordance with paragraph 2.2 of FP 206-21-0002²⁵, local governments may work together to create a multijurisdictional plan. For multi-jurisdictional plans, one community should be designated as the lead jurisdiction. For Kitsap County's multi-jurisdictional MHMP Kitsap County Department of Emergency Management (KCDEM) is identified as the lead jurisdiction, further delineated in the planning section below in the Lead Agency and Stakeholder Steering Committee Participation section. As such KCDEM is responsible for ensuring each participating jurisdiction meets the requirements laid out in Section 4 "local planning requirements", of FP 206-21-0002²⁵ prior to submitting the plan to the state, and then FEMA, for approval. KCDEM is also responsible for coordinating the plan submission and adoption by all participating jurisdictions. KCDEM will ensure that jurisdictions participating in Kitsap County's multi-jurisdictional plan meet the mitigation planning requirements, adopt the plan and provide documentation to FEMA (via the state).

Mission Statement

The mission of the Kitsap County Department of Emergency Management (KCDEM)⁸⁸ is to prepare for, mitigate against, respond to, and recover from any emergency or disaster that affects Kitsap County and its Emergency Management Program Cities (Bremerton, Port Orchard and Poulsbo), and when called upon in a Countywide or regional impacting disaster. KCDEM provides support and assistance to the City of Bainbridge Island (COBI) who currently manages their own Emergency Management Program.

Purpose

According to FEMA, developing hazard mitigation plans enables state, tribal, and local governments to^{25, 39}

1. Increase education and awareness around threats, hazards, and vulnerabilities.
2. Build partnerships for risk reduction involving government, organizations, businesses, and the public.
3. Identify long-term, broadly supported strategies for risk reduction.

4. Align risk reduction with other state, tribal, or community objectives.
5. Identify implementation approaches that focus resources on the greatest risks and vulnerabilities.
6. Communicate priorities to potential sources of funding.

The purpose of Kitsap County's MHMP is to promote sound public policy designed to protect citizens, critical facilities, infrastructure, private property, and the environment from all hazards using hazard/threat/risk information identified in the current THIRA. This can be achieved by increasing public awareness of hazards, documenting the resources for risk reduction and loss-prevention, and identifying activities to guide the county towards building a safer, more sustainable community.

Before agencies, groups, and individuals can prepare for and mitigate against hazards that have the potential to strike Kitsap County, it is necessary to understand the history and projected future hazard activity within Kitsap County, and how vulnerable the citizens may be to hazards within that context. The THIRA describes the hazards with the greatest potential threat to Kitsap County and its citizens, environment, personal and public property, and economy. This analysis serves as a basis from which Kitsap County develops plans, educates the public, provides training for first responders, and develops exercises / drills to practice the skills and apply knowledge to better prepare for the hazards that may occur within Kitsap County. ***The MHMP takes the hazard information from the THIRA and makes it actionable through mitigation strategies.***

Kitsap County has an active mitigation program working with County agencies, City, and special purpose districts to identify and mitigate hazards in Kitsap County. An approved MHMP is in place to benchmark mitigation strategies and take advantage of mitigation funding or local resources to improve Kitsap's protection from hazards. Mitigation strategies are standard in many counties, and city land use and management plans to make the best use of land vulnerable to hazards.²¹

The plan identifies and evaluates specific hazard mitigation strategies to be considered by Kitsap County and its political subdivisions, agencies, and organizations. The strategies presented are deemed appropriate and effective by recommendation of Kitsap County's Stakeholder Steering Committee and Local Emergency Planning Committee. Upon acceptance by the participating jurisdictions' governing bodies, the selected strategies will be further developed for funding and implementation by the lead agencies. It is understood the mitigation strategies adopted in this plan are recommendations only, as they must be approved and funded to be designated as official Hazard Mitigation Strategies to be implemented by Kitsap County and its political subdivisions.

Kitsap County has the responsibility to ensure that the plan's mitigation strategies comply with all applicable legal requirements related to civil rights, to ensure nondiscrimination. To achieve this, during the 2024 review, edit, and update process, mitigation strategies were reviewed to ensure they provide equitable mitigation effects throughout the community to achieve equitable outcomes, including underserved communities and socially vulnerable populations.

Kitsap County's current THIRA covers both natural and technological hazards. Kitsap County is in alignment with Washington State emergency Management Department (WAEMD) which conducted a THIRA at the State level, and in local public planning specific to those threats. This MHMP focuses on the *natural hazards* that affect Kitsap County but also takes into consideration the current and possible future impacts of Climate Change.

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The Planning Process



A1. DOES THE PLAN DOCUMENT THE PLANNING PROCESS, INCLUDING HOW IT WAS PREPARED AND WHO WAS INVOLVED IN THE PROCESS FOR EACH JURISDICTION? (44CFR § 201.6(c)(1))

Mitigation Planning Defined

Hazard mitigation planning identifies and prioritizes sustained measures that if enacted, will reduce or eliminate long-term risk to people and property from natural hazards and their effects. This plan briefly discusses human-made hazards, like terrorism, but will generally focus on natural hazards. Mitigation measures can reduce personal loss, save lives, and reduce the cost to local, State, and Federal governments for response and recovery actions. In the long run, mitigation, whether preparing citizens for disasters, training responders, or infrastructure protection, takes the burden off responders to concentrate on problems that cannot be mitigated, and/or reduces the effect on social and economic recovery.

Internationally the focus on adaptation for climate change is focused on making hard and soft adaptive measures. Hard mitigation measures involve costly, large, and complex technology and infrastructure, whereas soft mitigation measures prioritize human capital, community engagement, simplicity, and appropriateness such as outreach and education programs. Kitsap County's MHMP Strategies engage in a mixed approach of both hard and soft mitigation strategies which dovetail directly into the FEMA model for natural hazard mitigation as defined below.

FEMA identifies four broad categories of actions that constitute natural hazard mitigation: ^{25, 28}

1. Local Planning and Regulations (soft mitigation)
2. Education and Awareness Programs (soft mitigation)
3. Structure and Infrastructure Projects (hard mitigation)
4. Natural Systems Protection (hard mitigation)

These categories become the core competencies for developing an effective mitigation program. Planners use the competencies to assess organizational mitigation efforts, develop processes that include these efforts, and select mitigation projects. As part of this assessment, it must involve other pertinent information that defines risk assessments and the value of mitigation to a jurisdiction and/or Kitsap County.

FEMA require each local participant seeking approval for a mitigation plan to engage in the

planning and public participation process to review and revise the plan^{25,28,39}. Updated plans must specifically address the requirements for plan updates (Element E), along with each of the sub-elements, as detailed in Section 4. Communities must review all the other required elements for local mitigation plans for continued relevance and revise them accordingly. During the 2024 review, edit, and update each jurisdiction met with KCDEM to review their mitigations strategies, and changes in the hazards effecting their jurisdiction, specific interval emergencies and disasters were also reviewed. Mitigation measures were reviewed for status and to determine their continued applicability. Each jurisdiction participating in the review, edit, and update of the 2024 MHMP will provide the final MHMP which has been approved by the County Board of Commissioners and FEMA to their respective governing body for adoption.



D.3 DOES THE PLAN DESCRIBE A PROCESS BY WHICH EACH COMMUNITY WILL INTEGRATE THE REQUIREMENTS OF THE MITIGATION PLAN INTO OTHER PLANNING MECHANISMS, SUCH AS COMPREHENSIVE OR CAPITAL IMPROVEMENT PLANS, WHEN APPROPRIATE? (44CFR § 201.6(c)(4)(II))

D.3 C FOR MULTI-JURISDICTIONAL PLANS, DOES THE PLAN DESCRIBE EACH PARTICIPANT'S INDIVIDUAL PROCESS FOR INTEGRATING INFORMATION FROM THE MITIGATION STRATEGY INTO THEIR IDENTIFIED PLANNING MECHANISMS?

Integration with Other Plans

The MHMP is a support annex to the Kitsap County Comprehensive Emergency Management Plan. As part of the planning process, information related to hazards, risk, vulnerability, and mitigation was obtained from various plans used by Kitsap County such as the Kitsap County Comprehensive Emergency Management Plan and the Washington State Enhanced Mitigation Plan. Changes in vulnerability for Kitsap and the Partner Cities were reviewed and taken into consideration during the review, edit, and update process, specifically when determining appropriate mitigation strategies and how each would be prioritized.

The 2024 review, edit, and update of Kitsap County's MHMP included a review of existing land use policies and regulatory ordinances while considering any plans for new policies and ordinances that improve and extend protection of the public health, safety and welfare. Information regarding hazards and threats from the current THIRA are integrated into the MHMP along with information from various local plans such as emergency operations plans and hazard mitigation plans for Bainbridge Island, Bremerton, Port Orchard, and Poulsbo, Kingston, Hansville, as well as other unincorporated towns, and special districts as applicable. Businesses, schools, and other community elements can also take advantage of the information provided in the THIRA and MHMP to build, review, and update their own emergency and mitigation plans.



A1-B DOES THE PLAN LIST THE JURISDICTION(S) PARTICIPATING IN THE PLAN THAT SEEK APPROVAL, AND DESCRIBE HOW THEY PARTICIPATED IN THE PLANNING PROCESS?

Partner Cities and Jurisdictions who participated in the review, edit and update will present the

MHMP to their approval body for adoption after the County Board of Commissioners and FEMA have approved the plan. The goal is to have all partner Cities and Jurisdiction adopt the plan by mid-2025.

Lead Agency and Stakeholder Steering Committee Participation

Comprised of one county commissioner, the mayors of Bremerton, Port Orchard, and Poulsbo, and one city council member from Bainbridge Island, the Kitsap County Emergency Management Council was established in 1986 to provide direction, control, and oversight of the Department of Emergency Management. KCDEM acts as the lead agency in coordinating the efforts of the Kitsap County MHMP Stakeholder Steering Committee in formulating and supporting the Kitsap County Hazard Mitigation Strategy Identification and Plan promulgation and maintenance. As the largest of the joint emergency management program members, Kitsap County is responsible for the financial administration of the joint emergency management program.

KCDEM identified various stakeholders to be involved in the review, edit, and updating process and invited them via hybrid (online and in person) during the THIRA and MHMP initial review/edit meeting held on 16 Aug 2020. During 2023 – 2024 as a portion of the MHMP review, edit and update process Kitsap County with assistance from WAEMD conducted a County Emergency Preparedness Assessment (CEPA), this assessment also assisted in guiding hazard mitigation strategies as it identifies Risks, Capabilities, Response Capacity, Resource Inventory and Needs, along with Strengths, Weaknesses Opportunities and Threats.

KCDEM acknowledges the contribution of many individuals for their hard work and dedication that made this 2024 Kitsap County MHMP update possible and is grateful to the Kitsap County MHMP edit / update Stakeholder Steering Committee members and agencies named in Table 2 who were invited or participated in the THIRA and MHMP review, update, and planning process.



A1-A. DOES THE PLAN DOCUMENT HOW THE PLAN WAS PREPARED, INCLUDING THE SCHEDULE OR TIMEFRAME AND ACTIVITIES THAT MADE UP THE PLAN'S DEVELOPMENT, AS WELL AS WHO WAS INVOLVED?

A2-A. DOES THE PLAN IDENTIFY ALL STAKEHOLDERS INVOLVED OR GIVEN AN OPPORTUNITY TO BE INVOLVED IN THE PLANNING PROCESS, AND HOW EACH STAKEHOLDER WAS PRESENTED WITH THIS

Each participating jurisdiction have committed to a continuous improvement plan providing opportunities for public review and participation during the five-year period and during this plan's continuous update process. This includes town hall meetings and open periods at city and county council meetings along with opportunities provided via social media during crucial periods of plan review and updating.

Participating Stakeholders, Jurisdictions, Agencies, & Organizations			
Representative	Agency/Organization	Title	Participation Status (Invited/Participating)
Kitsap County			
Jan Glarum	KCDEM	Director	Participating
Krista Carlson	Kitsap County Board of County Commissioners	KC Board of Commissioners	Participating
Brian Nielson	KCDEM	PT&E Officer	Participating
Michael Robinson	KCDEM	Logistics and Operations Officer	Participating
Michele Moen	KCDEM	Administrative Manager	Participating
Dave Rasmussen	KCDEM	Public Information Officer	Participating
Linda Tsubaki	KCDEM	EMAT/CERT	Participating
Herb Jewell	KCDEM	EMAT	Participating
Jay Lovato	KCDEM	EMAT	Participating
Jacques Dean	Public Works Department, Roads	Senior M&O Manager	Participating
Joe Vlach	Central Kitsap School District	Director of Operations	Participating
Carl Borg	Kitsap County Human Services	Housing and Homelessness Program Manager	Participating
Doug Washburn	Kitsap County Human Services	Department Director	Participating
Jamie Donley	Kitsap 911 - CENCOM	Assistant Director of Operations	Participating
Dustin Rodrigues	Kitsap Transit	Operations Supervisor	Participating
Mike Merlino	North Kitsap School District	Executive Director of Business, Finance, and Operations	Participating
Gib Marrow	Kitsap Public Health District	Health Officer	Participating
Amy Anderson	Public Health District	Emergency Preparedness, Public Health Educator	Participating

Nathan Anderson	Kitsap Public Health District	Emergency Preparedness, Public Health Liaison	Participating
Jessica Guidry	Public Health District	Emergency Preparedness Manager	Participating
Kym Pleger	Public Works	Senior Program Manager	Participating
Andy Nelson	Public Works	Public Works Director	Participating
Michelle Perdue	Public Works	Senior Program Manager	Participating
Alexis McKinnion	Public Works	Public Works Department, Solid Waste	Participating
Shawn Alire	Public Works	GIS Department Director	Participating
Josh Miller	Kitsap County Sheriff's Office	Lieutenant	Participating
William Sapp	Kitsap County Sheriff's Office	Lieutenant	Participating
Travis Linares-Hengen	South Kitsap School District	Director for Safety, Security & Emergency Management	Participating
Anne Bakker	Port of Bremerton	Director of Business Development	Participating
Robert Kleinpaste	Kitsap Transit	Emergency Response	Participating
Jeff Faucett	South Kitsap Fire & Rescue	Chief	Participating
Ryan Buchanan	North Kitsap Fire & Rescue	Training Officer / BC	Participating
Bainbridge Island			
Ellen Schroer	City of Bainbridge Island	Deputy City Manager	Participating
Jeremy Mendola	Deputy Fire Chief	Fire / EMS	Participating
Chris Wierzbicki	Public Works Director	BI PW Director	Participating
Tom Edwards	City of Bainbridge Island	Assistant PW Director	Participating

Anne Lesage	City of Bainbridge Island	Emergency Management Coordinator	Participating
Loren Bast	Bainbridge Prepares	President	Participating
Bremerton			
Pat McGanney	Bremerton Fire Department	Fire Chief, Emergency Management Coordinator	Participating
John Payne	Bremerton Fire Department	Operations Chief	Participating
Patty Glaser	Bremerton School District	Supervisor of School Safety & Support	Participating
Axel Strakeljahn	Port Districts	Port Commissioner	Participating
Port Orchard			
Nick Bond	Community Development	Community Development Director	Participating
Zack Holt	Public Works	Stormwater Programs Manager	Participating
Denis Ryan	Public Works	Public Works Director	Participating
Matt Brown	Police Department	Police Chief, Emergency Management Coordinator	Participating
Melinda Lohre	City of Port Orchard	Emergency Operations Center Manager	Participating
Poulsbo			
Dan Schoonmaker	City of Poulsbo	City Emergency Manager	Participating
Heather Wright	Planning & Economic Development	Planning Director	Participating
April Allen	Poulsbo Police department	Detective	Participating
Jim Gillard	Poulsbo Fire Department	Chief	Participating
Silverdale			
Jeannie Screws	Silverdale Water District	Fiscal Manager	Participating
Morgan Johnson	Silverdale Water District	General Manager	Participating

Tribal			
Misty A. Ives	Port Gamble S'Kallam Tribe	Emergency Management Director	Participating
Nickolas Miller	Port Gamble S'Kallam Tribe	Police emergency Management	Participating
Cherrie May	Suquamish Tribe	Emergency Management Director	Participating
Eric Quitslund	Suquamish Tribe Office of Emergency Management	Operations Officer	Participating
Washington State			
Lit Dudley	Washington Department of Transportation	Regional Emergency Manager	Participating
Military			
Alan Spicer	US Navy NW Region	Radiological Emergency Planner	Participating
Linda Gonzalez	Puget Sound Naval Shipyard & Intermediate Maintenance Facility	Emergency Management Specialist	Participating
Daniel DeBuysere	US Navy	Radiological Control Technician	Participating
Heather Parker	US Navy NW Region	On scene coordinator	Participating
Sean Horan	Naval Base Kitsap	Radiological Control Technician	Participating
George Nixon Jr	Naval Base Kitsap	Radiological Control Technician	Participating
Kent Catlin	Puget Sound Energy	Emergency Management and Resiliency Manager	Participating
Non-Governmental/Non-Profit Organizations			
Stephen Finley	American Red Cross	Disaster Program Manager	Participating
Lance Walter	Salvation Army	Area Captain	Participating
Adam Smith	CHI Franciscan	Emergency Management Specialist	Participating
Jennifer Kriedler- Moss	Peninsula Community Health SVCS	Chief Executive Officer	Participating
Kathy Maurer	Kitsap Mental Health	Safety & Security Manager	Participating

Table 2: List of Jurisdictions participating in the review, edit, and update process.

Multi-Hazard Mitigation Planning Stakeholder Committee Tasks

Overarching mitigation tasks

Stakeholder Steering Committee members were responsible for several overarching mitigation activities:

1. Coordinate with the Department of Emergency Management to oversee the planning process.
2. Prioritize hazard risks vs. resources.
3. Select the highest estimated return on investment mitigation recommendations.
4. Review existing plans to ensure alignment with current and updated MHMP.
5. Review available studies, reports and other technical information and bring to the group to ensure the newest and most relevant information guides the update process.
6. Review planning drafts, recommendations, and updates.
7. Identify and implement long and short-term goals.
8. Integrate the plan with all phases of Comprehensive Emergency Management Planning.
9. Provide for the implementation of committee decisions.
10. Encourage, coordinate, and provide a methodology for the implementation of input from the public, elected officials, and agency personnel.
11. Establish committee tasks.
12. Determine implementation ability and constraints for proposed Hazard Mitigation planning steps and measures.
13. Bring forward community concerns.
14. Identify implementation resources.
15. Provide for the update of Comprehensive Emergency Management Plans on a scheduled basis.
16. Evaluate and carry out mitigation activities.
17. Assist in the identification of funding sources and the procurement of funds to support hazard mitigation.

2024 Plan review & update

Specific to the 2024 MHMP development process:

1. All City and Special Purpose District planning partners were contacted in August 2020 to advise them of the review and update of the Kitsap County's HIVA to a THIRA leading up to the update of the MHMP. All were asked to review and update their County and jurisdictional profile information.
2. The THIRA Kick-Off meeting was held on 16 August 2020 and the attending partners agreed on the milestones for agency-specific documentation deliverables.
3. THIRA / MHMP Stakeholder Steering Committee meetings took place on between August 2022 and December 2022. These meetings took place in person and via webinar in order

to discuss the MHMP process, provide an update on the status of the document, provide guidance, discuss strategies, and answer any stakeholder questions.

4. The final MHMP Stakeholder Steering Committee meeting took place on 14 November 2024 in order to present the final draft of the 2024 MHMP and discuss the next steps regarding approval, and lessons learned from the planning process.

Stakeholder update responsibilities

1. Review the 2013 and 2019 MHMP.
2. Update their jurisdiction/agency profile and provide updates, revisions, and additions to sections of the MHMP.
 - a. In person and virtual meetings were the source of capturing stakeholder updates, revisions, and additions to the MHMP. Information related to edits and updates was provided to stakeholders in an efficient and user-friendly process, as well as to document how they were involved in the planning process. Information was also captured through in- person/webinar meetings, conference calls, emails. Stakeholders were encouraged to provide information in any method they deemed easiest.
3. Evaluate and update their profiles to reflect changes in hazard risk assessments.
4. Evaluate strategies and update profiles for potential terrorist threats and mitigation strategies.
5. Report on completed mitigation strategies.
6. Develop new mitigation strategies.
7. Report any concerns that may warrant further action or changes to the process.
8. Collaborate with other functional organizations on mitigation strategies.

A2. DOES THE PLAN DOCUMENT AN OPPORTUNITY FOR NEIGHBORING COMMUNITIES, LOCAL AND REGIONAL AGENCIES INVOLVED IN HAZARD MITIGATION ACTIVITIES, AND AGENCIES THAT HAVE THE AUTHORITY TO REGULATE DEVELOPMENT AS WELL AS BUSINESSES, ACADEMIA, AND OTHER PRIVATE AND NON-PROFIT INTERESTS TO BE INVOLVED IN THE PLANNING PROCESS? (44CFR § 201.6(b)(2))

Kitsap County MHMP Review, Edit, Update, and Development – 2024			
Date	Activity	Subject	Action Items
Jan 27 2020	FEMA approved Kitsap County MHMP	FEMA approval	Approval
Aug 25-29 2021	Kitsap Fair and Stampede/Rodeo	Community review and comment on MHMP	Informational and comment

Dec 2019 – May 2023	COVID restrictions and limited in person meetings	Due to activities related to the 2019 – 2023 COVID 19 Pandemic multiple stakeholder meetings were canceled and multiple had minimal attendance.	Informational
16 Aug 2022	THIRA Stakeholder Meeting	Kickoff meeting for Kitsap County THIRA	Informational
Aug 22 – 28 2022	Kitsap Fair and Stampede/Rodeo	Community review and comment on MHMP	Informational and comment
Dec 2022	THIRA Stakeholder meeting	Update and review data from 16 Aug THIRA meeting	Reviewed Draft THIRA
11 April 2023	Initial Kitsap - Local Emergency Planning Committee (LEPC)	Review of mitigation Strategies related to HAZMAT.	Review Draft and Mitigation Strategies
12 Jul 2023	Kitsap LEPC Meeting	Reviewed Evacuation plan and mitigation strategies.	Review and update Mitigation Strategies
Aug 23 – 27 2023	Kitsap Fair and Stampede/Rodeo	Community review and comment on MHMP	Informational and comment
02 Nov 2023	Kitsap LEPC Meeting	- Reviewed Wildfire mitigation with relationship to Maui fires. - Reviewed Puget Sound Electricity Mitigation strategies related to electrically initiated fires.	Review and update specific Mitigation Strategies.
02 May 2024	Kitsap LEPC Meeting	Reviewed Flooding Mitigation strategies, Update from WSDOT related to flood mitigation projects.	Review and update specific Mitigation Strategies.
Aug 21 – 25 2024	Kitsap Fair and Stampede/Rodeo	Community review and comment on MHMP	Informational and comment

Table 3: Record of Review, Edit, and Update process.



A4. DOES THE PLAN DESCRIBE THE REVIEW AND INCORPORATION OF EXISTING PLANS, REPORTS, AND TECHNICAL INFORMATION? (44CFR § 201.6(b)(3))

A4-a. DOES THE PLAN DOCUMENT WHAT EXISTING PLANS, STUDIES, REPORTS AND TECHNICAL INFORMATION WERE REVIEWED FOR THE DEVELOPMENT OF THE PLAN, AS WELL AS HOW THEY WERE INCORPORATED INTO THE DOCUMENT?

Update History

An in-depth review of the update history of Kitsap County's MHMP can be found in Appendix C: MHMP Update History noting changes from 1998 through 2024.

Items reviewed during the 2024 review, edit, and update process. The following is a listing (non-inclusive) of items reviewed during the process:

1. FEMA – Local Mitigation Planning Policy Guide.
2. FEMA Flood maps and GIS data, and HAZUS data^{37,38,47,48,49, 8}
3. City Specific Hazards, and their historic events.^{57,64,16,20,37,42,}
4. Studies related to Seattle Fault modeling.^{42, 38,5,59,16}
5. Kitsap County plans related to:
 - a. Debris removal.
 - b. Disaster Response.
 - c. Evacuation plans.⁸⁸
 - d. THIRA.⁶⁰
 - e. Washington State Enhanced Mitigation Plan²²
6. Fire code, and fire mitigation.^{40,}
7. LIDAR mapping.^{10, 11,}
8. U.S. Census Data.^{1, 33}
9. Kitsap County Vulnerable population data.^{33,34,35,36,1,44,}
10. FEMA NFIP participation and structures that have been damaged in the past.
11. County and Partner City owned properties.^{55, 56, 57, 70}
12. Significant properties within Kitsap County and renovations that have been completed.^{9,32}
13. County and Partner City Capacity and capabilities, and gaps.^{70, 84}
14. City and County Ordinances related to Disaster and Emergency response.^{9, 40, 43, 41, 44, 70}

The above-mentioned plans, policies, studies and technical information were used by the review and update committee, the steering committee, and the agencies involved in the review, edit and updates to the 2024 MHMP incorporating the most current data and information into the plan to ensure a holistic, community based, equitable, and inclusive plan was developed. Each partner city reviewed data related to their specific City profile and made updates as required.

Funding

The MHMP update was funded through Kitsap County general funds, no grant funding was or utilized for this review and update.

The Kitsap County Emergency Management Council greatly appreciates the effort and time everyone devoted to this update.

Threat and Hazard Identification and Risk Assessment (THIRA) Process

B1. DOES THE PLAN INDICATE A DESCRIPTION OF THE TYPE, LOCATION, AND EXTENT OF ALL NATURAL HAZARDS THAT CAN AFFECT THE JURISDICTION? DOES THE PLAN ALSO INCLUDE INFORMATION ON PREVIOUS OCCURRENCES OF HAZARD EVENTS AND ON THE PROBABILITY OF FUTURE HAZARD EVENTS? (44CFR § 201.6(c)(2)(ii))

Risk assessment is difficult to quantify, so the utilization of both qualitative and quantitative methods promotes a more comprehensive approach and process. The conditional and variable nature of hazards precludes risk analysis from being entirely objective or quantitative, and some subjectivity and variance are to be expected.

FEMA in the Threat and Hazard Identification and Risk Assessment (THIRA) and Stakeholder Preparedness Review (SPR) Guide Comprehensive Preparedness Guide (CPG) 201 describes the National Preparedness Goal as “A secure and resilient Nation with the capabilities required across the whole community to prevent, protect against, mitigate, respond to, and recover from the threats and hazards that pose the greatest risk” ²⁵ (pg 5).



Figure 1: Five mission areas organize the 32 core capabilities needed to address threat and hazards.

The National Preparedness Goal describes the five mission areas with 32 core capabilities figure 1 identifies how the core capabilities relate to the mission areas., the five mission areas are as follows: ²⁵

1. Prevention:
2. Protection:
3. **Mitigation: Reduce the loss of life and property by lessening the impact of future disasters.**
4. Response:
5. Recovery:

During the review, edit, and updating process of the MHMP the mission area of mitigation was focused on with its associated core capabilities. The THIRA risk assessment provides information on the types of hazards, the location of hazards, the value of existing land and property in hazard locations, and an analysis of risk to life, property, and the environment that may result from any hazardous event, along with an evaluation of the available resources to respond to, and recover from any hazardous event, in order to identify, plan for, and respond to any hazard in a community. Specifically, the three levels of a risk assessment are as follows:

1. **Profiling Hazard Events:** describes the causes and characteristics of each hazard, how it has affected Kitsap County in the past (disaster history), and how the community's population, infrastructure, and environment has been impacted by the hazard.
2. **Vulnerability Assessment:** explains those factors that make the hazard a threat to the community or increase the threat and define those areas most susceptible to the threat.
3. **Probability of Occurrence:** An adjective description (High, Medium, or Low) of the probability of a hazard's impacts Kitsap County within the next 25 years.

The THIRA process adds an additional step where the risk to the region was determined, this was determined through an evaluation of the available resources and possible needs. The MHMP Stakeholder Steering Committee, led by KCDEM, reviewed the 2022 THIRA determine the hazards that most likely would impact Kitsap County along with a review of disaster history of Kitsap County and its cities to determine the need to address those hazards identified through the THIRA process as shown in Table 5.

The current Kitsap County THIRA⁶⁴ drew from 2 FEMA resources; first the 2015 Risk Report for Kitsap County including the Cities of Bremerton, Bainbridge, Port Orchard, Poulsbo, the Port Gamble S'Klallam Indian Reservation, the Suquamish Tribe, and Unincorporated Kitsap County. This report aimed to help community members act to reduce their risk regarding coastal flood, earthquake, landslide, and tsunami incidents. The second resource used in the development of Kitsap County's 2022 THIRA was FEMA's National Risk Index (NRI) for Census tract 53035090501, Kitsap County, Washington.

FEMA's HAZUS risk assessment and modeling tool was used in developing the 2015, 2019, and 2024 reports to estimates losses that may result from flooding or earthquakes. The Hazus model incorporated a complete list of buildings in Kitsap County. Other hazards, including landslides and tsunamis, were assessed through a vulnerability assessment. FEMA collected data on local at-risk assets and resources, the physical features and human activities that contribute to that risk, and the location and severity of the hazard to determine potential

community losses. The loss data from Hazus and the exposure analysis highlight areas that would be affected, which provides an opportunity to prioritize mitigation action in these areas.



B1-a. DOES THE PLAN DESCRIBE ALL NATURAL HAZARDS THAT CAN AFFECT THE JURISDICTION(S) IN THE PLANNING AREA, AND DOES IT PROVIDE THE RATIONAL IF OMITTING ANY NATURAL HAZARDS THAT ARE COMMONLY RECOGNIZED TO AFFECT THE JURISDICTION(S) IN THE PLANNING AREA?

The hazards, risks, and the impacts that were identified likely to affect Kitsap County are representative of those identified in the 2023 Washington State Enhanced Hazard Mitigation Plan (SEHMP), as such Kitsap County utilized data from WA SEHMP in the development of our THIRA and the 2024 review, edit and update to Kitsap County's MHMP

The results from the Stakeholder Risk Rating and printed/electronic Public Community Surveys were reviewed and compared with the historical and quantitative hazard information reviewed during the 2022 Kitsap County THIRA development.

Risk Assessment Overview

Risk assessment provides information regarding the types of hazards, the location of hazards, the value of existing land and property in hazard locations, and an analysis of risk to life, property, and the environment that may result from any hazardous event.²⁵ Specifically, three levels of risk assessment included in this THIRA are "Low," "Moderate," and "High."

Table 4 provides an adjective description (High, Moderate, or Low) summarizing the overall threat posed by a hazard over the next 25 years. It is a subjective estimate of the combination of the probability of occurrence and vulnerability.

Adjective	Description
High Major focus of Kitsap disaster preparedness program	There is strong potential for a disaster of major proportions during the next 25 years; or history suggests the occurrence of multiple disasters of moderate proportions during the next 25 years.
Moderate Modest priority of disaster preparedness	There is moderate potential for a disaster of less than major proportions during the next 25 years.
Low Low priority program	There is little potential for a disaster during the next 25 years.

Table 4: Risk Rating Adjective Descriptions.

THIRA Risk Ratings 2022					
Hazard/Threat	Overall Risk	People	Damages	Economy	Environment
Natural Hazards					
Droughts	Low (>10%)	Low	Low	Low	Moderate
Earthquake	High (<80%)	High	High	High	High
Flooding	Moderate (>80%)	Low	Moderate	Low	Low
Forest & Urban Fires	Moderate (>40%)	High	Moderate	Low	Moderate
Landslides	Moderate (>75)	Low	Moderate	Low	Low
Severe Storms/Tornadoes	Moderate (>80%)	Low	Moderate	Moderate	Moderate
Tsunamis	Moderate (>60)	Low	High	Moderate	Moderate
Volcanic Ash Fall	Low (,10%)	Low	Low	Low	Moderate
Technological & Human-Caused Hazards					
Cyber Attack	Moderate (>75%)	High	Moderate	Moderate	Moderate
Dam Failures	Low (<30%)	Low	Low	Low	Low
Energy Emergencies	Moderate (>75%)	Moderate	Moderate	Moderate	Moderate
Hazardous Materials	Moderate (>50%)	Moderate	Moderate	Moderate	Moderate
Radiological	Moderate (>55%)	Low	Moderate	High	High
Search & Rescue	Low (<25%)	Moderate	Low	Low	Low
Terrorism	Moderate (>75%)	Moderate	Moderate	Moderate	Moderate
Transportation-MCI	Moderate (>80%)	Moderate	Moderate	Moderate	Moderate
Epidemics/Pandemics	Moderate (>80%)	Moderate	Moderate	Moderate	Moderate

Table 5: 2022 Kitsap THIRA Risk Ratings.

The overall ratings for hazards from the 2015 and 2019 MHMP remain similar. Two major updates include raising the overall rating for Tsunamis from “Low” to “Moderate” due to studying simulated data and information as well as the addition of ratings for Cyber Attacks, which did not have any ratings previously. The Epidemics risk was updated to include Pandemics to give a better understanding of this hazard.

Hazard Mitigation Process for Kitsap County

Kitsap County's planning process defines goals and objectives to assist in mitigation planning, evaluation of mitigation strategies, and identification of mitigation projects. The process includes hazard identification and assessment, community identification, and understanding of the geological history and its effects on land use and development.

Capability Assessment

The Capability Assessment is an evaluation of Kitsap County's governmental structure, political framework, legal jurisdiction, fiscal status, policies and programs, regulations and ordinances, and resource availability. The purpose of conducting a capability assessment is to determine the ability of a local jurisdiction to implement a comprehensive mitigation strategy and to identify potential opportunities for establishing or enhancing specific mitigation policies, programs, or projects. As in any planning process, it is important to try to establish which goals, objectives, and/or actions are feasible based on an understanding of the organizational capacity of those agencies or departments tasked with their implementation. A capability assessment helps to determine which mitigation actions are practical, and likely to be implemented over time, given a local government's planning and regulatory framework, level of administrative and technical support, fiscal resources, and current political climate. The information collected in the survey questionnaires was incorporated into a database for further analysis. A general scoring methodology was then applied to quantify each jurisdiction's overall capability. According to the scoring system, each capability indicator was assigned a point value based on its relevance to hazard mitigation. The Capability Assessment can be found in Appendix B: Capability Assessment.

Goals

Information from the capability assessment led to the development of seven goals which form the basis for the objectives in the following section, these seven goals align with FEMA's mission area **"Mitigation: Reduce the loss of life and property by lessening the impact of future disasters."** These goals are ranked shown from the highest priority, at the top of the list, to those of lesser importance.

1. Protection of life during and after the occurrence of disasters from identified hazards
2. Preventing the loss of life and reducing the impact of damage where problems cannot be eliminated
3. Protection of emergency response capabilities, including:
 - a. Communication and warning systems.
 - b. Emergency medical services and medical facilities mobile resources.
 - c. Critical facilities.
 - d. Government continuity.
4. Protection of developed property, homes and businesses, industry, educational opportunities, and the cultural fabric by combining hazard loss reduction with the community's environmental, social, and economic needs.
5. Promoting public awareness of community hazards and mitigation measures and encouraging public participation in the planning objectives.

6. Preserving or restoring natural mitigation values such as flood plains.
7. Protection of natural resources and the environment.

Objectives

The following objectives are meant to serve as a “measuring stick” upon which individual hazard mitigation projects can be evaluated. These criteria for evaluation become especially important when two or more projects are competing for limited resources. Project criteria objectives may include, but are not limited to, ensuring the MHMP is a functional document that identifies short- and long-term strategies and describes each measure, including by:

1. Identifying at least one person, agency, or organization responsible for implementation.
2. Projecting a time frame for implementation.
3. Explaining how the project will be financed, including the conditions for financing and implementation as information is available.
4. Being consistent with, supporting, and helping implement the goals and objectives of hazard mitigation plans already in place for the geographic area in question.
5. Being based on the Kitsap County Hazard Identification & Vulnerability Assessment.
6. Having significant potential to reduce damages to public and/or private property or reduce the cost of Local, State, and Federal recovery from future disasters.
7. Being the most practical, cost-effective, and environmentally sound alternative after consideration of the options.
8. Addressing a repetitive problem or one that has the potential to have a major impact on an area, reducing the potential for loss of life, loss of essential services and personal property, damage to critical facilities, economic loss, hardship or human suffering.
9. Meeting applicable permit requirements.
10. Discouragement of development in hazardous areas.
11. Contributing to both the short- and long-term solution to the hazard vulnerability risk problem.
12. Ensuring the benefits of a mitigation measure are equal to or exceed the cost of implementation.
13. Having manageable maintenance and modification costs.
14. Being designed, when possible, to accomplish multiple objectives, including improvement of life-safety risk, damage reduction, restoration of essential services, protection of critical facilities, security of economic development, recovery, and environmental enhancement.
15. Using existing resources, agencies, and programs, when possible, to implement the project.

Thirty-three organizations, and partner City's participated in the THIRA development process and the MHMP review and update effort, bodies that participated are listed above in Table 2, however every effort was taken to be totally inclusive of all agencies, but the structure of government there were some agencies who were represented by their overarching governmental agency.

1. Other Factors Impacting Community:

- a. Existing Hazard Mitigation/Management/ Damage Reduction Plans.
- b. Existing County agencies and programs.
- c. Hazard mitigation measures currently implemented.
- d. Financial constraints and the ability to implement mitigation strategies.
- e. State and Federal lands contained within Kitsap County impacting upon County resources.
- f. State and Federal transportation links serving Kitsap County and impacting upon County resources.
- g. Response and recovery from the COVID pandemic.

Prioritization for Natural Hazard Mitigation

Much of the loss from a natural disaster is a result of property and contents damage, additional living and business interruption costs, and the cost of the response to the disaster itself. The challenge for both governmental entities and the private sector is to determine the economic feasibility of preventive actions (mitigation) that may lessen future losses.²⁵ The issue often raised by elected officials is whether the benefits of mitigation exceed the costs, especially if no regulation or standard is required. Conversely, if a minimum standard were in place at the time of the event, through a benefit-cost analysis, it could demonstrate that exceeding such minimums would still be economically defensible.

The goal of each strategy is the reduction or prevention of damage from a hazard event. In order to determine a strategy's effectiveness in accomplishing this goal and prioritizing each strategy, a set of criteria is applied to each proposed strategy.

To support community-wide planning, each Stakeholder Steering Committee member identifies potential strategies for their specific type of agency and prioritizes each strategy, taking the following considerations into account:

1. Plan goals and objectives

- a. How does the mitigation action address the goals and objectives of the plan?
- b. Does it reduce disaster damage?

2. Equity

- a. Does the strategy benefit most, if not all the communities within the County?
- b. Is there an equitable distribution of strategies by each participating agency?

3. Countywide impacts

- a. How does it affect Kitsap County as a whole?

4. Ease of implementation

- a. Can this action be easily implemented first?
- b. Does the agency(ies) have the capability (funding, regulatory authority, staff) in place now to implement the strategy?

5. Multi-objective strategies

- a. Does this strategy achieve multiple goals?

6. Time

- a. Can this strategy be quickly accomplished compared to those that would take a long time to obtain the necessary approvals or funding?

7. Post-disaster mitigation

- a. Is this strategy more feasible in a post-disaster setting?
- b. Would the extent of damages, political will, and access to State and Federal mitigation funds dramatically alter the feasibility of implementation?

After each stakeholder completes this process, the recommended strategies are presented to and reviewed by the entire Stakeholder Steering Committee. The Stakeholder Steering Committee rates the strategies in order of overall priority based on the same considerations above and considers the STAPLEE criteria listed below.

1. Social

- a. Is the proposed strategy socially acceptable to the community?
- b. Are there equity issues involved that would mean that one segment of the community is treated unfairly?

2. Technical

- a. Will the proposed strategy work?
- b. Will it create more problems than it solves?

3. Administrative

- a. Can the community implement the strategy?
- b. Is there someone to coordinate and lead the effort?

4. Political

- a. Is the strategy politically acceptable?
- b. Is there public support both to implement and to maintain the project?

5. Legal

- a. Is the community authorized to implement the proposed strategy?
- b. Is there a clear legal basis or precedent for this activity?

6. Economic

- a. What are the cost and benefits of this strategy?
- b. Does the cost seem reasonable for the size of the problem and the likely benefits?

7. Environmental

- a. How will the strategy impact the environment?
- b. Will the strategy need environmental regulatory approvals?

Proposed mitigation strategies were prioritized based on the following factors:

1. Ease of implementation
2. Effect on overall risk to life and property
3. Funding availability
4. Kitsap County Hazard Identification and Vulnerability Assessment of 2019
5. Political and community support
6. A general economic cost/benefit review

Ease of implementation and funding availability were critical factors in prioritizing strategies. Mitigation actions with “high” priority are determined to be the most cost effective and most

compatible with the participating jurisdictions' unique needs. Actions with a "moderate" priority were determined to be cost effective and compatible with jurisdictional needs but may be more challenging to complete administratively or fiscally than "high" priority actions. Actions with a "low" priority were determined to be important community needs but may face several potential challenges in terms of implementation (e.g., lack of funding, technical obstacles).

FEMA's Benefit-Cost Analysis

Benefit-Cost Analysis (BCA)²⁷ is the method by which the future benefits of a hazard mitigation project are determined and compared to its costs. The end result is a Benefit-Cost Ratio (BCR), which is calculated by a project's total benefits divided by its total costs. The BCR is a numerical expression of the "cost-effectiveness" of a project. A project is considered to be cost effective when the BCR is 1.0 or greater, indicating the benefits of a prospective hazard mitigation project are sufficient to justify the costs.²⁴

FEMA requires a BCA to validate cost effectiveness of proposed hazard mitigation projects prior to funding. There are two drivers behind this requirement: (1) the Office of Management and Budget's (OMB) Circular A-94 Revised, "Guidelines and Discount Rates for Benefit-Cost Analysis of Federal Programs" and (2) the Stafford Act.

Detailed benefit-cost analyses are conducted using FEMA's BCA methodology prior to scheduled implementation and are considered in the final prioritization of strategies/projects. *A more detailed cost/benefit analysis will be applied to particular projects prior to the application for or obligation of funding, as appropriate.*²⁷

PRIORITY ONE and PRIORITY TWO Mitigation Strategies

In previous iterations of the MHMP, mitigation strategies were classified as PRIORITY ONE, which were recommended for funding and implementation, or PRIORITY TWO, which were suited to serve the community's needs and considered for the future should the opportunity arise, and funding became available. For the 2024 MHMP update, the mitigation strategies were grouped into one section (Mitigation Strategies & Recommendations) and the strategies that were previously in individual City Profiles remain in the City Profile portion for this revision. If a mitigation strategy had been in previous plans and not completed due to funding or lack of political drive, it was verified to determine its relevance and removed if not realistically achievable nor intended to be implemented during the tenure of this 2024 plan. The focus was on identifying appropriate and achievable mitigation strategies to make progress in buying down risk to the public and environment. Some larger unfunded mitigation strategies are still included due to their exigent need and the MHMP Committee will strive to find funding for these initiatives.

A3-a. DOES THE PLAN DOCUMENT HOW THE PUBLIC WAS GIVEN THE OPPORTUNITY TO BE INVOLVED IN THE PLANNING PROCESS AND HOW THEIR FEEDBACK WAS INCLUDED IN THE PLAN?

Public Outreach & Engagement

The Emergency Management Council, as well as all of the entities that participated in this plan, are committed to continued public involvement and education on risk reduction through mitigation. It is important that all-hazard mitigation becomes integrated into existing programs and becomes part of the way jurisdictions make decisions about land use and facilities planning. Jurisdictions should continue to keep the public engaged via periodic presentations, surveys, and postings on social media. The County provides opportunities to the public both during the MHMP planning process and when a near-to-final draft of the plan is complete for a last round of input before the final draft.

KCDEM facilitated several methods of public engagement during the planning process, including providing printed and electronic surveys in English and Spanish for all members of the community to provide feedback on community hazards and mitigation activities. This was done in person at the Kitsap County Fair and Stampede from 2021 through 2024, at town/county meetings, and electronically via the KCDEM website and social media accounts. In 2022 Kitsap DEM revised our whole community outreach campaign which now centers around “The Big One Disaster Prep”, at the natural conclusion of the “Put A Big Foot Forward Towards Risk Reduction” campaign.

As updates occurred throughout the development process, copies of the plan and any proposed changes were posted on KCDEM’s website with an accompanying Google Forms survey to capture the public’s feedback on the draft Plan electronically. The KCDEM website had a direct link to a Google Forms survey to allow the public and other interested parties the opportunity to address any comments and/or concerns they have relating to the plan.

Social media platforms such as Nextdoor and Facebook were utilized to inform the community of the opportunity to provide input and direct them to the proper website links.

Opportunity for Public Input During the Planning Process

The public was engaged in the MHMP development process in various in-person methods; in-person engagement such as at the Kitsap County Fair and Stampede covering Central Kitsap and two public town halls to cover North and South Kitsap.

MHMP Draft for Public Review and Town Hall Public Outreach: On August 19, 2024, information was shared on Kitsap County’s Department of Emergency Management and Government’s Facebook accounts regarding upcoming public town halls for the discussion of the MHMP update scheduled for October 2024 and included a direct link to the draft plan.

***Incorporation of Public Feedback
During the Planning/Development Process***

Community Survey Results	
Hazard	Average RII Rating
Natural Hazards	
Earthquakes	1.96
Wildfires & Urban Fires	1.02
Severe Storms/Tornados	0.68
Landslides & Erosion	0.51
Floods	0.58
Tsunami & High Waves	0.28
Extreme Cold	0.76
Extreme Heat	0.35
Drought	0.15
Technological/Human-Made Hazards	
Power/Utility Failure	1.36
Telecommunication Failure	0.68
Cyber Attack	0.86
Terrorism	0.45
Human & Animal Epidemics	0.32
Transportation Accident - Vehicle	0.84
Civil Disturbance	1.56
Search & Rescue Emergencies	0.28
HazMat Incident - Radiological	0.27
HazMat Incident - Chemical	0.26
Agricultural Pests	0.25
Hazard Sites/Materials	0.23
HazMat Incident - Biological	0.22
Transportation Accident - Ship	0.16
Transportation Accident - Airplane	0.15
Dam Failure	0.12
Transportation Accident - Train	0.11
Pandemic	0.98

Table 6: Community Survey Results.

Relative Importance Index (RII) is calculated for each of the indicators and ranked accordingly. The RII is derived to summarize the importance of each indicator using a range from 1 to 5, where

- 1 = Very Concerned,
- 2 = Somewhat Concerned,
- 3 = Neutral
- 4 = Slightly Concerned
- 5 = Least Concerned.

The results were weighted against the number of respondents to find the means. The following table shows the results ranked from most to least concerning.

Public feedback regarding the perception of the effect of natural and technological/human-made hazards was gathered during the MHMP review, update and editing process through the above-mentioned venues. Results were compared with the Stakeholder Steering Committee survey results as well as information from past iterations of the MHMP and the qualitative and quantitative data gathered during the update process. Community members were asked to identify five of the most concerning hazards and to provide them a rating of one through five, with one being the most concerning or important to address. A total of 206 printed surveys were completed by community members at the Kitsap County Fair and Stampede between at the Kitsap County Fair and Stampede between August 21 to 25th, 2024; 198 surveys were

completed during the 2023 Kitsap County Fair and Stampede between August 21 to 25th, and 292 surveys were completed between the 2021 and 2022 Kitsap Fair and Stampede, for a total of 586 responses from Fair attendees. Another 152 surveys were received at community outreach events held from 2021 – 2024 for a grand total of 738 responses. Calculations were made based on the Relative Importance Index (RII) formula to find the means. The survey also included several questions on the overall preparedness levels of the respondent and their households. Results of the surveys can be found in Appendix C: Stakeholder and Public Engagement Records.

Feedback on the MHMP Draft

An in-progress draft was presented to the Stakeholder Steering Committee members and public for review and comment via printed copies at the public town halls and online on the kitsapdem.org website with an accompanying MHMP Feedback Survey via Google Forms. Stakeholders primarily provided feedback via email or using the MHMP RFI Tracker. The public was notified via emails from the County, the Community Emergency Response Team (CERT).

An overview of public feedback received and how it was incorporated into the MHMP document can be found in the table 7 below.

Feedback Received	Method Received	Action Taken
Concerns were expressed about liquefaction in the Hansville area, liquefaction was discussed as a relevant topic during the flooding hazard discussion during the THIRA, and those sections were reviewed for the attendees.	Public Town Hall in Poulsbo	These issues are covered in the THIRA and those sections were reviewed for the attendees. The liquefaction maps included in the MHMP were reviewed and updated to ensure a comprehensive liquefaction description of the county is accounted for in the 2024 update to the MHMP.
Multiple members of the counties Yacht Clubs stated their willingness and want to help during an emergency.	Public Town Hall in Poulsbo Keyport Town Hall meeting.	KCDEM discussed current work with the building of a “Marine Unit”. The development of a County sponsored volunteer marine unit for emergency and disaster response was briefed at the THIRA noting the marine unit’s ability to cover some gaps in resources.
One member wanted to see if there was any new data regarding what the resulting tides, or tsunamis would be when the Seattle fault moves.	Public Town Hall in Poulsbo	More information regarding a Seattle fault earthquake and the potential impacts was added to the Tsunamis, High Waves, and Seiches section of the HIVA and Mitigation Strategies section in the MHMP regarding tsunamis.

One attendee was concerned with the increase in developments in the northern portion of the county and how that will impact liquefaction and possible mud/landslides.	Public Town Hall in Poulsbo	At the current time the maps in HAZUS have not been updated to include the new developments and construction in the northern portion of the county and the impact of these. The next review and update of the MHMP starting in mid-2025 will request updated mapping through HAZUS and include any changes in liquefaction areas in that update.
Remarks about road clearance led to a good general discussion on the importance of neighbor helping neighbor as the first response and may be the only response for some time in a disaster.	Public Town Hall in Poulsbo	No action was taken regarding the MHMP.
One attendee asked whether there were risk assessments completed for various hazards simultaneously.	Public Town Hall in Port Orchard/Email	Risk assessments in the THIRA and MHMP were completed for each hazard separately to capture as much information for each hazard as possible, looking at compounding hazards is not a time useful endeavor.
A comment was received asking if the MHMP will include information on poverty and drug-use impacts on the community.	MHMP Draft Feedback Survey	Due to the MHMP focusing on natural hazards, information on poverty and drug usage will not be included in the MHMP.
A comment was received asking whether electromagnetic pulse attacks by terrorists would be included in the MHMP.	MHMP Draft Feedback Survey	Due to the MHMP focusing on natural hazards, information on EMP attacks will not be included in the MHMP.

Table 7: Overview of Community Feedback and actions taken.



A1-B DOES THE PLAN LIST THE JURISDICTION(S) PARTICIPATING IN THE PLAN THAT SEEK APPROVAL, AND DESCRIBE HOW THEY PARTICIPATED IN THE PLANNING PROCESS?

Stakeholder Review & Adoption Process

In April 2023 Kitsap County Department of Emergency Management convened the first meeting of our Local Emergency Planning Committee (LEPC) establishing Kitsap County's LEPC.

The LEPC is comprised of stakeholders from local partners and are key to making emergency management successful. Members of the LEPC include:

Cities:

- [Bainbridge Island](#)
- [Bremerton](#)
- [Port Orchard](#)
- [Poulsbo](#)

Local agencies:

- [Fire Districts](#)
- [Law Enforcement Agencies](#)
- [Port Districts](#)
- [Public Utility Districts](#)
- [School Districts](#)
- [Water Districts](#)
- [Navy Region NW](#)

County-level government functions:

- [Housing Kitsap](#)
- [Kitsap County Government](#)
- [Kitsap Public Health District](#)
- [Kitsap Public Works](#)
- [Kitsap Transit](#)

Local Non-For-Profit organizations:

- [American Red Cross](#)
- [Empact Northwest](#)
- [Kitsap Community Foundation](#)
- [Kitsap Community Resources](#)
- [United Way of Kitsap County](#)
- [Kitsap Economic Development Alliance](#)
- [Kitsap Medical Society](#)

Local Medical Partners:

- [Kitsap Mental Health Service](#)
- [Peninsula Community Health Services](#)
- [St. Michael Medical Center](#)
- [Washington Veterans Home at Retsil](#)

Together, these partners produce and exercise the Kitsap County region's Comprehensive Emergency Management Plan, Multi-Hazard Mitigation Plan, and Comprehensive Disaster Recovery Plan.

1. The LEPC meets every 4 months and reviews different aspects of Kitsap County's plans to ensure they are current, equitable and inclusive.
2. Agencies report out on mitigation strategy updates during these meetings allowing partners to better understand how the mitigation strategies are being completed and the effect on the population and communities.

Plan Review & Adoption Process

Four partner city jurisdictions participated in the review, updating, and promulgation of the Kitsap County MHMP: Bainbridge Island, Bremerton, Port Orchard, and Poulsbo. Each participating jurisdiction is governed by rules for public involvement. The Planning Committee took the following steps to ensure that the public was involved in the development of the plan:

1. The public was engaged in the planning process via electronic and in-person methods to include North, Central, and South Kitsap which are referenced in the Opportunity for Public Input During the Planning Process section. Kitsap provided multiple opportunities for the citizens to comment on the plan, town halls and at the Kitsap County Fair and Stampede.
2. Governmental agencies and participating organizations reviewed the plan as required by

their governing bodies during the months of October 2024 through November 2024.

3. Kitsap County Department of Emergency Management placed the MHMP on its kitsapdem.org web page for public review and comment, as well as on Facebook® and Nextdoor®.

Kitsap County MHMP Review Agency Adoptions (2024)			
Organization/Agency	Adopting Authority	Past Adoption Date(s)	New Adoption Date(s)
Emergency Management Authority			
Countywide Emergency Management Program	Kitsap County Emergency Management Council	1/26/2020	
Kitsap County Government			
Kitsap County Government	Kitsap County Board of County Commissioners	01/27/2020	
Kitsap County MHMP Review Agency Adoptions (2019)			
Organization/Agency	Adopting Authority	Past Adoption Date(s)	New Adoption Date(s)
Kitsap County Public Health	Kitsap County Public Health Board of Health	02/02/2010	
Kitsap County Public Works	Kitsap County Public Works	01/16/2020	
Kitsap County Regional Library	Kitsap County Rural Library District Board of Directors	01/26/2020	
Kitsap Public Utilities District	Kitsap Public Utilities District Board of Commissioners	01/26/2020	
Kitsap Transit	Kitsap Transit Board of Commissioners	02/16/2020	
Cities			
Bainbridge Island	Bainbridge Island City Council	08 Sep 2020	
Bremerton	Bremerton City Council	16 Sep 2020	
Port Orchard	Port Orchard City Council	08 Sep 2020	
Poulsbo	Poulsbo City Council	16 Sep 2020	

Table 8: Kitsap County MHMP Agency Review and Adoption.



D2. IS THERE A DESCRIPTION OF THE METHOD AND SCHEDULE FOR KEEPING THE PLAN CURRENT (MONITORING, EVALUATING, AND UPDATING THE MITIGATION PLAN WITHIN THE FIVE-YEAR CYCLE)? (44CFR § 201.6(c)(4)(i))

Plan Evaluation & Maintenance

GOAL: Establish an ongoing process to accomplish Hazard Mitigation Strategy identification on an annual basis. To be effective, mitigation must be a continuing activity.

The Kitsap County Multi-Hazard Mitigation Plan will be reviewed at a minimum on an annual basis, (As a part of the pre-budget development process in April/May. The MHMP will also be reviewed prior to the annual FEMA Notice of Funding for Flood and Pre-Disaster Mitigation Grants) and after every major emergency/disaster that impacts Kitsap County and/or its cities, to determine the effectiveness of the mitigation strategies, programs or other related activities. Every five years, next due in 2029, the plan will be updated and forwarded to the Washington State Division of Emergency Management, Hazard Mitigation Officer for review and subsequently forwarded to the Federal Emergency Management Agency, Region 10 per the requirements of the Disaster Mitigation Act 2000.

Kitsap County Multi Hazard Mitigation Planning Committee

After the annual internal review process, the Department of Emergency Management will meet with the Multi-Hazard Mitigation Planning Committee, to identify new Mitigation Strategies and initiatives to replace those that have been completed or identified during interim disasters and/or emergencies that have impacted the County or its partner Cities. During the annual Multi-Hazard Mitigation Planning Committee review process, KCDEM will facilitate the annual review process with the MHMP Stakeholder Steering Committee and agency participants noted in the Introduction section. The committee will review the current strategies to determine their relevance to changing situations within Kitsap County as well as known changes in State or Federal policy.

This review should discuss at a minimum:

1. Validate jurisdiction/agency representatives and changes to the Stakeholder Steering Committee
2. Changes to local policies or strategies that warrant a local revision to the plan
3. Updates on overall and jurisdictional/agency strategies
4. Changes to federal and state mitigation programs
5. Lessons learned from emergencies/disasters; local and national
6. Hazard mitigation grants

Following, the KCDEM Planning, Training, and Exercise Officer will develop a draft written report describing the review findings and new proposed mitigation recommendations and strategies. This “Annual MHMP Update” will be sent to the governing bodies of participating organizations that developed the plan.

Public Meetings will be held in each of the three (3) Commissioners districts to present the annual MHMP update supported by the Hazard Mitigation Planning Committee. The meetings will provide the public a forum for which they can express their concerns, opinions, or ideas about the

plan status. KCDEM will be responsible for using County resources to publicize the annual meetings and maintain public involvement through various media platforms.

Kitsap County Emergency Management Council

The Kitsap County Emergency Management Council will review and adopt all or portions of the annual MHMP update at the first meeting of the calendar year.

1. Each member of the Emergency Management Council (EMC) will support, and bring back to their individual political subdivisions, the recommendations adopted by the EMC for implementation and coordination on a local and regional basis as applicable.
2. The EMC will review and adopt, as necessary, the work of the Multi-Hazard Mitigation Planning Committee.

Related Tasks of The KCDEM Planning, Operations, and GIS Officers

1. Review the progress made on the identification of resources and implementation of the Hazard Mitigation strategies by the end of May annually.
2. Contact and work with each Hazard Mitigation Strategy's Lead Agency for an annual progress report on funding and implementation of the strategies defined in the plan in June.
3. Meet annually, with each political subdivision, to identify new Hazard Mitigation strategies to be pursued on a regional basis and review the progress, implementation, and effectiveness of those programs and mitigation strategies already identified
4. Meet annually with the Multi-Hazard Mitigation Planning Committee to review the progress of the Hazard Mitigation program and bring forth community input on new strategies in Aug/Sept.
5. Coordinate with and support the Department of Emergency Management's efforts to promote and identify resources and grant money for implementation of the recommended Hazard Mitigation Strategies Oct/Nov.
6. Submit an annual Update report to the Director, Department of Emergency Management in December in draft for final submission to the Emergency Management Council in January on the status of the strategies adopted, funded and/or and implemented during the previous year.

Historical Plan Review, Evaluation & Update Schedule (2005-2024)	
Activity Date	Required Activity to Be Completed
April 2005 - 2008	Reviews, completed and submitted findings September annually.
April 2009 – June 2009	5-year update begins
July 2009	Conduct public forum(s) for the review process
October 2009	Plan revision began
March 2010	Plan sent to State Mitigation Officer for acceptance (not accepted and returned to meet FEMA's Crosswalk)
April 2013 - 2015	Reviews, completed and submitted findings September annually.
April 2016– June 2016	5-year update begins
April 2019	Plan review and update process began
August-September 2019	Conduct public forum(s) for the review process
September 2019	Final draft complete

October 2019	Plan sent to State Mitigation Officer for acceptance
November 2019	Plan sent to FEMA Region 10 for review
December 2019	Plan review completed by FEMA Region 10 and accepted
January 2020	Plan approval letter, Adopted and Promulgated by Cities and County
April 2020 - 2023	Reviews, completed and submitted findings November annually
April-Aug 2024	5-year update cycle
Dec 2024	Updated MHMP completed and sent for commissioner review.
* Jan 2025	2025 – 2029 MHMP approved by Kitsap County Board of Commissioners.
*Jan 2025	New Plan Adopted and Promulgated by Cities and County
*Best case projected timeline, the target is to get approved MHMP for FEMA approval mid Jan 2025	

Table 9: Historic MHMP Review, Evaluation, and Update (2005 - 2024).



D.3 DOES THE PLAN DESCRIBE A PROCESS BY WHICH EACH COMMUNITY WILL INTEGRATE THE REQUIREMENTS OF THE MITIGATION PLAN INTO OTHER PLANNING MECHANISMS, SUCH AS COMPREHENSIVE OR CAPITAL IMPROVEMENT PLANS, WHEN APPROPRIATE? (44CFR § 201.6(c)(4)(II))

Integration with other Local Plans

Information in this MHMP is meant to be integrated into and utilized for various local plans, policies, and efforts such as emergency operations plans, comprehensive plans, land use designation, zoning ordinances, building codes, subdivision regulations, and capital improvement plans. This plan has been developed in partnership with local partners and member cities within Kitsap County. As with previous editions the plan has been reviewed, edited, and updated with the assistance of the member cities within Kitsap County and will be provided to the member cities for adoption after final FEMA approval.

All Washington counties and cities are required to address critical areas, including frequently flooded and geologically hazardous areas, regardless of whether they are required to adopt a comprehensive plan²⁵. Accordingly, the land inventories, data, and other findings from critical areas planning should be incorporated into local comprehensive plans. Any additional information regarding hazardous areas, past occurrences, vulnerability, potential impacts, and future risk found in the local hazard mitigation plan or hazard identification and vulnerability analysis (required for development of a comprehensive emergency management plan) should also be integrated into the comprehensive plan. Policies that address critical areas should also include mitigation actions to reduce risk.

Natural hazard information and mitigation policies can be integrated into the comprehensive plan. This can include using the background information on natural hazards (including history of past

events and potential impacts), identifying any hazard-prone areas located throughout the community, and adding relevant natural hazard mitigation goals, objectives, policies, and projects to the appropriate plan elements.

Another opportunity for integration is collaborative planning and implementation. Integrated and collaborative planning allows key community officials to better understand the comprehensive and hazard mitigation policies, as well as their context in local government decision making, and who have the authority to execute the policies and programs in the development and implementation of both plans. This will ensure that all relevant parties are informed and assure plan implementation is feasible. They can help designate overlapping membership of key agency staff for both planning bodies to facilitate the sharing of knowledge and help build relationships that are important to successful implementation of mitigation activities.

Integration can also be facilitated through coordinated plan reviews and updates by reevaluating mitigation policies whenever new information regarding a community's hazard exposure, vulnerability, or risk becomes available and developing collaborative methods for revisions and updates of the natural hazard mitigation and comprehensive plans.

During the review, edit and update process our Tribal partners participated and provided guidance as to the collaboration related to our partnerships and the collaborative efforts during a disaster or emergency. We continue to reinforce our collaborative partnerships through mutual agreements, training, drills, and exercises. These activities continue to reinforce our joint resolve to ensure the wellbeing of all who live, work and travel through Kitsap County.

Kitsap County Profile

This section discusses Kitsap County and its community assets at risk to hazards and was taken from the 2019 Kitsap County Hazard Identification & Vulnerability Assessment. Assets are defined broadly to include anything that is important to the *character and function* of a community and can be described very generally in the following four categories:

- People
- Economy
- Built environment
- Natural environment

Although all assets may be affected by hazards, some assets are more vulnerable because of their physical characteristics or socioeconomic uses.

Profiles for the cities of Bainbridge Island, Bremerton, Port Orchard, and Poulsbo are found in Appendix A: Participating City Profiles.



Figure 2: Map of Kitsap County.

Kitsap County

With a total area of 566 square miles, of which 395 square miles (70%) are land, and 171 square miles (30%) are water, Kitsap County is the fourth-smallest county in Washington by land area and third-smallest by total area.^{1, 9, 32, 35, 44,100} The County is located between the metropolitan areas of Seattle and Tacoma, and the wilderness of the Olympic Mountains and has four incorporated cities: Bainbridge Island, Bremerton, Port Orchard, and Poulsbo.

- Winslow became the City of Bainbridge Island in 1992 after citizens voted to annex the entire island in 1990. Bainbridge Islanders enjoy a beautiful, rural setting just minutes from the cultural and recreational attractions of Seattle. It is also home to the state's most heavily traveled ferry runs.⁷¹
- Bremerton is Kitsap's most populated city, home to the area's largest employer, the Puget Sound Naval Shipyard.⁴⁴
- Port Orchard lies across Sinclair Inlet from Bremerton and is known for its downtown shops and antiques.⁴⁴
- Poulsbo, on the northern shore of Liberty Bay, is known as "Little Norway" due to its many residents of Norwegian descent.⁴⁴

In Washington, special purpose districts are limited purpose local governments separate from a city, town, or county government.⁸⁹ Generally, they perform a single function, though some perform a limited number of functions. They provide an array of services and facilities including electricity, fire protection, flood control, health, housing, irrigation, parks and recreation, library, water-sewer service and more recently stadiums, convention centers, and entertainment facilities that are not otherwise available from city or county governments. Kitsap County currently has 42 special purpose districts which can be found in Appendix C: Special Districts.⁸⁹

These districts are political subdivisions of the state and come into existence, acquire legal rights and duties, and are dissolved in accordance with statutory procedures. Enabling legislation sets forth the purpose of the district, procedures for formation, powers, functions and duties, the composition of the governing body, methods of finance, and other provisions. The districts are usually quasi-municipal corporations though some are statutorily defined as municipal corporations.⁸⁹

Although the general provisions for some special district statutes have been consolidated, such as for diking and drainage districts, there is no set of uniform provisions covering all special districts in Washington as there is with cities and counties.⁸⁹

Other Kitsap County cities have also conducted a number of annexations for urban growth areas.^{32, 71, 41, 90, 91}

The County operates with three commissioners and the following elected officials: Sheriff, Prosecutor, Coroner, County Clerk, Auditor, and Treasurer. Cities of Bremerton, Poulsbo, and Port Orchard operate with an elected Mayor and City Council members. The City of Bainbridge Island operates with a Mayor *pro tempore*, which rotates among elected City Council members annually. Each city has a City Manager for day-to-day operations. The Port Gamble S'Klallam and Suquamish Tribes have a Tribal Council who oversees their tribal nations, and each has a Tribal Executive Director.

Due to location and topography, Kitsap County can be subject to various hazards such as earthquakes, floods, landslides, severe weather, and tsunamis. Kitsap County has seen 16 Federally declared disasters since 1953, including six flood events, four severe storms, two earthquakes, two biological events, one coastal storm, and one volcano incident. KCDEM and its local, State, and Federal partners work together to prepare for, mitigate against, recover from, and respond to various events and disasters using a whole-community approach.

People

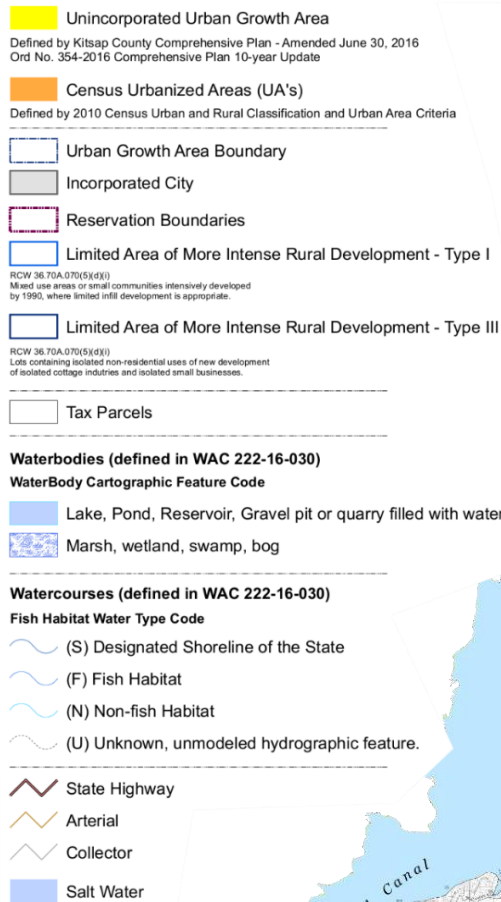
Population Overview

As of 2020, an estimated 275,611(+9.7% from 2010) people call Kitsap County their home.^{1, 9, 30, 32, 100} Thirty-three percent of those citizens reside in the cities of Bainbridge Island, Bremerton, Port Orchard, and Poulsbo. Additional residents live on the four military installations and in the tribes of Suquamish at the Port Madison Reservation and Port Gamble S'Klallam along the Hood Canal. Each City Profile section provides specific population/demographic information.

Out of the other counties in Washington, Kitsap ranks seventh in total population, third in population density, and median household income, and fifth in per capita income according to 2024 Esri Demographics^{1, 9, 30, 32}. Information related to persons living with disabilities derived from Kitsap Public Health's 2024 Kitsap County Populations with Functional and Access Needs Estimates.³⁴

Kitsap County Most Recent Population Estimates ^{32, 100}					
Location	Population	Population Density	Number of Households	Median Household Income	Living with a disability Disability
Kitsap County	283,073 (2024)	716 per sq. mi (2024)	117,442 (2024)	\$99,445 (2024)	13.49% (2022)
City of Bainbridge Island	25,177 (2024)	912 per sq. mi (2024)	10,354 (2024)	\$157,856 (2024)	8.45% (2022)
City of Bremerton	44,633 (2024)	1,570 per sq. mi (2024)	17,703 (2024)	\$70,194 (2024)	18.43% (2022)
City of Port Orchard	17,536 (2024)	1,818 per sq. mi (2024)	6,485 (2024)	\$90,302 (2024)	*14.76% (2022)
City of Poulsbo	12,403 (2024)	2,600 sq. mi (2024)	45,042 (2024)	\$97,958 (2024)	**12.44% (2022)

Table 10: Kitsap County Most Recent Population Estimates.
(* Includes South Kitsap County ** Includes North Kitsap County)



KITSAP COUNTY

Washington

Census Urbanized Areas and Urban Growth Areas

Figure 3: Map of Census Urbanized Areas & Urban Growth.

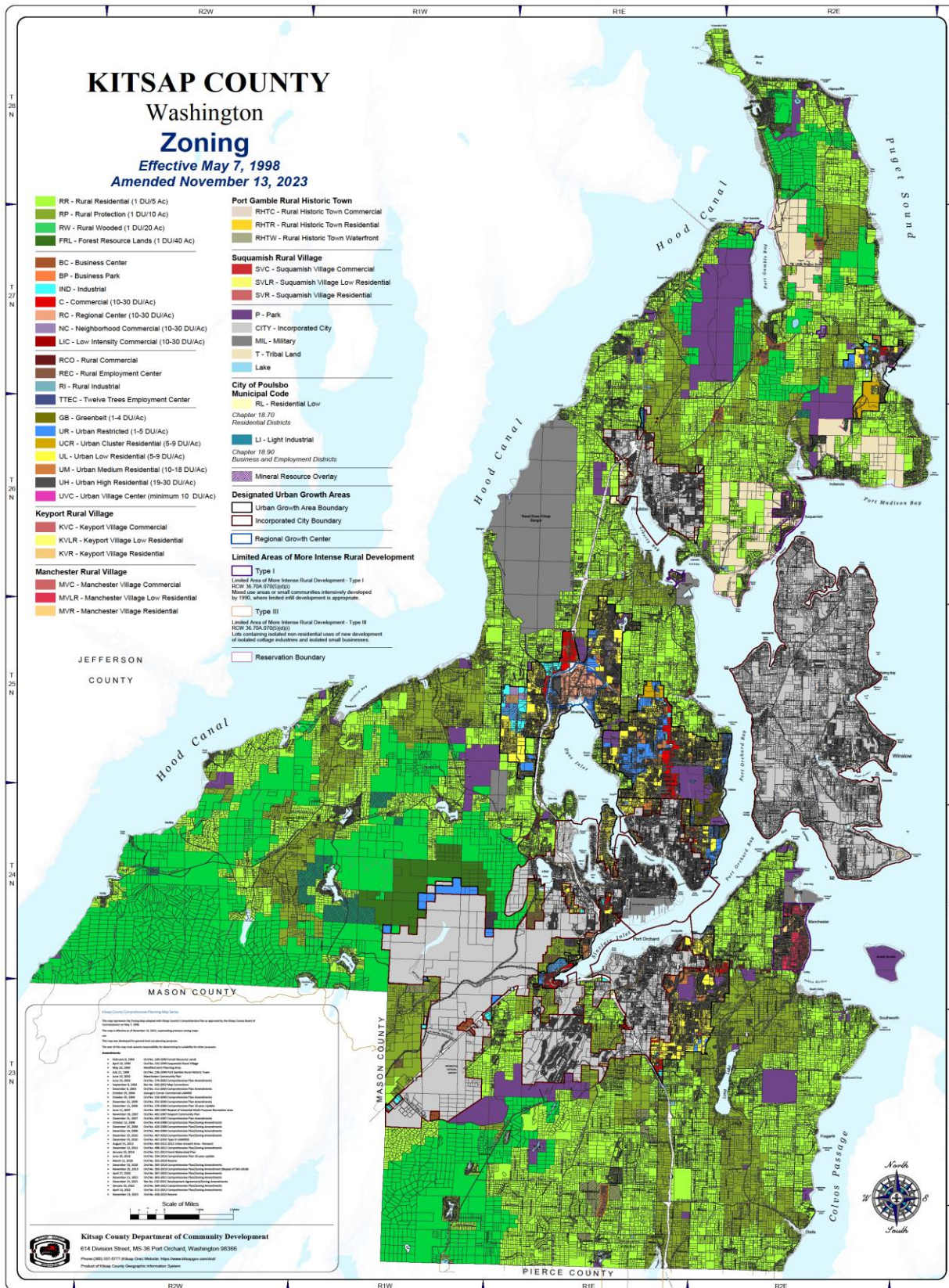


Figure 4: Kitsap Zoning Map amended Nov 13, 2023.

Age Distribution

Figure 4 below show the distribution of Kitsap County by age, sex and race. Residents 65 years and older make up approximately 21 percent of the population, this is a 3 percent increase over 2017 data¹⁰⁰. Kitsap's population of 65 and over is higher than Washington states' over 65 population at 17 percent. There are also proportionately fewer residents under 18 years of age and less than five years of age in Kitsap County compared to Washington state. Kitsap County has a median age slightly above that of Washington State at 40.4 years compared to 38.6 years of age for Washington.^{1, 9, 30, 32, 100}

Age

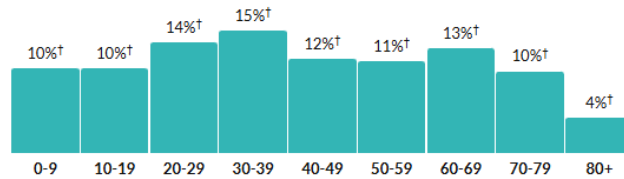
40.4

Median age

a little higher than the figure in Washington: 38.6

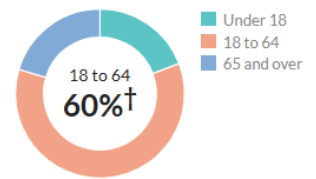
a little higher than the figure in United States: 39.2

Population by age range



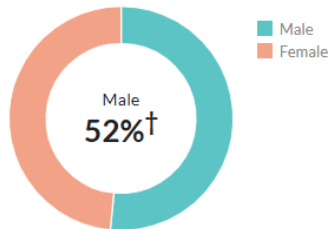
Show data / Embed

Population by age category



Show data / Embed

Sex



Show data / Embed

Race & Ethnicity



* Hispanic includes respondents of any race. Other categories are non-Hispanic.

Show data / Embed

Figure 6: Kitsap County Population Distribution

POPULATION WITH A DISABILITY, SUBGROUPS (2018 - 2022)

Sex	Male	14.8%	Geographic Region	Bainbridge Island	8.8%
	Female	14.7%		Bremerton	18.6%
Age Group	0-17	4.8%		Central Kitsap	14.5%
	18-34	10.6%		North Kitsap	13.6%
	35-64	13.6%		South Kitsap	15.3%
	65+	32.3%	Disability Type	Ambulatory	6.9%
Race/Ethnicity (Races include Hispanic)	American Indian or Alaskan Native	20.9%		Cognitive	5.8%
	Asian or Asian American	11.3%		Independent living	4.5%
	Black or African American	14.0%		Hearing	4.3%
	Native Hawaiian or Pacific Islander	13.7%		Self-care	2.2%
	White or Caucasian	15.7%			
	Multiracial	11.0%			

Figure 5: Kitsap County Population with a Disability by subgroups.

Functional Needs and Vulnerable Populations

Kitsap County's access and functional needs populations are outlined in figure 5 below. Kitsap's population with disabilities has increased approximately 1.5 percent since 2019 this includes the population with ambulatory difficulty those who are electrically dependent.^{34, 100}

Kitsap County Populations with Functional and Access Needs Estimates (Updated July 2024)

This report provides estimated numbers of people who might need additional assistance or have special needs during an emergency. These estimates can be used for emergency planning or other health or planning work.

Use the drop down filter to show data for the geographic region of interest. Click on any count (light beige columns) to show that data for each sub-county area on the map in the center. Learn more about each indicator by hovering over the count.

Number of Births	2022	2,935	Kitsap County None, None Legend	38,204	2018-22	People With a Disability [^]
Children and Youth (Age Birth-19)	2023	62,396		17,979	2018-22	People with Ambulatory Difficulty (Age 5+)
Seniors (Age 85+)	2023	5,466		3,967	2023	People With Developmental Disability (Age 3-17)
Seniors Living Alone (Age 65+)	2018-22	11,834		11,292	2018-22	People With Hearing Difficulty
People Immigrating to the US (entering since 2010)	2018-22	3,845		5,266	2018-22	People With Vision Difficulty
People With Limited English or No English Proficiency	2018-22	6,659		2,210	2024	Electricity-Dependent Adults
People Living Below 100% Poverty	2018-22	22,101		51,603	2022	Medically Dependent Adults
Children 0-17 Living Below 100% Poverty	2018-22	5,661		11,062	2021	People With Serious Mental Illness (Age 18+) [*]
People With Food Insecurity	2022	30,890		47,357	2022	People With Substance Use Disorder (Age 12+) ^{**}
Households with No Vehicle Available	2018-22	4,595		610	2023	Point in Time Count of People Experiencing Homelessness
People Commuting 45+ Minutes	2018-22	25,548	Kitsap County Population Total Kitsap Population Unincorporated Population (outside city limits) Incorporated Population (inside city limits) Incorporated Population (% of Inc.) Bainbridge Island Bremerton Port Orchard Poulsbo Kitsap County Households	710	2023-24	Public school students experiencing homelessness
				7,889	2018-22	People Living in Group Quarters

Notes: All counts are estimates. When available, 95% confidence intervals are provided in the popup when you hover over the data. [^] Civilian, noninstitutionalized only. ^{*} County estimate based on U.S. national estimates; ^{**} County estimate based on Washington State estimates; [#] The number is suppressed due to unreliability and/or data is not available. When the number is highly unreliable, the confidence interval in the tooltip will also be suppressed/blank.

July 2024

Kitsap Public Health District, Public Health Emergency Preparedness and Response Program, prepare@kitsappublichealth.org

1

Figure 7: Kitsap County Populations with Functional and Access Needs.

Economy

In 2023, the civilian labor force in Kitsap County averaged 131,014, higher than the 2019- 2022 levels. On an annual average basis, there have been yearly increases in the labor force since 2014, another indicator of a healthy job market. In 2023, the county unemployment rate was 4.1 percent steady from 2022. Unemployment during the 2019-2022 pandemic spiked with a high of 7.7 percent in 2020.^{32, 35, 44}

The largest component of Kitsap County nonfarm employment is government. This sector typically accounts for over a third of the nonfarm total with a 2021 total of 32,600 jobs. Of that total, 20,200 was federal government employment. The second-largest group was local government, with 10,700 jobs.^{1, 9, 30, 32, 35}

Five military installations are located within Kitsap County and are a critical factor in the County's economic balance. The remaining workforce work in the fields of fishing, construction, manufacturing, transportation, public utilities, wholesale, retail, financial, insurance, real estate, and services. Kitsap County is also home to many citizens who consider themselves retired and enjoying the culture and incredible atmosphere of Kitsap County and its four "port" cities.^{1, 9, 30, 32}

Built Environment

As of 2023, Kitsap County has 118,680 housing units and 2,258 building permits issued, housing unit occupancy and structure type is noted in table 12 below. Figure 8 offers a view of comprehensive land use in the County.^{1, 9,100}

The most current Hazus risk assessment from FEMA's Risk Report was utilized to identify the buildings most at risk from multiple hazards, as well as specific areas of mitigation interest. The table below highlights some of the buildings in the unincorporated Kitsap County affected by flooding, tsunami, earthquake, and landslide risks. Unincorporated Kitsap County has 30% of its structures built before modern building code and has 766 buildings within the landslide zone, representing \$137 million in value.³⁵

Kitsap County Areas of Mitigation Interest ^{36, 100}					
Community Building Name	Address	Building Value	Loss Value	Loss Ratio	Hazard Type
Multiple Single-Family Homes	NE Twin Spits Rd	\$2.0 million (15 Homes)	\$790,000	40%	Flood
Sunnyslope Elementary School	4183 Sunnyslope Rd. SW, Port Orchard	\$2.6 million	\$1.3 million	50%	Earthquake
Apartment Complex	1623 W. Admiralty Heights Ln.	\$8.1 million (9 Units)	N/A	N/A	Landslide
Tracyton Community Library	351 NW Tracy Ave.	\$85,000	\$53,000	64%	Earthquake
South Kitsap Fire and Rescue	1974 Fircrest Dr. SE	\$994,000	\$651,000	65%	Earthquake

Table 11: Kitsap County Areas of Mitigation Interest.

Existing Structures

City/County Public Buildings

The combined City/County public buildings are approximately 2500 units. In the past decade, the Cities and County enjoyed a building boom, which included the construction of a new County Administration Building and four new city halls.^{32, 41, 71, 90, 91} Most other critical facilities are relatively new except for older structures used by the fire districts or non-governmental organizations (NGOs) serving Kitsap County. The Kitsap County Housing Authority did not participate in this planning process; most of their buildings are of wood stock with minor exceptions and were not damaged during the Nisqually earthquake.

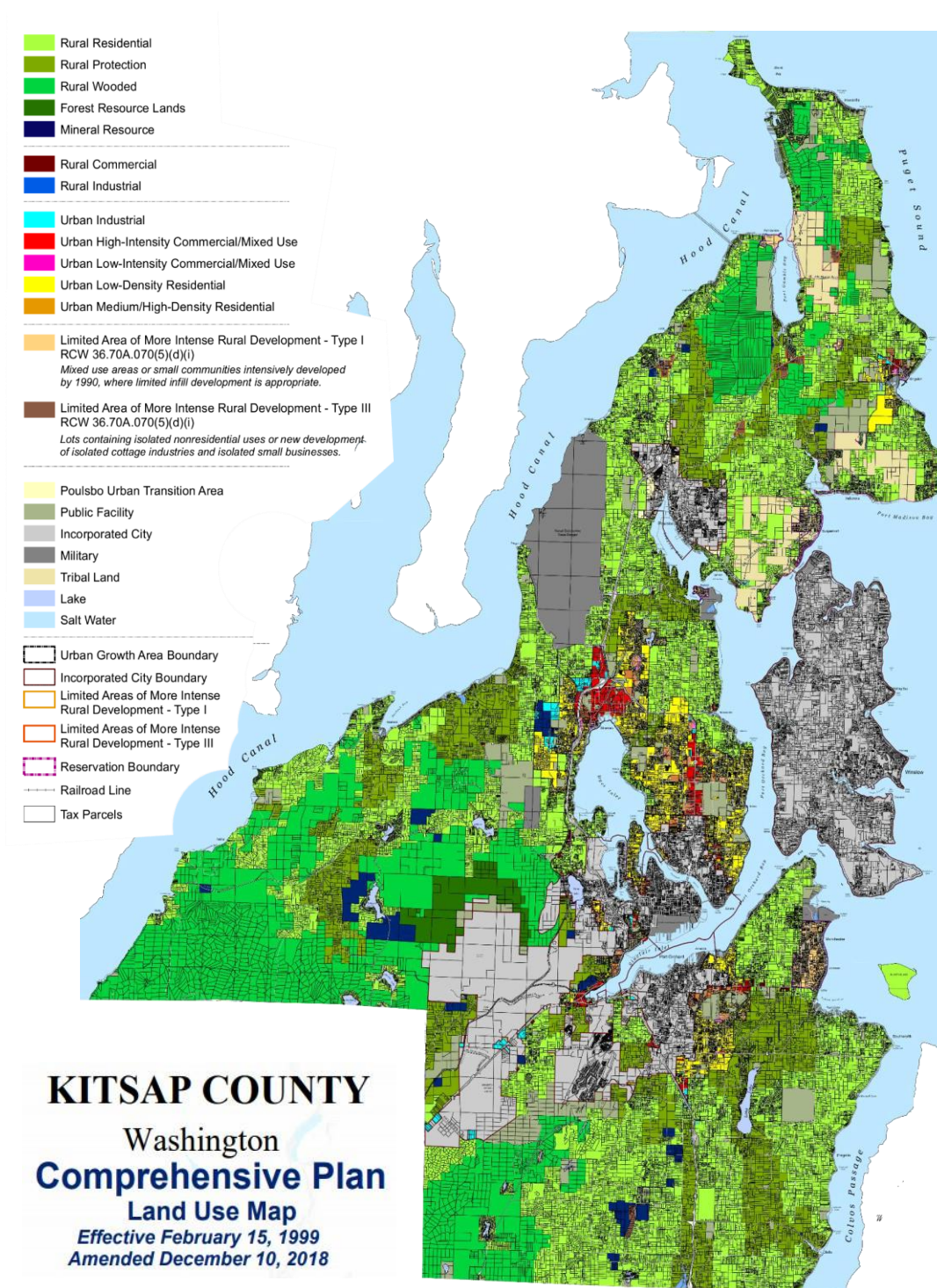


Figure 8: Kitsap County Comprehensive Land Use (2023).

Residential Structures

Most residential structures in the County are constructed of wood stock. KCDEM offers programs to instruct building contractors and residence on how to “brace and bolt” older structures to improve some of the over 100,000 residential structures that have not been retrofitted to earthquake mitigation standards. The table

below contains the number of housing units in Kitsap as of 2023: ^{1, 44}

Units & Occupancy

118,685

Number of housing units

Washington: 3,361,561

United States: 145,333,460

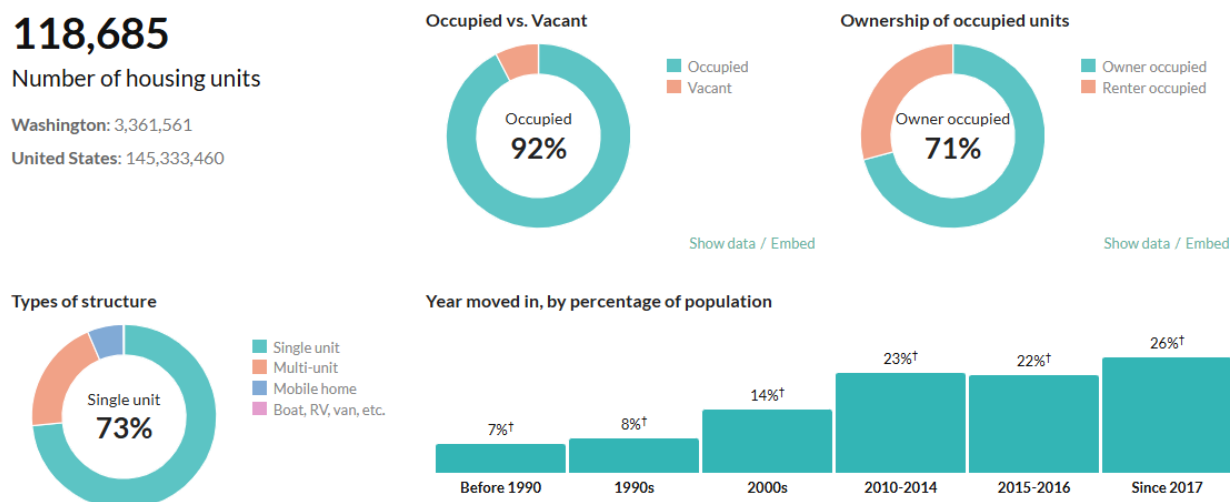


Figure 9: Kitsap County Housing Characteristics - American Community Survey (2023).

Infrastructure

Transportation, Communications, and Utilities

Transportation, communications, and utilities are vulnerable to hazardous events. Transportation corridors are vital to the movement of citizens and the economy, as well as electrical and natural gas grids providing energy in the County. Transportation is provided through state and county roads but limited by the geographic characteristics of Kitsap County shorelines and is subject to ferry systems and bridges. There is no major rail service in the County with some track provided to Naval installations. ^{1, 44}

The Hood Canal Floating Bridge is critical to Clallam and Jefferson Counties as their main supply route which may be impacted by various hazards. ^{1, 44}

Transportation Concerns

1. The Tacoma Narrows is the major route for commercial traffic into the county and may be affected by various hazards.
2. The Gorst area is a choke point that most traffic heading north of this point has to pass through. The bridges in the area are particularly vulnerable to natural disasters such as earthquakes due to liquefaction.
 - a. Gorst continues to be a transportation chokepoint that becomes impassable with nearly any hazard, including high winds, floods, and car accidents. This issue has the potential to result in delays in emergency response operations and critical transportation.
3. All other bridges on SR16 including those in Pierce County.
 - a. This is the main route for getting things into Kitsap County.
4. The three Ferry Terminals (Bremerton, Bainbridge, and Southworth).
5. The Agate Pass Bridge, as it is the only land connection to Bainbridge Island.

Kitsap County enjoys all the communications available to major Puget Sound cities. These include

high-speed internet and cable TV services, which are available to its citizens. Kitsap County built a 911 Center in 2004 as a hazard mitigation strategy. Since the original construction seismic isolation systems were installed to provide better protection of the County and 911 communication networks.

Puget Sound Energy (PSE) provides essential electrical power to most residential and commercial facilities in Kitsap County. This combination of pole and underground service has received hazard mitigation-related upgrades over the years to reduce winter storm outages and improve structural integrity. However, along with both the pole and underground electrical grid, gas lines, public utility, and sewer systems are underground and vulnerable to earthquakes and other causes of moving earth (e.g., landslides).

Transportation Links in Kitsap County		
Type	Link	Comments
Air	Bremerton Airport	Limited commercial service
Highways	Major routes SR 3, 16, 104	No interstate highways in Kitsap
Bridges	Agate Pass Bridge Tacoma Narrows Bridge Hood Canal Bridge Manette Bridge	Vital links to adjoining counties
Bridge	East Bremerton Bridge (Warren Ave)	Service to East Bremerton from Bremerton
Transit	Kitsap Transit Access and regular service	Vital service to military installations and ferry docks
Rail	Puget Sound Pacific Railroad	Service from Mason County to military installations
Ferries	Kitsap Transit Inter-harbor service Ferry Terminals	Service to Bremerton/Port Orchard and Bremerton/Annapolis
WA State Ferries	Service from Bremerton, Bainbridge Island, Kingston, and Southworth	Service to Edmonds, Seattle, and King County

Table 18: Transportation Links in Kitsap County

Critical Facilities & Cultural Resources

Following is a table of an overview of the more critical facility and cultural elements of the County. More in-depth information regarding critical facilities, cultural resources, and locations can be found in each City Profile following this section. Two critical infrastructure aspects are healthcare and water, figures 8 and 9 identify these critical portions of Kitsap County's infrastructure.^{9, 8, 44}

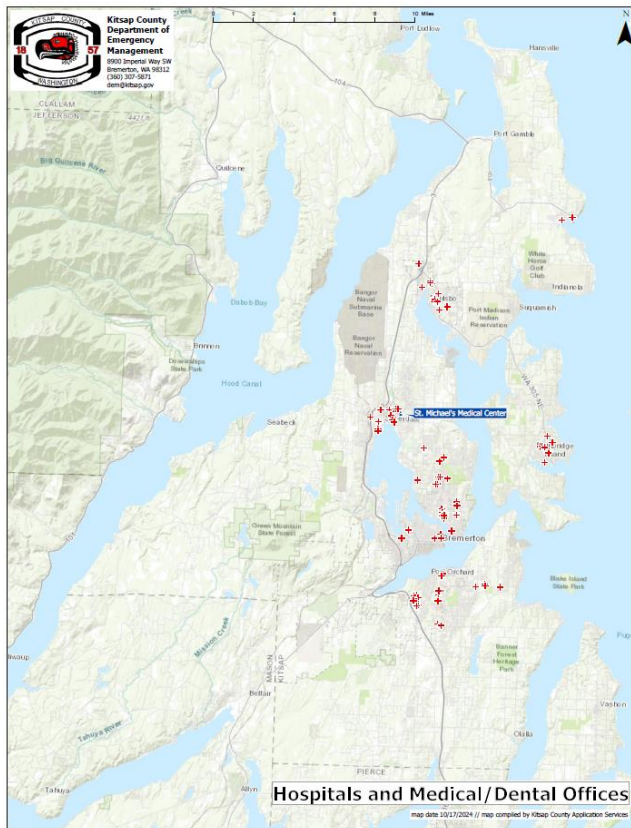


Figure 10: Critical facilities; Medical / Dental Facilities.



Figure 11: Critical facilities; Water service areas.

Asset Inventory

Inventories of geo-referenced assets for Kitsap County, including Bainbridge, Bremerton, Port Orchard, Poulsbo, Hansville and Kingston, were compiled to identify and characterize the properties potentially at risk to identified hazards³⁶. By understanding the type and number of assets and where they are in relation to known hazard areas, the relative risk and vulnerability for such assets can be assessed. Under this assessment, two categories of physical assets were created and then further assessed through GIS analysis. Additionally, social assets are addressed to determine population at risk to the identified hazards. These are presented in Table 12 below. 9, 32, 44, 55, 56

Kitsap County Critical Facilities & Cultural Resources		
City/Jurisdiction	Type/Name	Notes
Kitsap County	Department of Emergency Management	Location of County Emergency Operations Center (EOC) & Primary Ballot processing facility.
Kitsap County/ Bremerton	Emergency Medical Services	Private and Fire service
Kitsap County	Kitsap911	Consolidated Emergency Dispatch

Kitsap County/ Port Orchard / Poulsbo	Community Development / Emergency Medical Services	St Michael's Medical Center, The Doctors Clinic Urgent Care locations, Kizer Permanente Medical Center
Kitsap County/ Silverdale	Emergency Medical Services	Private and Fire service
Kitsap County/ Port Orchard	Sheriff	
Kitsap County	Public Works	Critical KCPW Infrastructure: • Central Kitsap Treatment Plant: Provides sewer service to Poulsbo, Navy (Bangor, Keyport), Silverdale and Central Kitsap • Kingston Treatment Plant: Provides Sewer Service to Kingston UGA • Suquamish Treatment Plant: Provides Sewer Service to Port Madison Reservation/Suquamish Tribe and Suquamish LAMIRD • Manchester Treatment Plant: Provides Sewer Service to EPA/USN Fueling Station and Manchester LAMIRD • Main PW Building in Port Orchard: Houses Finance, Engineering, Construction Management functions • Randy W Casteel PW Annex in Olympic View Industrial Park (OVIP): Houses Stormwater, Sewer and Solid Waste staff functions • Household Hazardous Waste Facility in OVIP: Handles low-level hazardous waste for community • Olympic View Transfer Station in OVIP: Serves as the centralized collection point for all solid waste generated within Kitsap County including tribal land and USN/Federal. Garbage and Recycling Facilities in Silverdale (Dickey Road), Olalla, Hansville provide household garbage and recycling drop off spots for the community • Road Maintenance Facilities (South Road Shop, Central, and North): House the road maintenance functions for Kitsap County • Numerous Sewer Pump Stations (over 50) bring sewage from community to the 4 KCPW operated Treatment plants
Kitsap County/ Port Orchard	Human Resources	

Kitsap County/ Port Orchard	Information Services	
Bainbridge Island	Police Station	
Bainbridge Island	Fire Stations	Fire Stations 21, 22, and 23.
Bainbridge Island	City Hall	
Bainbridge Island	Public Works facilities	
Bainbridge Island	Main Wastewater Treatment Facility	
Bainbridge Island	Reservoir Facilities	Located at High School Road, Old Creosote Road, and Knechtel and Grand.
Bainbridge Island	Well Fields	Located at the Head of the Bay, Fletcher Bay, and Rockaway Beach.
Bainbridge Island	Pump Stations	17 sewage pump stations total.
Bainbridge Island	Agate Pass bridge and Winslow Ferry Terminal	
Bainbridge Island	Elementary schools	5 total
Bainbridge Island	Middle/Intermediate Schools	3 total
Bainbridge Island	High Schools	2 total
Bainbridge Island	Alternate Schools	3 total
Bainbridge Island	Medical Clinics	4 total
Bainbridge Island	Senior Assistance Center	
Bainbridge Island	Parks & Nature Reserve	Bainbridge Island has several parks, learning centers, religious centers, and a nature preserve.
Bainbridge Island	Historic Properties	The City of Bainbridge Island has seven historic properties registered with the federal register and 35 historic properties registered with the local historic register. There are 19 heritage trees on the island. ³⁷
Bainbridge Island	Museums	The island has two museums: Kids Discovery Museum (KiDiMu) and the Bainbridge Island Historical Museum. ³⁸
Bainbridge Island	Japanese American Exclusion Memorial	This museum is an outdoor exhibit commemorating the internment of Japanese Americans from Bainbridge Island in the state of Washington.
Bremerton	Police Station	
Bremerton	Fire Stations	Both fire stations in Bremerton are brick, are not retrofitted, and show significant damage in earthquake Hazus models.
Bremerton	Courthouse	
Bremerton	The Norm Dicks Building	Houses City Government and Kitsap Public Health.
Bremerton	Public Works Campus	
Bremerton	Olympic College	Olympic College has multiple campuses within Kitsap County.
Bremerton	Bremerton School District	As of 2019, the Old East High/Junior High School was demolished, and 10,000 square feet were added to the STEM West Hills Elementary School.

Bremerton	Casad Dam	
Bremerton	American Red Cross	
Port Orchard	Police Station	
Port Orchard	Fire Stations	Fire District #7 – Fire Station #31.
Port Orchard	City Hall	
Port Orchard	Public Works Shop	
Port Orchard	Port Orchard School District	South Kitsap School District: South Kitsap High School, Cedar Heights Jr. High
Port Orchard	Givens Community Center	
Port Orchard	Kitsap County Courthouse Complex and county jail	
Port Orchard	Health Facilities	Group Health Coop of Puget Sound, St Francis Medical Center, Virginia Mason Franciscan Health.
Port Orchard	Joint Wastewater Treatment Facility Wells:	5 wells and one transmission main from the City of Bremerton.
Port Orchard	Emergency Operations Center (EOC)	Port Orchard's Emergency Operations Center (EOC) has been relocated to South Kitsap Fire and Rescue, Station 31, which resolves the critical vulnerabilities that were inherent with the previous EOC location.
Port Orchard	The Masonic Hall on the National Register of Historic Places	
Port Orchard	The Sidney Museum and Arts Association	Includes cultural assets such as a gallery, art museum, and log cabin museum
Port Orchard	The Western Washington Center for the Arts	Acts as a community theater.
Port Orchard	The Veteran's Living History Museum	
Port Orchard	The Fathoms 'O' Fun Festival	Considered a valued community tradition.
Poulsbo	Police Station	
Poulsbo	Fire Stations	Fire District #18 Headquarters/Fire Station #71
Poulsbo	City Hall	
Poulsbo	Public Works Office & Shop	
Poulsbo	North Kitsap School District	• Administration Building • North Kitsap Senior High School • Poulsbo Junior High School • Poulsbo and Vinland Elementary Schools • The building formerly known as Spectrum Alternative School has been repurposed after being closed in 2010. As of 2019, it is a new alternative learning program.
Poulsbo	Olympic College Poulsbo Branch Campus	

Poulsbo	Health Facilities	• Poulsbo Village Medical Center with Regional Hospitals as backup • North Kitsap Medical Center
Poulsbo	Wastewater Treatment Plan	Brownsville via pressurized pipe under Liberty Bay
Poulsbo	Wells	6 total operational and one not online currently
Poulsbo	Water Tanks	9 water tanks wastewater lift stations

Table 12: Kitsap County Critical Facilities & Cultural Resources.

Physical and Improved Assets

The two categories of physical assets consist of:

1. **Improved Property:** Includes all improved properties in Kitsap County according to local parcel data provided by the cities. The information has been expressed in terms of the number of parcels and total assessed value of improvements (buildings) that may be exposed.
2. **Critical Facilities:** Critical facilities vary by jurisdiction. Each city provided data from their respective critical facilities. Identified critical facilities are fire stations, police stations, medical care facilities, schools, government facilities, emergency operation centers, or other important buildings. It should be noted that this listing is not all- inclusive for assets located in the region.

While potentially not all-inclusive for the jurisdictions in Kitsap County, “georeferenced” assets include those assets for which specific location data is readily available for connecting the asset to a specific geographic location for purposes of GIS analysis.

Culturally Sensitive Areas

Kitsap Peninsula is rich with arts and culture, from museums showcasing the region's diverse people, creations, and history to dozens of venues featuring live theater, dance, and music. Various groups, societies, and associations enrich Kitsap County's cultural environment, and these entities bring benefits to residents and visitors in many ways.^{32, 72, 73, 74, 75,}

1. Kitsap Historical Society & Museum
2. Kitsap Maritime Heritage
3. Kitsap Regional Library
4. Military Historic Sites & Memorials
5. Puget Sound Navy Museum
6. South Kitsap Arts Association
7. West Sound Arts Council

Some of the best artists in the region call Kitsap County home and a number of programs throughout the county support established and emerging artists and provide the public with ample opportunities to view the work of old favorites and talented newcomers. Bainbridge Island, Bremerton, and Silverdale all host regular art walks, where area businesses stay open late and serve as temporary art galleries for local painters, sculptors, photographers, and other artisans. Kitsap is known for its superior art galleries such as the Amy Burnett Fine Art Gallery in Bremerton, the Bainbridge Arts and Crafts Gallery on Bainbridge Island, and The Front Street Gallery in

Poulsbo and The Lisa Stirrett Glass Art Gallery in Silverdale.^{32, 72, 73, 74, 75}

The beautifully restored Admiral Theater in Bremerton brings a variety of performances to the area, and the Bremerton Symphony delivers classical music offerings throughout the year. In addition, a number of local and regional theater groups exist in the county and perform everything from Shakespeare to show tunes. Kitsap is home to two beautiful new museums, The Bainbridge Island Museum of Art and the Suquamish Museum and Cultural Center. Other popular museums offering unique experiences include The Naval Undersea Museum, the Kids Discovery Museum, and touring the historic Navy Destroyer the U.S.S. Turner Joy.^{32, 72, 73, 74, 75}

Kitsap is home to several world-class gardens including the internationally renowned Bloedel Reserve, the legendary Heronswood Gardens, and Elandan Garden's Bonsai Collection.^{32, 72, 73, 74, 75}

The strong cultural influences of the Suquamish and Port Gamble S'Klallam tribes are integral to the Kitsap Peninsula.^{92, 93} Suquamish is the ancestral home of the great Chief Seattle and hosts the annual Chief Seattle Days festival in his honor. Another cultural highlight is the annual Tribal Canoe Journey, a gathering of 90 Northwest Native tribes with scheduled landings in Suquamish and Port Gamble. The Suquamish Clearwater Casino and Resort and The Point Casino offer a wide variety of entertainment options and are major economic drivers in the County.

Tribal Lands

Founded in its deep cultural values, the Suquamish People consider all lands and waters on our Reservation and usual and accustomed (U&A) to be sacred and sensitive^{92, 93}. Therefore, it's important to note that in accordance with Federal government criteria, the Tribe has identified 20 specifically culturally sensitive areas within the Port Madison Indian Reservation. Sixteen resources are on or directly adjacent to the contemporary marine shoreline and may be affected by wave action during severe storms, by oil spills and other toxic substances that enter marine waters, or by tidal waves caused by earthquakes on the Seattle Fault Zone. Again, based on the Tribe's cultural values, these specific areas only represent a portion of those lands and waters considered culturally sensitive.^{92, 93} Figure 15 illustrates where each of the culturally sensitive sites is located. They are labeled on the map by numbers that correspond with their assigned identification names.

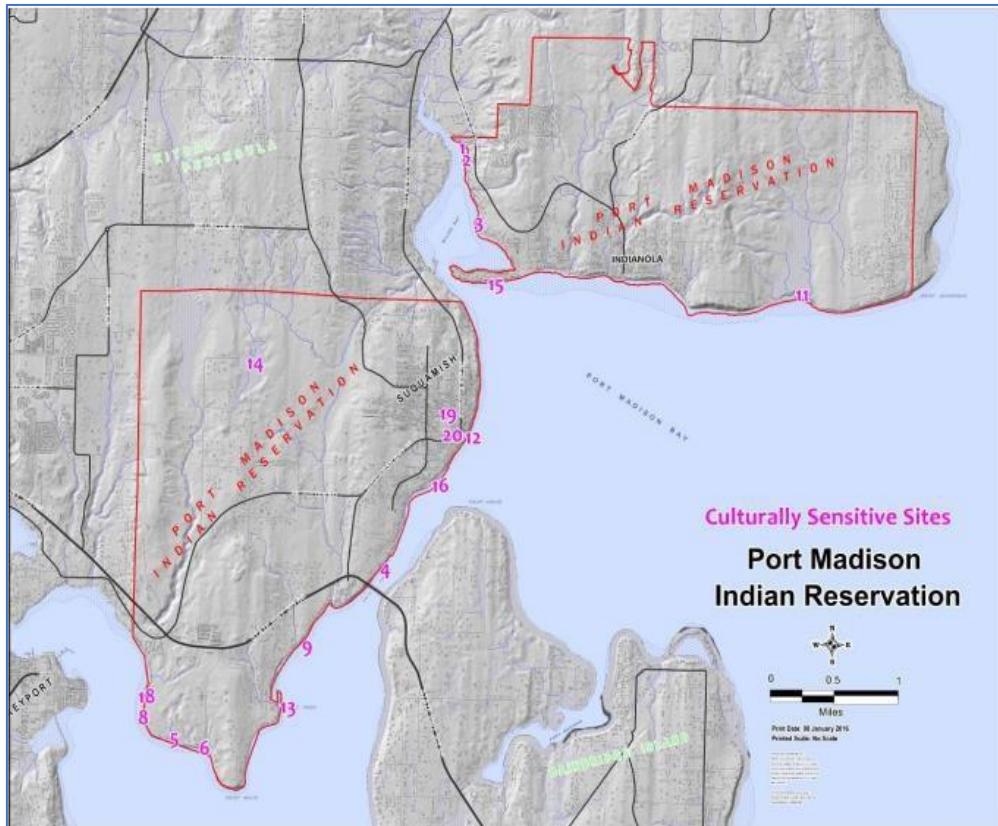


Figure 12: Map of Culturally Sensitive Sites Port Madison Indian Reservation.

Culturally Sensitive Sites	
Site ID Number	Description
1	Archaeological Site 45KP32 – Shell Midden
2	Archaeological Site 45KP33 – Shell Midden
3	Archaeological Site 45KP34 – Shell Midden
4	Archaeological Site 45KP40 – Shell Midden
5	Archaeological Site 45KP41 – Shell Midden
6	Archaeological Site 45KP42 – Shell Midden
7	Archaeological Site 45KP43 – Shell Midden
8	Archaeological Site 45KP44 – Shell Midden and Adams Marsh Complex
9	Archaeological Site 45KP45 – Petroglyph
10	Archaeological Site 45KP48 – Petroglyph
11	Doe-Kag-Wats Marsh Complex
12	House of Awakening Cultural Complex
13	Kians Lodge Complex
14	Marsh Complex Island
15	Miller Bay Split Complex
16	Old Man House Archaeological Site (45KP2) and Historic Village
17	Sacred Place
18	Sacred Place
19	St. Peter Mission
20	Suquamish Cemetery

Table 13: Listing of Culturally Sensitive Sites Port Madison Indian Reservation.

In June 2021, the third Buildable Lands Report was completed by Kitsap County and its cities per requirement of the Washington State Growth Management Act (GMA) in RCW 36.70A.215. The Report further identifies that identified buildable lands are guided by the Critical Areas (as shown in Figure 13) identified within the county which reflects natural hazards impact areas.

As of 2016, Kitsap County Code required vacant large lots (over 18,000 square feet) located in the Urban Low Residential and Urban Cluster Residential zones to subdivide the land to a maximum lot size of 9,000 square feet prior to development occurring on the property per Ordinance 559-2018.

In 2018, the County developed the following amendments to the Comprehensive Plan: change the land use designation to Mineral Resource Overlay (MRO) on property outside urban growth areas (UGAs), change the land use designation to Forest Resource Lands (FRL) on property outside urban growth areas, and change the land use designation on property within an Urban Growth Area for the purpose of infill and redevelopment.

In 2019, the County clarified edits to the plan and developed Public Facility Map Amendments (e.g. utility and park lands), the Fircrest & Mile Hill Neighborhood Map Amendment (located in the Port Orchard UGA), the Comprehensive Plan and Kitsap County Code Amendment Process, as well as removed the Mineral Resource Overlay (MRO) from parcels that do not meet designation criteria and created a 20-year Capital Facilities Plan (Parks & Recreation, Law Enforcement, South Kitsap Schools).

Future Development

The Kitsap County Comprehensive Plan describes the 20-year vision for unincorporated Kitsap County and how that vision will be achieved. The plan covers land use, economic development, environment, housing and human services, transportation, capital facilities and utilities as well as parks, recreation, and open space. The Comprehensive Plan is mandated by the Washington State Growth Management Act (RCW 36.70A). A full copy of the plan can be found at https://www.kitsapgov.com/dcd/Pages/Kitsap_County_Comprehensive_Plan.aspx.

Figure 13 is a Comprehensive Land Use Map that shows the land uses that are permitted by the Comprehensive Plan. The Land Use Map is adopted as part of the Plan. It designates the proposed general distribution, locations and extent of the uses of land for urban and rural uses, where appropriate, for housing, commerce, industry, recreation, open spaces, public utilities and facilities, agriculture, forestry, and other uses. The Land Use Map guides growth consistent with Urban Growth area boundaries and provides the capacity to accommodate adopted growth targets.

Kitsap County Public Works (KCPW) plans to build a new North Kitsap Road Maintenance Facility and Household Hazardous Waste Collection Facility near the intersection of Gunderson Road and State Route 307 in the next three to five years. The current North Road Maintenance Facility located at the corner of SR 305 and SR 307 will be closed.

Natural Environment

Kitsap County is bound by Hood Canal to the west, Admiralty Inlet to the north, Puget Sound to the east, and Mason and Pierce counties to the south. Its landmass totals 393 square miles,

ranking 36th in area among counties in Washington. Kitsap County has 228 miles of saltwater frontage, more than any other county in Washington.

Most of the land area consists of remnants of a glacial drift plain. The surface is composed generally of flat-topped rolling hills separated by valleys and bays. The land rises from sea level to maximum elevations of 400 to 600 feet, except for Green Mountain and Gold Mountain west of Bremerton. These hills, formed from ancient volcanic rocks, cover about 20 square miles and rise to an elevation of 1,761 feet. The County occupies lowlands in the shadow of the Olympic Mountains.

Kitsap has a moderate climate with mild, wet winters and cool, dry summers. Mean annual precipitation ranges from 26 inches in the north to nearly 80 inches in the vicinity of Green and Gold Mountains, with a yearly average of 41.2 inches of rain and 3.5 inches of snow countywide. Kitsap County has an average of 161 precipitation days per year. The average low temperature in January is 33.8 degrees F, and the average high temperature in July is 75.1 degrees F.³⁹

Topography

The Kitsap Peninsula area is geologically the remnant of a glacial drift plain. The peninsula is extensively carved by inlets, giving the County roughly 33 miles of freshwater waterfront and 228 miles of saltwater coastline. Landslide and marine bluff failures are relatively common in the low hills on the perimeter of Puget Sound, particularly in unsheltered bluff areas subjected to wave cutting.

Four main geologic units exist in the subsurface: (1) fill; (2) younger alluvium, including beach deposits; (3) alluvium associated with the Vashon Glacier; and (4) basaltic bedrock. Low areas have filled with peat and very loose soils over time, and some may have been artificially filled during periods of development.

Creeks and Freshwater Ways

Although Kitsap County has the propensity to flood, it does not have any rivers. Rather, it has 39 known creeks that can swell from significant rainfall and flood downstream structures. Kitsap County and its Cities have been proactive in managing runoff and reducing the impacts of low area flooding during significant rainfall events. Mitigation efforts have reduced common flooding areas in cities through innovative means to manage rainfall such as improved stormwater systems.

Saltwater Landmarks

Saltwater landmarks include Admiralty Bay, Dyes Inlet, Sinclair Inlet, Port Washington Narrows, Liberty Bay, Miller Bay, and Hood Canal. FEMA's flood map and the National Flood Insurance Program (NFIP) define those areas that are affected by boat wakes, low-lying flooding from high tides, or potential tsunamis.^{11, 52}

Landslides

Kitsap has a history of fatal landslides. Landslide and marine bluff failures are common on low hills and the perimeter of Puget Sound. Significant rainfall and ground saturation affect these areas. Many areas in Kitsap County are defined as "geological critical" areas with soft soil and a higher risk of shaking during earthquakes.^{5, 11, 16}

Lakes

Kitsap County has several lakes fed by the numerous creeks and streams in the County. Some lakes have dams to manage lake water levels and protect waterfront residence. The Casad Watershed provides drinking water to the residents of Bremerton. Other lakes provide recreational fishing and boating managed by private residences or County/City Governments. ^{4, 37, 52}

Critical Areas

Figure 13 displays the Critical Areas of Kitsap County with an accompanying map legend to the right of this text. The map depicts Critical Areas, as defined in Title 19 Kitsap County Code (Critical Areas Ordinance) and is for informational and illustrative purposes (WAC 365- 190-080). It includes wetlands, fish and wildlife habitat conservation areas (streams, lakes, and waterbodies), geologically hazardous areas, and frequently flooded areas. ^{4, 11,16, 37, 52}

Critical Areas of Kitsap County

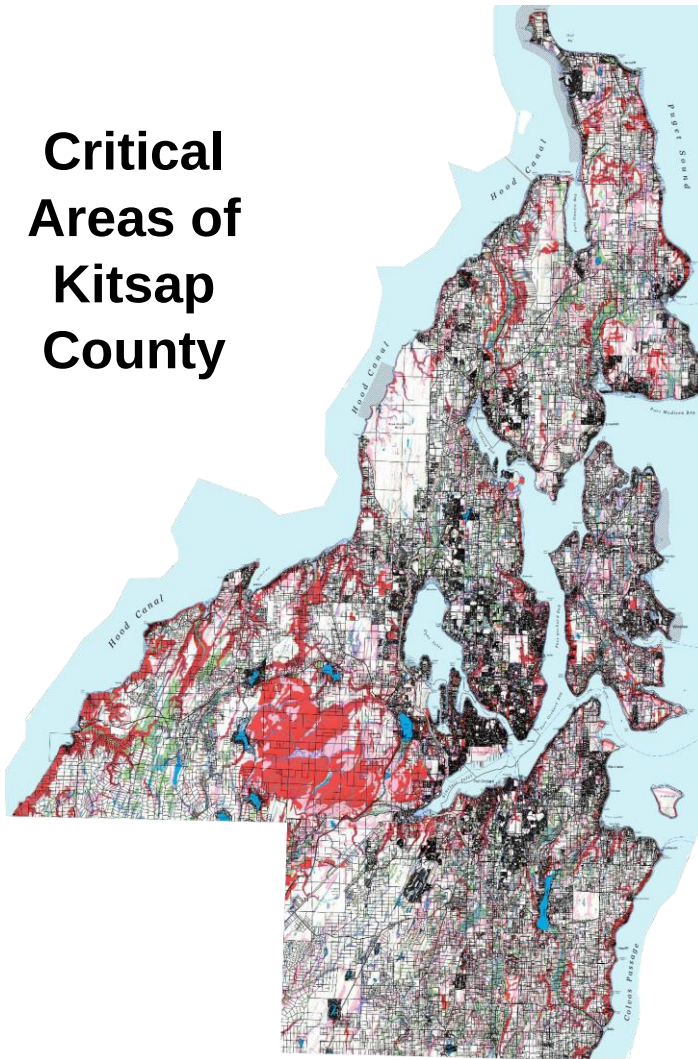
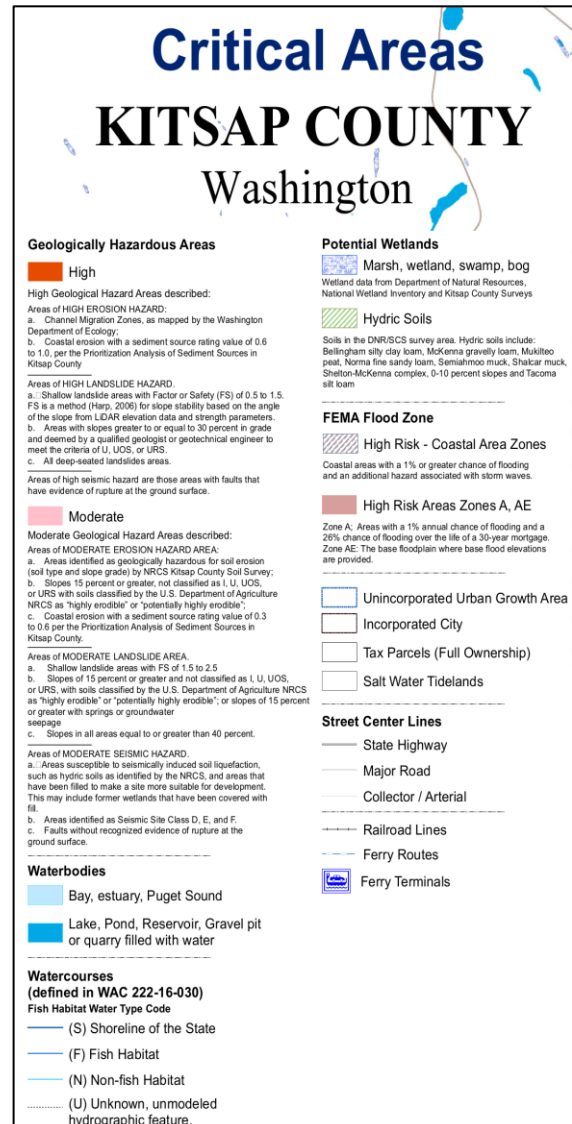


Figure 13: Critical Areas of Kitsap County.



B1- b. Does the plan include information on the location of each identified hazard?

Kitsap County Hazard & Disaster History

The frequency of historic events determines the prioritization of mitigation strategies and recommendations. Table 14 lists a historical perspective of disasters that have affected Kitsap County. Some general conclusions arise out of Kitsap County's disaster history: 5, 11, 12, 94, 95

1. During severe winter weather in December 2018, an EF-2 tornado caused catastrophic damage to homes and commercial buildings. Tornadoes in Kitsap County are rare due to irregularities in geography and elevation of the area. The geography is not typically conducive to forming tornadoes large enough to be destructive. 94, 95
2. Since 1962, earthquakes have had the biggest economic impact on the county relative to costs and community disruptions. 94, 95

3. Winter storm events represent 77% of historical declarations at the local level. Some significant events have occurred, but, in most cases, probably did not create disruptions in the entire county or cause substantial damages. ^{94, 95}
4. The Mount St. Helens catastrophic incident in 1980 is listed, but Kitsap County was not significantly affected, nor was Kitsap County part of the Presidential Declaration. It is a reminder, like the incidents of 9/11, that catastrophes outside the county can affect the local area. For example, an eruption of Mt. Rainier would affect Kitsap County.
5. From a historical perspective, mitigation efforts should concentrate on reducing the impact of winter storms, flooding, and earthquakes. ^{94, 95}

Over time, projects to mitigate winter storm events had a significant impact on future damages from storms and improve the quality of life in Kitsap. Historically, winter storms and their impact are more predictable; therefore, the cause, effect, and mitigation can be quantified and therefore justified for improvements. As such, in the last 10 years, the numbers of declarations have declined due to mitigation efforts targeted to control flooding, runoff, and other issues caused by winter storms. ^{94, 95}

Kitsap County's previous Mitigation efforts have been related to building resilience and improving community preparedness. A review of hazard-prone areas including those near landslide prone areas, tsunami and flood regions during this review, edit, and update of the Multi-Hazard Mitigation Plan shows that while previous mitigation strategies have improved resilience, there is much work still to be completed. Much of this is due to the ever-growing population of Kitsap County and the Partner Cities. While the population continues to grow the county continues to see an increase in the certain hazards. One area of increased hazard is the Urban Wildfire interface and thus an increase in mitigation strategies has been implemented. Another area of increased hazard is flooding and landslides, with the increased population there is also an increase in the built environment within Kitsap County, while community planning and development take this into account there is still a correlation between increase in built environment and increases in flooding and landslides. Flooding continues to be a hazard especially in the low-lying areas such as Kingston and Hansville along with Port Orchard; all of which have seen increases in flood activity since the 2019 approved MHMP. The flooding mitigation strategies from the 2019 plan have improved a number of culverts and flood zones within Kitsap County, however, there is still a large amount of continued work to be done.

Kitsap County Emergency/Disaster History 1962-2024 ^{94, 95}			
Date of Incident	Type	Declared	Comments
2020	2 Biological Disasters	Federal Declaration	COVID and MPOX
February 2019	Severe Winter Storm	Local (was undeclared locally), State	Local Public Assistance threshold not met.
December 2018	Severe Winter Storms - Tornado	Local, State, Federal	Local Public Assistance threshold not met. Local SBA declaration.
December 2016	Windstorm with Severe Rain	Local	Did not meet State declaration threshold.

December 2016	Windstorm with Severe Rain	Local	Did not meet State declaration threshold.
November 2010	Severe Winter Storm	Local	Local Public Assistance threshold not met
December 2008	Severe Winter Storm	Local, State, Federal	Local Public Assistance threshold not met
August 2008	Hurricane Katrina Evacuation	State, Federal	State: \$1.7 million. Local: None
December 2007	Severe Winter Storm	Local, State, Federal	State: \$82.5 million. Local: \$3.13 million.
December 2006	Severe Storm	Local, State	Local Public Assistance threshold not met.
November 2006	Severe Storm	Local, State	Local Public Assistance threshold not met.
January 2006	Severe Storm	Local, State	Local: \$544,775
December 2005	Severe Winter Storm	Local, State, Federal	Local Public Assistance threshold not met.
January 2004	Severe Winter Storm	None	Freezing rain, ice, flooding. No record of assistance on file.
October 2003	Severe Winter Storm	Local, State, Federal	State: \$11.9 million. Local Public Assistance threshold not met. Individual Assistance received.
May-Sept 2003	Drought	Local, State	No assistance requests. Losses to pasture.
January 2003	Flooding	Local, State	Local Public Assistance threshold not met.
January 2002	Flooding	Local, State	Presidential declaration denied.
September 2001	9/11 Attack on the U.S.	Local, State	No record of requests for assistance on file.
February 2001	Earthquake – Nisqually	Local, State, Federal	State \$66.7 million. Local: \$832,926
February 1999	Flooding, Slides	Local, State	Federal public assistance threshold not met. SBA declaration.
June 1997	Earthquakes	None	Series of small earthquakes between June 23 and June 27, ranging in magnitude from 3.1 to 4.9.
March 1997	Flooding	Local, State, Federal	Local Public Assistance threshold not met. Individual Assistance received.
December 1996	Severe Storm	Local, State, Federal	Total Public Assistance: \$20 million. Local: \$1.96 million.
April 1996	Mudslide	Local (City of Bainbridge Island)	Rolling Bay Mudslide. Local (City) declaration; no record of assistance on file.
January 1996	Flooding	Local, State, Federal	Received Public Assistance. No Individual Assistance received. Bainbridge Island heavily impacted.

November 1995	Severe Storm – Wind/flooding	Local, State	Local Public Assistance threshold not met.
December 1994	Flooding	Local	Local declaration; no record on file.
January 1993	Windstorm	Local, State	No record on file.
January 1992	Severe Storm	No declaration	No record on file.
December 1990	Severe Storm	Local, State, Federal	State: \$785k.
November 1990	Severe Storm	Local, State, Federal	No record on file.
December 1986	Severe Storm	Local, State	No record on file.
December 1982	Severe Storm	Local, State	No record on file.
May 1980	Mount St. Helens Volcano	State, Federal	No record on file.
December 1979	Severe Storm	Local, State, Federal	No record on file.
January 1974	Severe Storm	Local, State, Federal	No record on file.
May 1965	Earthquake	Local, State, Federal	No record on file.
October 1962	Severe Storm – Wind	Local, State, Federal	No record on file.
PA=Public Assistance IA=Individual/Household Assistance *No records maintained on event No FEMA financial data were available online for Federal declarations prior to 2000, only records of declarations. Unable to verify reimbursements.			

Table 14: Kitsap County Emergency/Disaster History 1962-2024.

Hazard Losses for Kitsap County

Kitsap County cumulative Hazard Losses 1960-2024 ⁹⁵			
Number of Hazard Events	Number of Casualties	Property Damage	Crop Damage
298	510	\$311,670,381	\$703,234

Table 15: Kitsap County Hazard Loss 1960 - 2024.

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Mitigation Strategies & Recommendations

Introduction

In this section, the natural hazards most likely to affect Kitsap County are identified, defined, and assessed in terms of location, extent, history, probability of future events, climate change impacts, and vulnerability, and the County-wide mitigation strategies are discussed.^{94, 95} Hazard assessment information from the 2022 THIRA is provided to build a comprehensive narrative on each specific hazard to present the mitigation strategies. The hazards and their mitigation



B2. DOES THE PLAN INCLUDE A SUMMARY OF THE JURISDICTION'S VULNERABILITY AND THE IMPACTS ON THE COMMUNITY FROM THE IDENTIFIED HAZARDS? DOES THIS SUMMARY ALSO ADDRESS NFIP-INSURED STRUCTURES THAT HAVE BEEN REPETITIVELY DAMAGED BY FLOODS?? (44CFR § 201.6(c)(2)(II))

B1-a. DOES THE PLAN DESCRIBE ALL NATURAL HAZARDS THAT CAN AFFECT THE JURISDICTION(S) IN THE PLANNING AREA, AND DOES IT PROVIDE THE RATIONAL IF OMITTING ANY NATURAL HAZARDS THAT ARE COMMONLY RECOGNIZED TO AFFECT THE JURISDICTION(S) IN THE PLANNING AREA?

strategies are discussed in the following order:

1. Earthquakes
2. Landsides & Erosion
3. Tsunamis
4. Wildfires & Urban Fires
5. Floods
6. Severe Storms/Tornados
7. Drought

Each section notes lead agencies that guide that define the mitigation strategies for affected jurisdictions. The only hazard to not be included in the MHMP that was identified in the HIVA is volcano ash fall. This hazard was omitted due to the low probability of occurrence and lack of mitigation needs in the next 25 years. Terrorism was included as a hazard in the 2013 MHMP, but it is not included in the 2019 plan due to focusing on natural hazards, and is not included in this plan.

Mitigation Strategy Updates from 2019 MHMP

A collection of completed Mitigation Strategies since the last MHMP update (2019) can be found at the end of this section and at the beginning of each City-Specific Mitigation Strategies section.

However, not mentioned in this section are the ongoing programs or advancements to eliminate or reduce the long-term risk from identified hazards. Such programs include:

- Kitsap “Bolt and Brace” program to train contractors and citizens to retrofit older residences.
- Kitsap Prepares Responsibly for Emergencies” Program KPREP, programs designed to train schools, businesses, non-profit organizations, and citizens, to mitigation, prepare for, respond, and recover from disasters, specifically earthquakes.
- Kitsap Pre/Post Evaluation of Building Affected by Seismic Events training; teaching building evaluations for potential retrofitting and mitigates effects on earthquakes.
- Kitsap ongoing and robust training and exercise program.
- Implementing advances in technology to improve communication and warning systems, conduct damage assessments, and analyze results. Kitsap’s Damage Assessment software program integrates County files (i.e., property assessments), GIS, and collection coordination to bring in information regarding public and private damage and provide information and mapping tools to assess citizen safety and structural damage throughout the County. This information becomes vital to understanding at-risk areas in the county and adds to our mitigation planning efforts.

These are but a few examples of the ongoing mitigation programs in Kitsap County. Successful mitigation programs, like those mentioned above, or others like stormwater initiatives, have reduced the risks to citizens and properties. Although risk assessment tells us what we need to mitigate, it does not predict the size and complexity of the next catastrophic event in Kitsap. As such, mitigation planning will continue to improve the County’s position to reduce risk and take the burden off first responders and the potential loss to businesses and governments.

Funding/Financial Resources

Kitsap County, including the Cities of Bainbridge Island, Bremerton, Port Orchard, and Poulsbo, will seek funds, when available, for hazard mitigation studies and implementation of programs. Potential funding sources include (but are not limited to) programs administered by or through Washington Department of Emergency Management and through local, state, and federal mitigation support resources outlined in Appendix B: Capability Assessment.



Earthquake Mitigation Strategies

Lead Agencies	Support Agencies
Kitsap County Emergency Management Council	Kitsap County Geographic Information System (GIS) Department
City/County Public Works Departments	US Geological Survey (USGS)
Kitsap County Department of Emergency Management	University of Washington (UW) Geology Department

Hazard Overview

An earthquake is the motion or trembling of the ground produced by sudden displacement of rock, usually within the upper 10-20 miles of the Earth's crust. Earthquakes result from crustal strain, volcanism, landslides, or the collapse of underground caverns. Kitsap County is vulnerable to earthquakes due to its location in the Puget Sound region, which features numerous seismogenic geologic faults.^{5, 16, 38, 45, 59} Washington has dozens of active faults and fault zones. Some of these faults are in remote areas. Others, like the Seattle fault and southern Whidbey Island fault zone, cross under major cities and pose a significant hazard. In general, larger faults make larger earthquakes. All faults, regardless of size, can be dangerous if they rupture.

Ground shaking from earthquakes can collapse buildings and bridges; disrupt gas, electric and phone service; and, sometimes, trigger landslides, avalanches, flash floods, fires, and huge, destructive ocean waves (tsunamis).

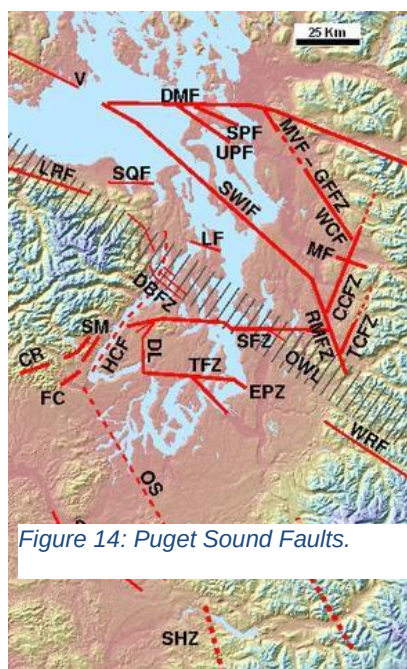


Figure 14: Puget Sound Faults.

Location

Kitsap County is vulnerable to earthquakes due to its location in the Puget Sound region, which features numerous seismogenic geologic faults. Kitsap County is susceptible to subduction as well as to fracture faults. The Puget Sound region is entirely within Seismic Risk Zone 3, requiring that buildings be designed to withstand major earthquakes measuring 7.5 in magnitude. It is anticipated, however, that earthquakes caused by subduction zone plate stress can reach a magnitude greater than 8.0.^{5,16, 59}

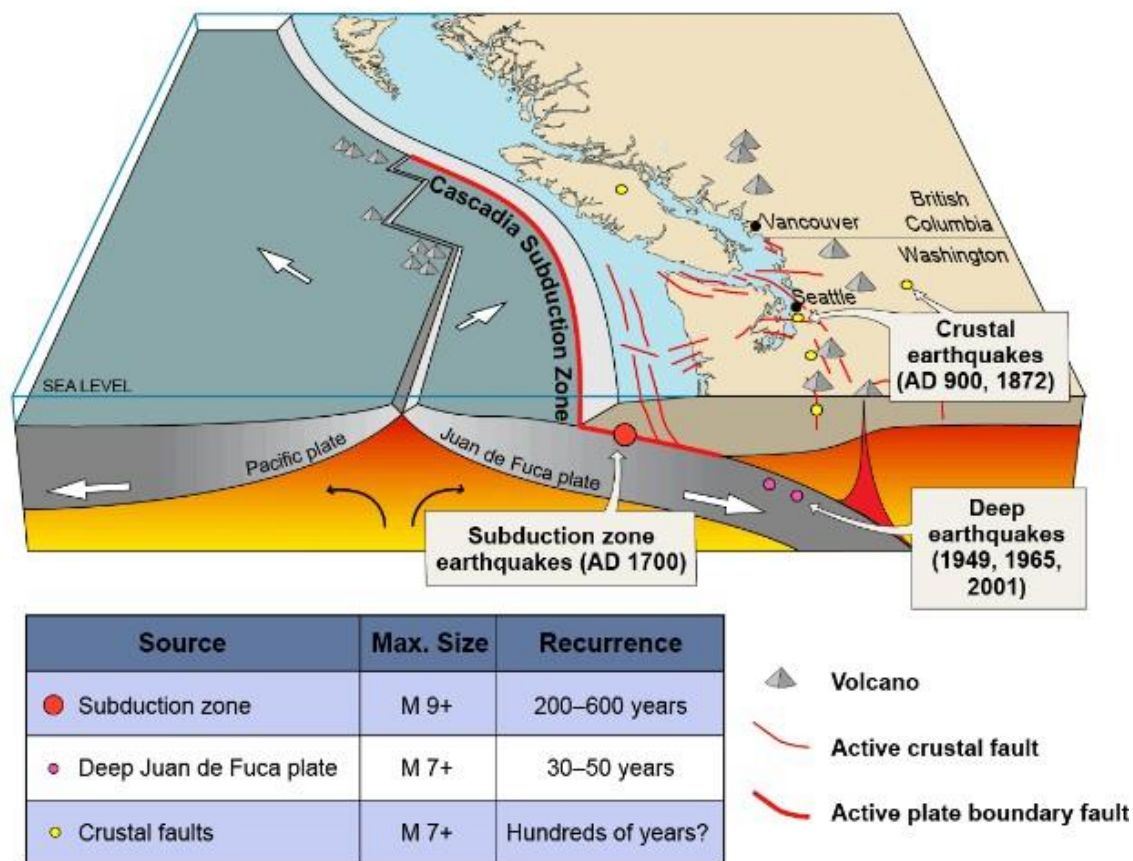
B1- b. Does the plan include information on the location of each identified hazard?

With recent studies greatly enhancing scientists' ability to focus on active faults, scientists have paid particular attention to seven active faults in the Puget Lowland capable of generating damaging earthquakes. These faults include the Seattle Faults (2), Tacoma Fault, Darrington Devils Mountain Fault, Utsalady Point Fault, and two Whidbey Island Faults.

The Puget Lowland faults are of particular concern because a considerable portion of the area is heavily urbanized and populated. The four-county central Puget Sound area encompassing King, Kitsap, Pierce, and Snohomish Counties, where a number of the faults are located, has a population base of approximately 3.8 million people, or about 60 percent of the state's population, and much of the state's economic base.^{1, 36,66}

WHAT IS AN 'ACTIVE' FAULT?

The term 'active' can have different meanings. At the Washington Geological Survey, 'active' means that a fault has evidence for movement within the **Holocene time period** (since about 12,000 years ago). It usually also means that there are earthquakes (even small ones) on the fault.



*figure modified from USGS Cascadia earthquake graphics at <http://geomaps.wr.usgs.gov/pacnw/pacnweq/index.html>

Figure 15: USGS Cascadia earthquake graphic.

'Normal' faults^{96, 97}

A normal fault occurs when two blocks are pulled away from each other. Washington has few large normal faults because it is mostly in a region of compression. Small normal faults are found along the top of folds in eastern Washington in the Saddle Mountain graben. The Eastern Sierra fault along the east side of the Sierra Nevada mountains in California is a good example of an active normal fault.

'Shallow' Faults^{96, 97}

Shallow faults produce earthquakes in the upper 18 miles (30 kilometers) of the Earth's crust. These types of faults are common but usually small. Larger crustal faults, such as the Seattle fault and southern Whidbey Island fault zone, can produce earthquakes up to magnitude 7.5. Earthquakes on shallow faults typically last 20 to 60 seconds, and the shaking is localized to the

general area of the fault. Earthquakes on faults like these may cause tsunamis in the Puget Sound region.

‘Deep’ Faults^{96, 97}

Deep faults can occur where two tectonic plates collide, and one of the plates is forced beneath the other. The plate that is forced down can have faults within it that still rupture and produce earthquakes. These faults and earthquakes usually occur at great depth (tens to hundreds of miles). Because they rupture at such great depth, their seismic energy is distributed over a large area. This means that a large area feels the shaking, but the intensity is less than a similar shallow earthquake. The shaking usually lasts less than a minute and doesn’t generally cause a tsunami or have many aftershocks.

Subduction Zone Faults^{96, 97}

A special type of shallow fault called a subduction zone or ‘megathrust,’ occurs where an oceanic plate moves beneath a continental plate. The boundary between the two plates covers a large area and can lock together. Like other faults, when enough stress builds up, the ‘megathrust’ will rupture. What makes these faults ‘mega’ is that the amount of energy released is hundreds to thousands of times more than almost any other type of fault. The ground shaking from these earthquakes can last for several minutes. The 2011 Tohoku earthquake in Japan occurred on this type of fault and released enough energy to slightly change the Earth’s axis of rotation. Additionally, because the continent moves up and over the ocean plate, large amounts of seawater are displaced and cause damaging tsunamis.^{96, 97, 98, 99} The Cascadia subduction zone just off the Washington coast is this kind of fault and is one of the largest geologic hazards to our state.

Effects / Extent

The effects of a major earthquake in Kitsap County could be catastrophic. Hundreds of residents could be injured or killed, and a multitude of others would be left homeless^{98, 34}. Depending on the



B1- c. Does the plan describe the extent for each identified hazard?

time of day and time of year, a catastrophic earthquake could cause hundreds of injuries and deaths and millions of dollars in critical infrastructure and private property damage (WADNR, 2012-2013). A severe earthquake could level or severely damage older buildings, especially those constructed of non-reinforced masonry. Newer structures, which were built under recent building codes, would probably sustain less damage but would remain vulnerable to the soil conditions of the building site. A severe earthquake would also cause major damage to County and City utilities^{96, 97, 98, 99}.

The actual movement of the ground in an earthquake is seldom the direct cause of injury or death. Most casualties result from falling materials. Other effects include, but are not limited to: ^{96, 97, 98, 99}

- Broken water and sewer mains
- Downed electric lines
- Downed or damaged bridges
- Cracked and partially displaced roadbeds and rail lines
- Loss of telephone or other telecommunications services
- Houses knocked off their foundations

- Partial or complete collapse of buildings, building facades, cornices, or chimneys
- Fires including urban conflagration
- Chemical spills
- Ruptured gas and oil pipelines
- Riverbeds disrupted
- Broken or cracked dams with possible flooding
- Injury and death
- Psychological trauma
- Economic disruption
- Large numbers of displaced persons

The effects of a major earthquake in the Puget Sound basin area could be catastrophic, providing the worst-case disaster short of drought-induced wildfire sweeping through a suburban area. Hundreds of residents could be killed, and a multitude of others left homeless.

The following figure shows FEMA's determination of building damage during a 7.2 magnitude earthquake on the Seattle Fault.¹⁶

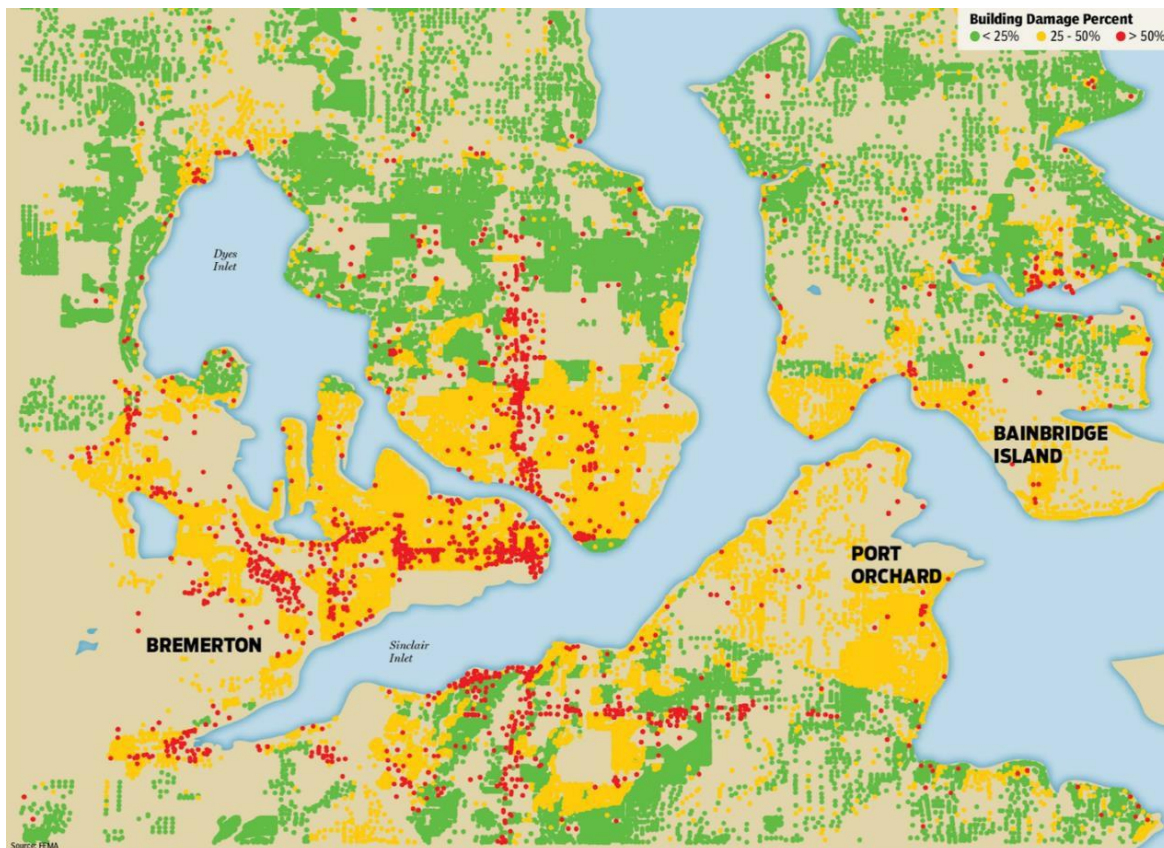


Figure 16: Building Damage Percent during a 7.2M Earthquake on the Seattle Fault.

An earthquake with such a magnitude (7.0+) would cause tremendous damage and economic disruption throughout the central Puget Sound region. 2022 regional estimates of damage and loss for a magnitude 7.2 incident on the Seattle Fault showed such a quake would result in extensive or complete damage to more than 38,000 buildings, more than 31,000 displaced households, and more than 17,500 injured persons.^{16, 96, 97} The figure above shows the possible building damage percentage from this magnitude of earthquake. Although losses would likely be less from similar earthquakes on other Puget Sound faults away from the core of the Seattle urban area, all of the newly defined active faults represent the possibility of very high damage, loss of life, and major economic impact.¹⁶

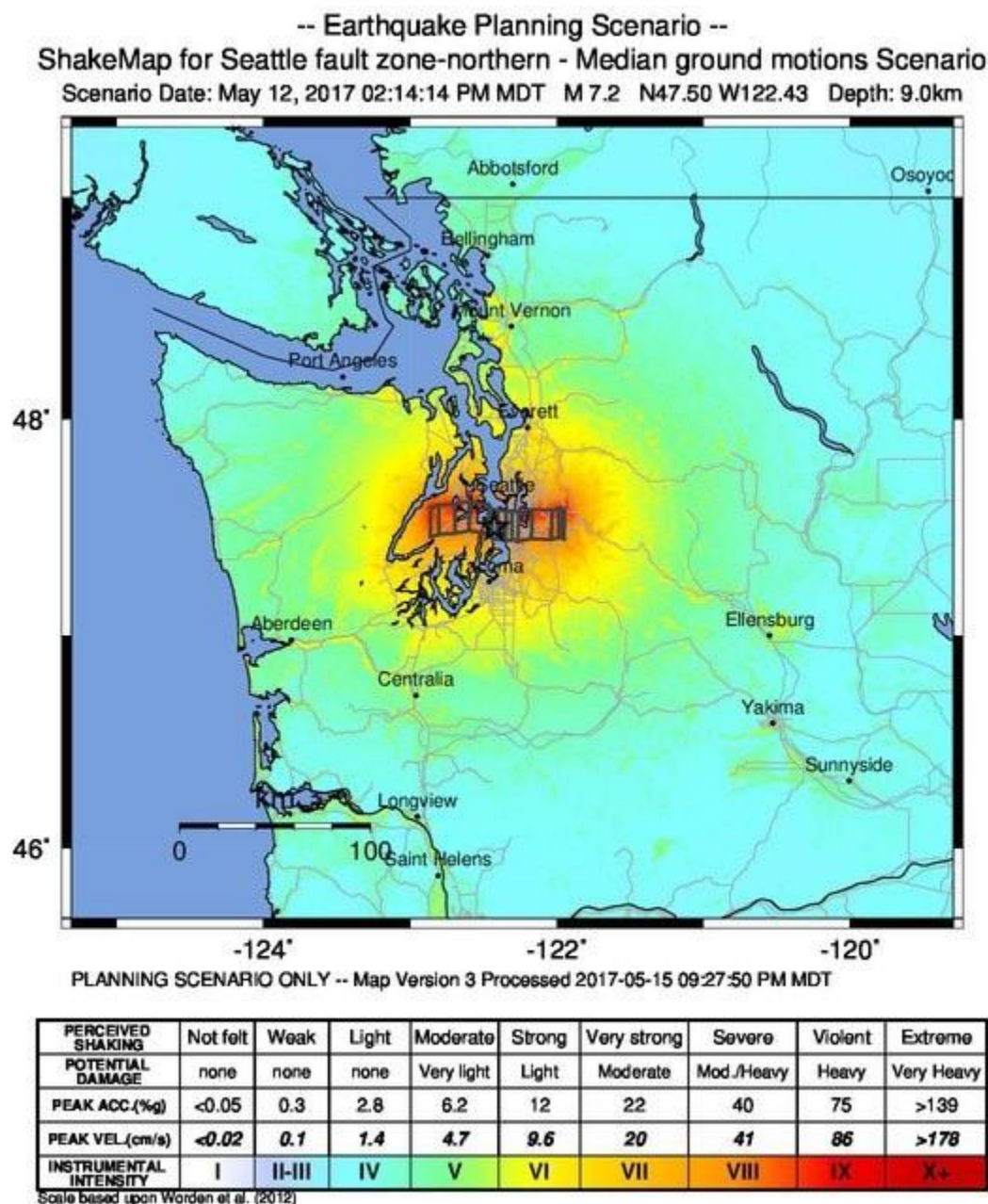


Figure 17: 7.2 Seattle Fault Zone ground motion scenario.

A severe (6.5+) earthquake would also cause major damage to County and City utilities. Depending on the earthquake epicenter and duration of the earthquake, major damage or failure of the Casad Dam could occur^{16, 96, 97}. Water systems in the county would suffer ruptured mains and possible failure of local water reservoirs. Electrical and natural gas utilities would also suffer major damage. Failed transformers and downed electrical lines would create massive power failures in the county. Ruptured gas lines would create conditions for large fires and explosions. Public communication facilities (i.e., radio, television, and telephone systems) would be damaged. Surviving telephone systems would likely be overloaded almost instantly. Radio and television services may take days or weeks to recover. Emergency services (i.e., fire, medical, SAR) would be immediately overwhelmed by the amount of damage and injury throughout the county.

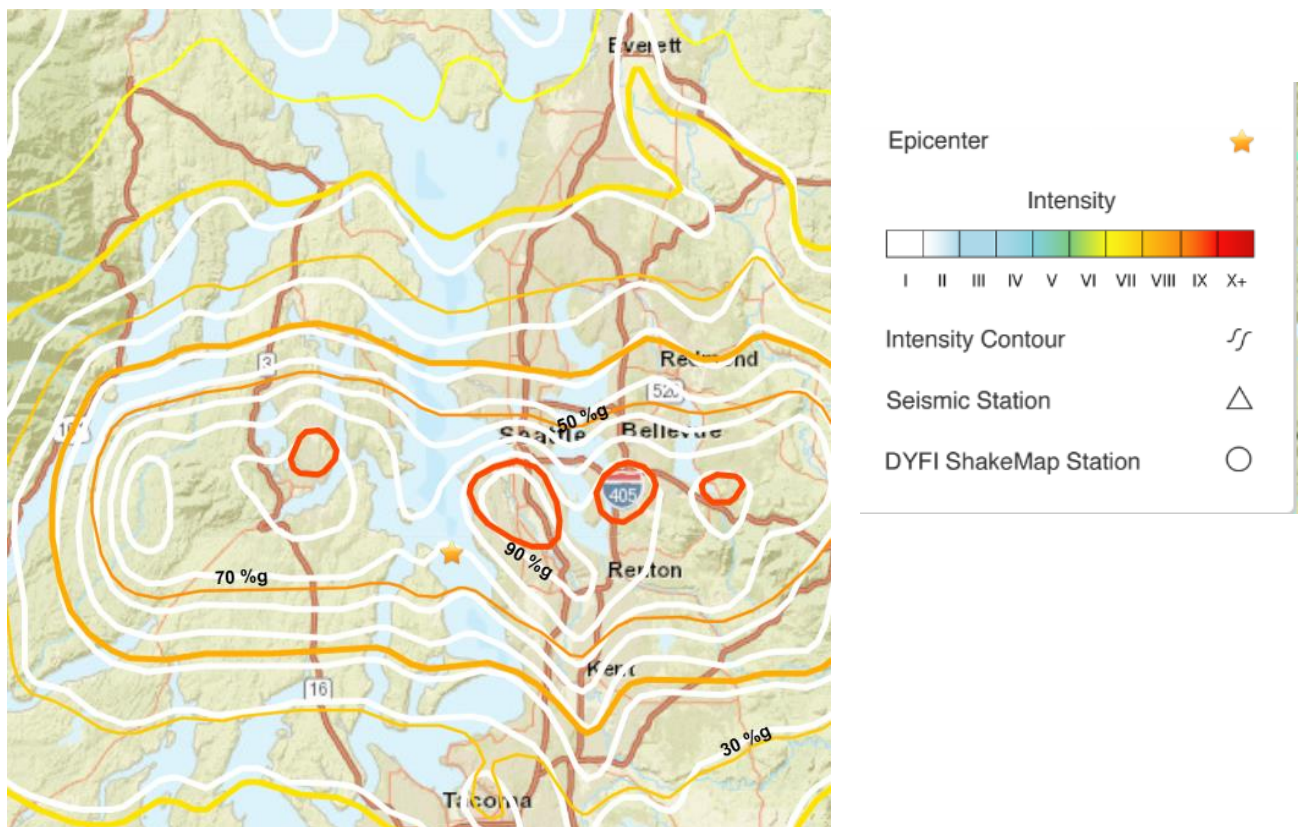


Figure 18: Estimated intensity of an 7.2 magnitude Seattle Fault earthquake.

County and City Public Works Departments would be very hard-pressed to establish a working road net for essential services, especially if bridges become damaged. At a minimum, bridges in an affected area would have to be inspected before use. Emergency food and shelter would be needed for possibly thousands of persons forced from their homes or isolated by damaged roads and bridges. Because a catastrophic earthquake would likely affect more communities than Kitsap County, the likelihood of immediate assistance from sources outside the county would be remote^{38, 41, 98, 99}.

The table below shows the impacts of a Cascadia Scenario on SR bridges in Kitsap County per the Washington Department of Transportation (DOT). It is important to note that all bridges may experience some level of damage.

The following bridges in Kitsap County either on or over State Routes (SR) are expected to experience MODERATE damage during a Cascadia scenario.

Location	Feature In	Facility
PIERCE CO	MULLENIX ROAD	SR 16
4.5 N PIERCE CO	MULLENIX ROAD	SR 16
4.5 N PIERCE CO	BURLEY CREEK	SR 16 RAMP
0.6 E JCT SR 303	PORT WASH NARROWS	CITY STREET
3.5 N JCT SR 304	SR 310/KITSAP WAY	SR 3
6.8 N BAINBRIDGE FY	AGATE PASSAGE	SR 305
1.7 N JCT SR 308	SR 3	SHERMAN HILL RD
4.3 N JCT SR 308	SR 305	SR 3
4.3 N JCT SR 308	SR 305	SR 3
7.7 N JCT SR 304	RIDGETOP ROAD N.W.	SR 303
7.7 N JCT SR 304	RIDGETOP ROAD N.W.	SR 303
0.1 N JCT SR 305	Dogfish Creek	SR307
0.3 W SR 3	SR 3 ACCESS LUOTO ROAD	CLEAR CREEK RD NW
2.6 N JCT SR 303	SR 308 (LUOTO RD)	SR 3
2.6 N JCT SR 303	SR 308 (LUOTO RD)	SR 3
0.7 N JCT SR 304	SR 3	WERNER/LOXIE EAGAN
15.2 E JCT US 101	HOOD CANAL	SR 104
4.6 N JCT SR 302	BURLEY-OLLALA RD	NB SR 16
4.6 N JCT SR 302	BURLEY-OLLALA RD	SB SR 16
7.6 N PIERCE CO	SIDNEY ROAD	SR 16
7.6 N PIERCE CO	SIDNEY ROAD	SR 16
8.3 N PIERCE CO	TREMONT ST	SR 16 NB
8.3 N PIERCE CO	TREMONT ST	SR 16 SB
6.2 N MASON CO	SR 16	SR 3 NB
1.3 N JCT SR 304	CALLAHAN DRIVE	SR 303
5.6 N JCT SR 304	ERLAND POINT RD	SR 3
5.6 N JCT SR 304	ERLAND POINT RD	SR 3
0.2 S JCT SR 3	SILVERDALE WAY NW	SR 303
5.6 N PIERCE CO	SR 16	BETHEL RD
6.3 N MASON CO	GORST CREEK	SR 3
JCT SR 3	SB SR 16	NB SR 16 SPUR
6.6 N JCT SR 304	SR 303	CENTRAL VALLEY RD.
4.0 E JCT SR 16	SR 166	MITCHELL AVE
JCT SR 16	SR 16	SR160
0.7 N JCT SR 304	PORT WASHINGTON NARROWS	SR 303
3.5 N JCT SR 304	SR 310/KITSAP WAY	SR 3
4.5 N JCT SR 304	SR 3	AUSTIN DRIVE
7.2 N JCT SR 304	SR 3	ELDORADO BLVD
3.8 N JCT SR 308	SR 3	FINN HILL ROAD
6.3 N JCT SR 304	CHICO WAY NW	SR 3
8.7 N JCT SR 304	NEWBERRY HILL RD	SR 3
8.7 N JCT SR 304	NEWBERRY HILL RD	SR 3
9.9 N JCT SR 304	ANDERSON HILL RD	SR 3

9.9 N JCT SR 304	ANDERSON HILL RD	SR 3
1.0 N JCT SR 303	SR 3	TRIGGER AVE
2.1 N JCT SR 303	SR 3	MOUNTAIN VIEW RD
2.6 N JCT SR 303	SR 3	N-W RAMP TO LUOTO
JCT SR 3	SR 3	SR 303 (WAAGA WAY)
JCT SR 3	SR 3	SR 303/CLEAR CK RD
9.8 N PIERCE CO	SR 166	SR 16 NORTHBOUND
JCT SR 3	SR 3	SR 304 W-S RAMP
3.1 E JCT SR 3	DOGFISH BAY	SR 308
6.3 N JCT SR 304	CHICO WAY NW	SR 3
***The Hood Canal Floating Bridge was not evaluated as part of this study due to its classification as a special bridge.		

Earthquakes of lesser magnitude or farther from the county would cause less damage and displacement, but the county could find itself faced with a large influx of displaced persons. Depending on the damage and injuries caused by an earthquake, businesses may close, unemployment may rise, and economic loss might occur.

Volcanic earthquakes¹⁶, often centered within or beneath the volcano, are usually one of three kinds: (1) pre-eruption earthquakes caused by explosions or steam or underground magma movements, (2) eruption earthquakes caused by explosions and collapse of walls inside the volcano, or (3) post-eruption earthquakes caused by magma retreat and interior structural collapse. Although volcanic earthquakes are strong near the volcano, they are generally confined there. There are some exceptions, as with the "St. Helens Fault Zone," where a tectonic fault (earth's crustal structure)¹⁶ is closely associated with the volcano. Tremors may cause large rockfalls, snow avalanches, landslides, and building collapse. Since all Pacific Northwest volcanoes are in a regular seismic zone, tremors should be evaluated for their volcanic potential by qualified geophysicists or seismologists.

The following page shows a map of seismic hazards such as fault hazard zones, liquefaction susceptibility, and site classes in Kitsap County. Liquefaction susceptibility describes the likelihood of saturated sediments to liquefy during an earthquake, resulting in permanent ground deformations. When liquefaction occurs, the ability of soil to support buildings and infrastructure is diminished.

Legend

Kitsap Fault Hazard Zone

- High Geologic Hazard
- Moderate Geologic Hazard
- Kitsap Seismogenic Faults

Kitsap Liquefaction Susceptibility

- High; Moderate-High
- Moderate; Low-Moderate

Kitsap Site Class

- High Geologic Hazard

- Tax Parcels
- Unincorporated Urban Growth Area
- Incorporated City
- Reservation Boundaries

Limited Areas of More Intense Rural Development

- Type I
Unincorporated Area of More Intense Rural Development: Type I
NOW IN TIA 0000000000
Used for areas of small concentrations of development
in 1990, where future development is expected.
- Type III
Unincorporated Area of More Intense Rural Development: Type III
NOW IN TIA 0000000000
Used for areas of small concentrations of development
of limited cottage industries and related small businesses.

Street Center Lines

- State Highway
- Major Road
- Collector / Arterial
- Local Access; Local Road

Railroad Lines

- Ferry Terminals
- Ferry Routes

Waterbodies (defined in WAC 222-16-030)

WaterBody Cartographic Feature Code

- Bay, estuary, Puget Sound
- Lake, Pond, Reservoir, Gravel pit or quarry filled with water
- Marsh, wetland, swamp, bog

Watercourses (defined in WAC 222-16-030)

Fish Habitat Water Type Code

- (S) Designated Shoreline of the State
- (F) Fish Habitat
- (N) Non-fish Habitat
- (U) Unknown, unmodeled hydrographic feature.

Geologically Hazardous Map SEISMIC HAZARDS KITSAP COUNTY

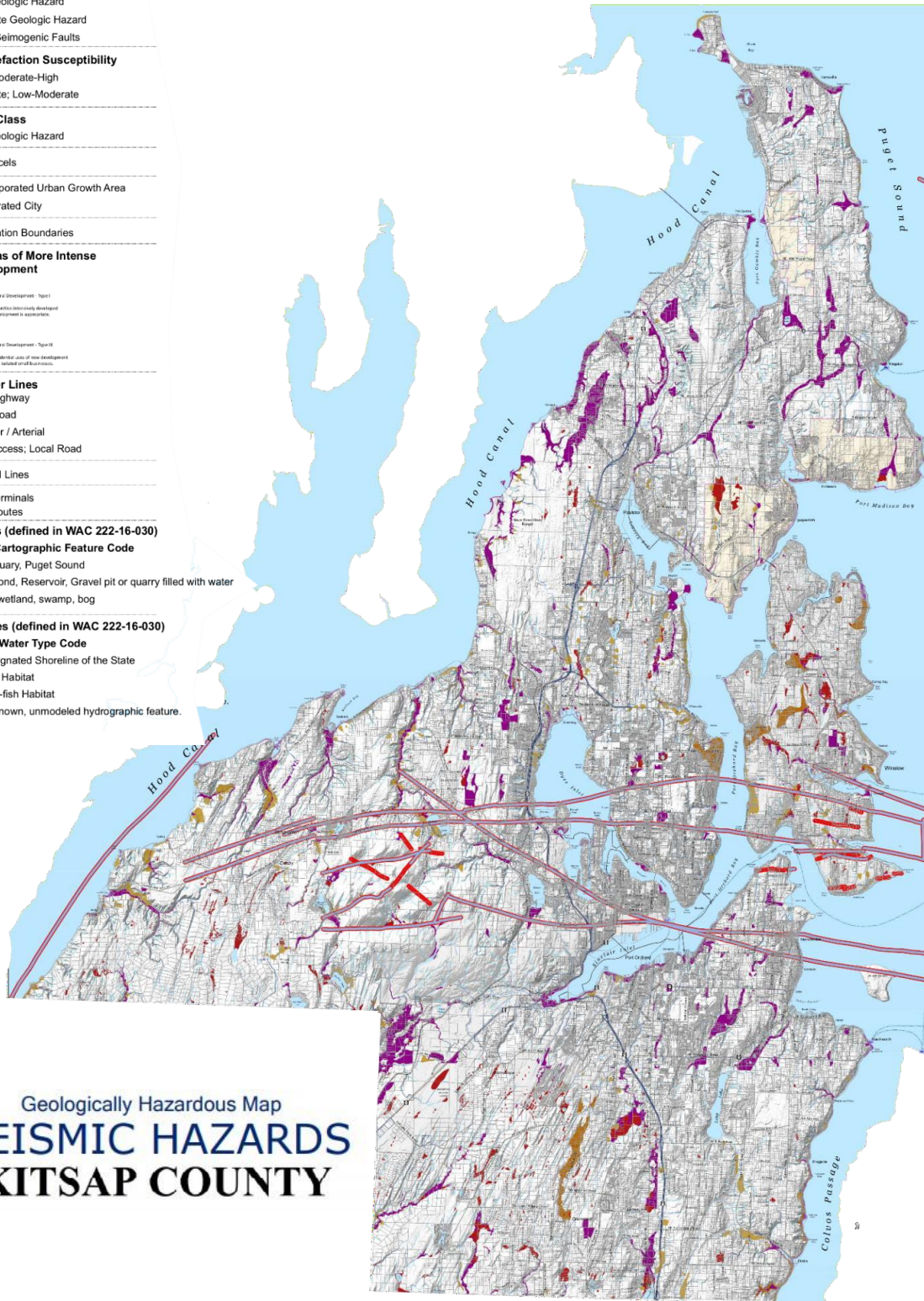


Figure 16: Seismic Hazards

B1- c Does the plan describe the extent for each identified hazard?

Expected Extent

Earthquakes caused by subduction zone plate stress can reach a magnitude greater than 8.0. Below is a table that discusses earthquake effects at each magnitude.

Comparison of Earthquake Measurements ^{16, 96, 97}		
Magnitude Richter	Degree Mercalli	Description
<3.5	I	People do not feel any earth movement.
3.5	II	Few people notice movement if they are at rest or on the upper floors of tall buildings.
4.2	III	Many people indoors feel movement. Hanging objects swing back and forth.
4.5	IV	Most people indoors feel movement. Hanging objects swing. Dishes, windows, and doors rattle. The earthquake feels like a heavy truck hitting the walls. A few people outdoors may feel movement. Parked cars rock.
4.8	V	Almost everyone feels movement. Sleeping people are awakened. Doors swing open or closed. Dishes are broken. Pictures on walls move. Small objects move or are turned over. Trees might shake. Liquids might spill.
5.4	VI	Everyone feels movement. People have trouble walking. Objects fall from shelves, off walls. Furniture moves. Plaster walls might crack. Trees and bushes shake. Slight damage in poorly built buildings.
6.1	VII	People have difficulty standing. Drivers feel cars shaking. Some furniture breaks. Loose bricks fall from buildings. Considerable damage in poorly built buildings, slight to moderate in well-built buildings.
6.5	VIII	Drivers have trouble steering. Houses that are not bolted down may shift on their foundations. Towers and chimneys may twist and fall. Poorly built structures suffer severe damage, well-built suffer slight damage. Tree branches break. Wet ground hillsides may crack. Water levels in wells may change.
6.9	IX	Well-built buildings suffer considerable damage. Houses that are not bolted down move off their foundations. Some underground pipes are broken. The ground cracks. Reservoirs suffer serious damage.
7.3	X	Most buildings and foundations are destroyed. Some bridges are destroyed. Dams are seriously damaged. Large landslides occur. Water is thrown on the banks of canals, rivers, and lakes. The ground cracks in large areas. Railroad tracks are bent slightly.
8.1	XI	Most buildings collapse, some bridges are destroyed. Large cracks appear in the ground. Underground pipelines are destroyed. Railroad tracks are badly bent.
>8.1	XII	Almost everything is destroyed. Objects are thrown into the air. The ground moves in waves or ripples. Large amounts of rock may move.

Table 22: Comparison of Earthquake Measurements

ShakeMaps, maps depicting shaking intensity and ground motion following an earthquake, can be produced in near-real-time for incidents or created for specific scenarios by regional seismic network operators in cooperation with the USGS. These ShakeMaps can be used for response, land use, and emergency planning purposes. Figure 19 shows a ShakeMap modeled after a Seattle Fault 7.2 magnitude incident showing the shaking intensity for this scenario. The central and eastern portions of Kitsap County, including Bainbridge Island, Port Orchard, and

Bremerton, are all located in the severe (instrumental intensity VIII) to extreme (instrumental intensity X+) shake zones.^{16, 96, 97}

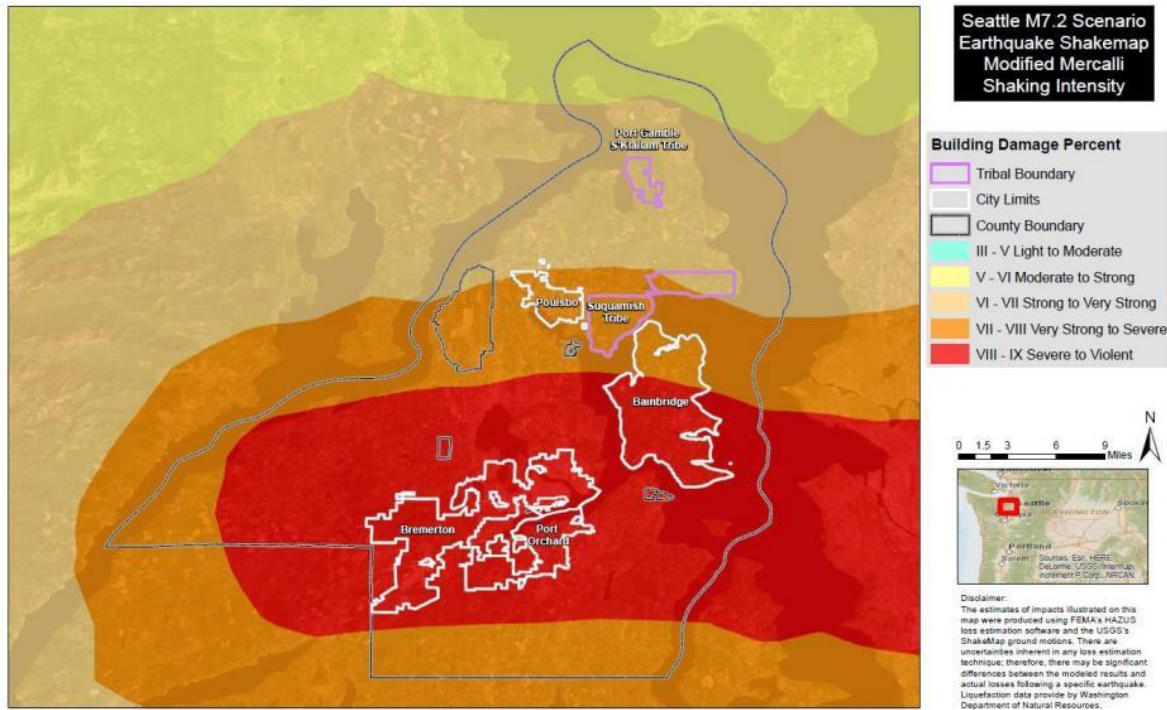


Figure 19: Shaking Intensity for a 7.2 Seattle Fault Earthquake.

All communities in Kitsap County would be affected if a Seattle Fault incident were to occur. The Cities of Bainbridge Island and Port Orchard have the most significant percentage of buildings located in the moderate-high liquefaction zone, while unincorporated areas of the county have the highest total number of buildings located in these zones. The total building dollar loss in Kitsap County for an earthquake of this magnitude is estimated to exceed \$3.6 billion.

Hazus Earthquake Results for a Seattle M 7.2 Earthquake ^{16, 71, 32, 88, 89, 41}						
Community	Total Est. Building Value	Total Number of Buildings	Number of Buildings in the Moderate-High Liquefaction Zone	Percentage of Buildings in the Moderate-High Liquefaction Zone	Building Dollar Loss for a Seattle 7.2 Incident	Loss Ratio (Dollar Losses /Total Building Value)
Bainbridge	\$2.6 billion	9,094	384	4%	\$538 million	21%
Bremerton*	\$1.7 billion	10,899	116	1%	\$760 million	45%
Port Gamble S'Klallam Tribe**	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Suquamish Tribe	\$474 million	3,093	97	3%	\$29.8 million	6.3%
Port Orchard	\$966 million	4,076	258	6%	\$377 million	39%

Poulsbo	\$865 million	3,160	50	2%	\$67.5 million	7.8%
Unincorporated County	\$9.7 billion	57,801	1,921	3%	\$1.8 billion	18%
Total	\$16.3 billion	88,123	2,826	3%	\$3.6 billion	18%

Table 16: Hazus Earthquake Results for a Seattle M 7.2 Earthquake.

Note: The above table shows the total estimated building value by community, total number of buildings by community, total number of buildings within the moderate to high liquefaction zone, and percentage of buildings within the moderate to high liquefaction zone. In addition, building losses are reported for a Seattle Fault 7.2 magnitude incident as well as a loss ratio. A loss ratio is calculated by dividing the dollar loss by the total building value. The loss values are for building losses only; additional damages to infrastructure and building contents are not captured in this table. *Information from the military base was not included in the assessment for the City of Bremerton. **No building data was available for the Port Gamble S’Klallam Indian Reservation from Kitsap County, so the results are shown as unknown.

In addition to the building analysis in the 2020 FEMA Risk Report, essential facilities (schools, fire, police, and medical facilities) were analyzed to determine if they would experience damage from the earthquake incident. Anything labeled greater than 50 percent would be considered damaged. For the entire study area, 155 schools’ buildings of 292 are expected to have a greater than 50 percent chance of being damaged; 91 medical facilities out of 184 are expected to have a greater than 50 percent chance of being damaged; and 16 fire stations out of 48 are expected to have a greater than 50 percent chance of being damaged. Transportation damage is not shown in the report.

Pre-Code versus Moderate Code Building in Kitsap County ^{10, 71, 32, 88, 89, 41}				
Community	Number of Pre-Code Buildings (before 1975)	Percent Pre-Code Buildings	Number of Moderate Code Buildings (after 1975)	Percent of Moderate Code Buildings
Bainbridge Island	3,082	34%	6,012	66%
Bremerton	8,698	80%	2,201	20%
Port Orchard	1,415	35%	2,661	65%
Poulsbo	725	23%	2,435	77%
Squamish Tribe	780	25%	2,313	75%
Port Gamble S’Klallam Tribe	Unknown	Unknown	Unknown	Unknown
Unincorporated County	17,278	30%	40,523	70%
Total	31,978	36%	56,145	64%
Note: Pre-code buildings are those that are built prior to 1975. Moderate code are those built after 1975. These dates were chosen based on when the seismic provisions were incorporated into the building code statewide which was 1975. Please note that the analysis in Hazus used the following dates: Pre- code are any buildings prior to 1941. Moderate Code were any buildings after 1941, which is the default Hazus methodology. Please refer to the appendix for additional information.				

Table 17: Pre-Code versus Moderate Code Building in Kitsap County.

History

Since 1962, earthquakes have had the most significant impact of any hazard on the county in terms of monetary costs and disruptions to daily life.

In the Puget Sound region, the most dramatic earthquake identified so far is associated with the Seattle Fault, which runs from the east side of King County across West Seattle and the south end of Bainbridge Island, extending into Central Kitsap.

When the ground broke free about 1,100 years ago, geologic forces pushed the ground upward about 20 feet from Restoration Point on Bainbridge Island to Alki Point in West Seattle. Tideflats were left high and dry, and a tsunami drowned low-lying estuaries throughout Puget Sound. Evidence suggests that the tremendous earthquake caused forested slopes to slide into Lake Washington and Lake Sammamish. Farther away, the quake may have unleashed rockslides that blocked streams and created new lakes in the Olympic Mountains.⁵²

Researchers believe the earthquake probably measured around magnitude 7.2, yet the shaking was far greater than deep earthquakes of the same size. In fact, for residents of Kitsap and King counties, a Seattle earthquake today like the one 1,100 years ago would probably cause more damage than the largest Cascadia subduction earthquake.

The Nisqually earthquake of 2001 was the most recent earthquake incident that caused significant damage to Kitsap County and the Puget Sound region and is the last major deep earthquake. This 6.8 magnitude earthquake struck the Puget Sound region on February 28, 2001, and created minor to moderate damage to the properties of over 750 Kitsap County residents.⁵³ According to the U.S. Geological Survey (USGS) Earthquake Hazards Program, damage estimates from this incident amounted to \$1 billion to \$4 billion dollars throughout the region.⁵⁴ Previous deep earthquakes included a 6.5-magnitude quake near Des Moines in King County in 1965 and a 7.0-magnitude quake near Olympia in 1949.⁵⁵

The part of Washington State east of the Cascades has historically been subject to shallow, though infrequent, smaller earthquakes up to a magnitude of 6.0. The western part of Washington State is vulnerable to the following earthquake risks:

1. A magnitude of 7.5 incident of 40 or more kilometers in depth.
2. of 6.5 incident at a shallow depth in the vicinity of Mount St. Helens.
3. A magnitude of 7.5 incident at a shallow depth anywhere in western Washington of uncertain probability.
4. Subduction plate earthquakes of magnitudes greater than 8.0.

Washington State Significant Earthquakes					
Date	Time (PST)	Latitude Longitude	Depth (Km)	Mag	Location
December 14, 1872	2140	48°48' 121°24'	shallow	7.4	North Cascades
December 12, 1880	2040	47°30' 122°30'		5.5	Puget Sound
April 30, 1882	2248	47°00' 123°00'	deep	6.0	Olympia area
November 29, 1891	1521	48°00' 123°30'		5.0	Puget Sound
March 6, 1893	1703	45°54' 119°24'	shallow	4.9	Southeast Washington
January 3, 1896	2215	48°30' 122°48'		5.7	Puget Sound
March 16, 1904	2020	47°48' 123°00'		5.3	Olympics eastside
January 11, 1909	1549	48°42' 122°48'	deep	6.0	Puget Sound
August 18, 1915	0605	48°30' 121°24'		5.6	North Cascades
January 23, 1920	2309	48°36' 123°00'		5.5	Puget Sound
July 17, 1932	2201	47°45' 121°50'	shallow	5.2	Central Cascades
July 15, 1936	2308	46°00' 118°18'	shallow	5.7	Southeast Washington
November 12, 1939	2346	47°24' 122°36'	deep	5.7	Puget Sound
April 29, 1945	1216	47°24' 121°42'		5.5	Central Cascades
February 14, 1946	1914	47°18' 122°54'	40	6.3	Puget Sound
April 13, 1949	1155	47°06' 122°42'	54	7.1	Puget Sound
August 5, 1959	1944	47°48' 120°00'	35		Northwest Cascades
April 29, 1965	0728	47°24' 122°24'	63	6.5	Puget Sound
February 13, 1981	2209	46°21' 122°14'	7	5.5	South Cascades
April 13, 1990	2133	48°51' 122°36'	5	5.0	Deming
January 28, 1995	1911	47°23' 122°21'	16	5.0	17.6 km NNE of Tacoma
May 2, 1996	2104	47°46' 121°57'	7	5.3	10.2 km ENE of Duvall
June 23, 1997	1113	47°36' 122°34'	7.4	4.9	5.5 km NE of Bremerton
July 2, 1999	1743	47°05' 123°28'	41	5.1	8.2 km N of Satsop
February 28, 2001	1054	47.19°N 122.66°W	57	6.8	Southern Puget Sound, NE of Olympia

Table 18: Washington State Earthquakes

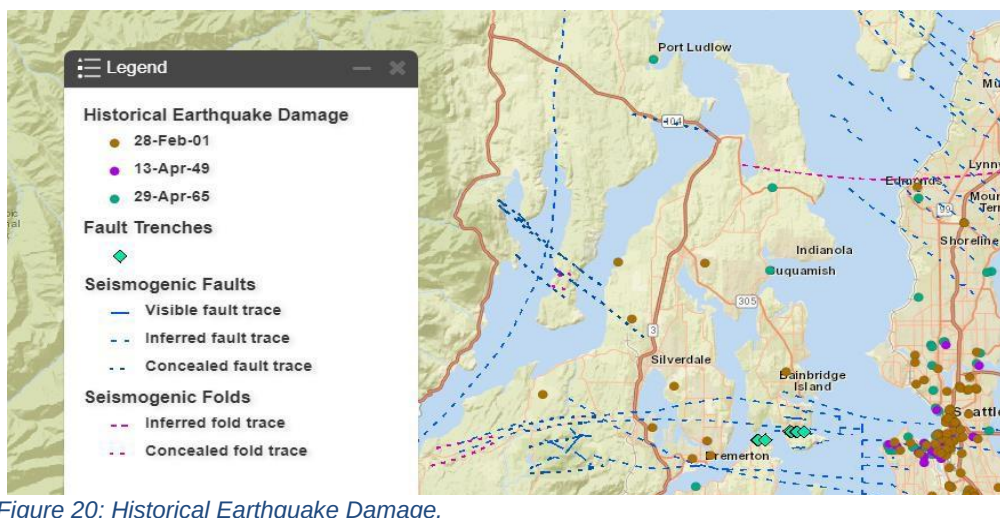


Figure 20: Historical Earthquake Damage.

B1- e. Does the plan include the probability of future events for each identified hazard?

Probability of Future Events

The largest active fault that will affect Washington (and the whole Pacific Northwest) is the Cascadia subduction zone. This fault produces some of the largest and most damaging earthquakes in the world (M9). A damaging earthquake is inevitable on this fault, but we do not know exactly when it will happen.⁵⁶

According to the Washington State Department of Natural Resources,²¹ earthquakes occur nearly every day in the state. Like other counties, Kitsap County takes advantage of various available technologies to assess the likelihood and effect of earthquakes in the region. Such technology includes GIS mapping, Hazus, and evaluation of LIDAR (Light, Detection, and Ranging) and USGS studies about the country. Programs available from the USGS, such as the Washington State Earthquake Scenario Catalog, provide a variety of HAZUS modeling studies on

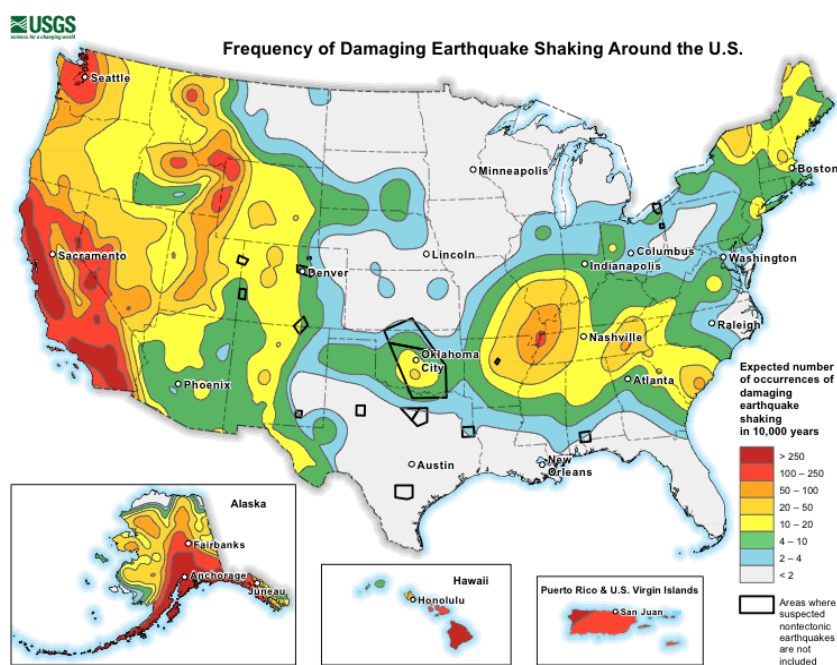


Figure 21: Frequency of Damaging Earthquake Shaking Around the US.

different faults.

These studies provide valuable insight into vulnerability and exposure modeling of earthquakes that can be used in mitigation planning and as a training and exercise tools.



B1- e. Does the plan describe the effects of future conditions, including climate change on the type, location, and range of anticipated intensities of identified Hazards?

Climate Change Impacts

There is debate over how climate change impacts earthquake activity explicitly, and there is currently no substantial and universally accepted information to provide in this section. ^{2, 14, 13, 21}

Vulnerability Summary

1. The overall risk rating for earthquakes is “**high**.” Damages are also considered “high” as the incident will affect the county’s infrastructure. The rating is defined as a strong potential for a disaster of major proportions in the next 25 years. Although the 2018 Washington State HIVA rated earthquake risk in Kitsap County as “moderate-high,” it rated area, population, and critical infrastructure with “high” and state and first responder facilities with “moderate-high” exposure risks. Due to high ratings and potential damage to people, infrastructure, and critical facilities, Kitsap County views earthquakes as a high-risk hazard.
2. This hazard mitigation plan identified through collaboration with the partner cities details many of the most vulnerable structures within Kitsap County, these structures were chosen due to either their construction materials, or due to the fact that they have not yet been seismically upgraded or a combination of these. While the structures listed are considered the most vulnerable any and all structures within Kitsap County are at risk from earthquakes, and their aftershocks.
3. Earthquakes are the number one catastrophic threat to Kitsap County. The largest estimated magnitude is 8.0, which would be catastrophic. Although less damaging earthquakes similar to Nisqually in 2001 are more likely, they can still cause damage in the millions across the county.
4. The damaging shaking from an earthquake could cause minor tsunamis, liquefaction in Kitsap County’s small cities, and building and infrastructure damage that would take years of recovery. Small businesses may not survive, and damages to ferry systems, bridges, and highways will impact the economy.
5. All of the critical infrastructure facilities, fire stations, and EMS facilities are located in areas with moderate or higher exposure to earthquake hazards. Mitigation efforts will help lessen the potential impact, but a significant earthquake will still create substantial damage to infrastructure, and potentially to the economy
6. Damage to highway infrastructure outside Kitsap County could have a direct impact on Kitsap County’s economy. In particular, damage to Highway 16 and I-5 in Pierce County will directly impact access to Kitsap County. Also, damage to the Junction of I-5 and US 101 in Thurston County could also directly impact Kitsap County, especially if they were affected at the same time.

- a. The State Ferries routinely operate at near capacity. If an incident caused damage to critical transportation infrastructure, the ferry system would be challenged to pick up the slack.

Conclusions

Kitsap County lies within multiple fault zones and as such will experience the effects from a major earthquake from activity of any of these faults. Earthquakes are identified as a high (>80%) risk due to the effects a major earthquake will have on the people, infrastructure, economy, and environment. Any major earthquake (>7.2) has a great potential to make Kitsap County an island limiting the ability to receive needed resources from outside the area. Within Kitsap County a major earthquake (>7.2) will also divide the county into impassable “micro-islands” that will require the development of unique methods to restock supplies and needed resources to provide for the population and their recovery. Mitigation efforts must be instituted and maintained to decrease potential problems from major earthquakes. They are:

1. Examination, evaluation, and enforcement of effective building and zoning codes.
2. Public education on what to do before, during, and after an earthquake.
3. Development of appropriate County and City government response plans. Response should include detailed, immediate action to save resources such as water and gas supplies. Plans should be realistically exercised at the County and City levels to ensure workability and relevance to disaster response.

Mitigation Strategies

Earthquake/Tsunami Mitigation Strategy 1	
Promote public seismic risk retrofit for residential sector to include educational workshops on foundation bolting, tie downs, and necessary bracing actions.	
GOAL Reduce injury from falling objects through information and education. - Lead agency will continue to be KCDEM with support from industry subject matter experts. Free workshops for homeowners will be provided twice each year. - Special Resources considered for this project could include volunteer groups, matching grant applications, private donations, and Housing Authority support. - Propose the utilization of Small Business Administration pre-disaster mitigation loans for a portion of the funding needed.	
Lead	KCDEM
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	Ongoing/1 to 5 years
Implementation Cost	Advertising workshops in local newspapers - \$1000-2000/year
Potential Funding Source	Local, State, Federal
Status	Ongoing, will be continued through the 2025-2029 period.
Earthquake/Tsunami Mitigation Strategy 2	
Develop a three-mile vehicle width recreation trail from Jarstad Park near Gorst to the Kitsap Lake area.	
Goals: Capacity and Resiliency	
Lead	Washington Department of Transportation and KCDEM
Priority	Moderate
Jurisdictions incorporated into this strategy	Bremerton, Port Orchard, Kitsap County
Implementation Time	1-5 years
Implementation Cost	Estimated \$100,000-\$500,000
Potential Funding Source	Local, State
Status	Continued. To be completed. Feasibility studies to be evaluated and started.
Earthquake/Tsunami Mitigation Strategy 3	
Develop a plan to address resiliency and redundancy, including identifying gaps in the transportation network.	
Goals: Capacity and Resiliency	
Add SR 16/3	
Lead	Washington Department of Transportation and KCDEM
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	Moderate
Implementation Time	By 2024
Implementation Cost	Estimated up to \$100,000
Potential Funding Source	Local, State
Status	Ongoing, will be continued through the 2025-2029 period.

Earthquake/Tsunami Mitigation Strategy 4	
Mitigate for Agate Passage Bridge closure: utilize maritime alternatives to move passengers and freight.	
Goal: Exercise maritime alternatives • Last done in 2008 • Can be completed as an exercise	
Lead	Washington Department of Transportation and KCDEM
Jurisdictions incorporated into this strategy	Bainbridge Island, Poulsbo, Kitsap County
Priority	Moderate
Implementation Time	1-5 years
Implementation Cost	Estimated \$50,000
Potential Funding Source	Local, State, Federal
Status	Ongoing, Kitsap in 2024 has started the development of a "Marine Unit" This will continue through at a minimum the 2025-2029 period.

Landslide & Erosion Mitigation Strategies



Lead Agencies

Kitsap County Conservation District
City/County Community Development Departments
City/County Public Works Departments
Kitsap County Department of Emergency Management
Tribal Nations (where appropriate)

Hazard Overview

The term landslide refers to the down-slope movement of masses of rock and soil. Slides range in size from thin masses of earth a few yards wide to deep-seated bedrock slides.^{5, 11} The form of initial failure commonly categorizes them, but they may travel in a variety of ways along their paths. This travel rate may range in velocity from a few inches per month to many feet per second, depending largely on the slope, material, and water content.^{5, 11} The recognition of ancient, dormant slide masses is essential, as they can be reactivated by earthquakes or unusually wet winters. Also, because they consist of broken materials and disrupted groundwater, they are more susceptible to construction-triggered sliding than adjacent undisturbed material.

Erosion refers to the gradual removal of soil through wind or water action^{5, 11}. Erosion may be induced or increased by failure to use ground covers to protect soil from wind or drainage systems that allow effective dispersal of stormwater. Slopes on waterfronts can also be severely undercut by regular wave action or large waves produced by storms. The following factors contribute to landslides and earth movements:^{5, 11}

1. Erosion caused by rivers, glaciers, or ocean/sound waves.
2. Earthquakes shaking the ground and creating stress in vulnerable soils.
3. Increased loads from man-made structures like roads and the weight of rain/snow and/or vegetation.
4. Hydrologic issues caused by high water tables, freezing, and thawing of ground or weak soils.
5. Development of land, grading of roads, and the removal of vegetation
6. Increases in lateral pressures like tree roots, crystallizations weakening slopes.

B1- b. Does the plan include information on the location of each identified hazard?

B1- c. Does the plan describe the extent for each identified hazard?

Location/Extent

Kitsap County is subject to landslides and soil erosion due to wind, water, and flooding at all times of the year figure 22 shows susceptibility to landslides in Kitsap County. Landslides can cause

deaths, significant damage to properties and infrastructure, and in some cases, losses of the use of land for many years due to the extensive cost of restoration. Earthquakes also have the potential to trigger landslides. The 2001 Nisqually earthquake caused approximately \$34.3 million in damage due to earthquake-induced landslides throughout the region. Landslide occurrences in Kitsap County have been concentrated along its coastal bluffs as well as within river valleys near the coastline.

Over 1,000 buildings are located in the defined landslide zone, which have a total estimated value of approximately \$211 million. The majority of these buildings are located in unincorporated areas; these 766 buildings have an estimated value of \$137 million and comprise nearly 72 percent of all buildings that are susceptible to landslides in the county^{5, 21, 46, 48, 51}. These buildings are concentrated in the northeastern part of the county along Puget Sound, in the southwestern section of the county along Hood Canal, and in the southeastern portion of the county along Colvos Passage. Bainbridge Island also contains a significant number of buildings that are exposed to the effects of landslides, and Port Orchard contains 66 buildings near the Sinclair Inlet that are in the landslide zone^{5, 21, 46, 48, 51}.

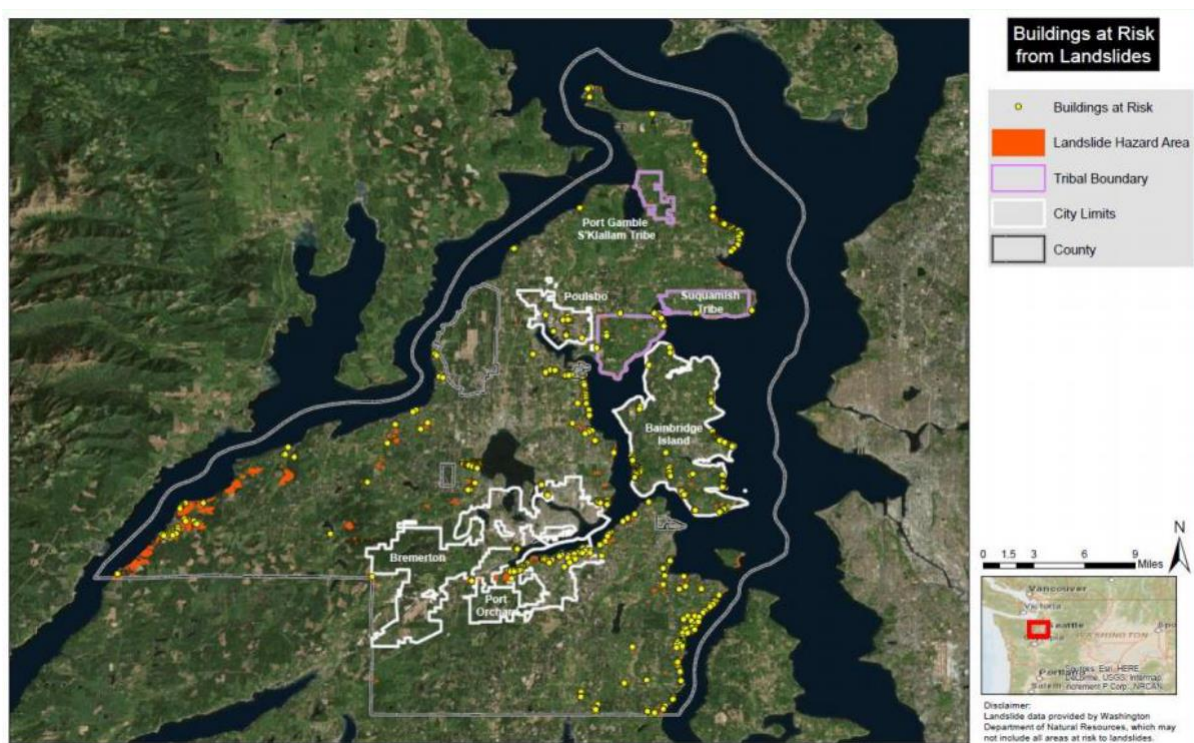


Figure 22: Shallow Landslide Susceptibility Zones and Building Impacts.

Effects

Landslides typically and primarily cause damage to roads, railroads, sewer, and water lines, homes, and commercial buildings. They can occur as a result of flooding areas or can cause localized flooding if they impact the drainage system within the slope or bluff. The most significant effects of landslides are injury or death, disruption of transportation, and the destruction of property.

Severe slides may affect shipping and travel routes to the extent that economic loss results. This loss can be particularly severe for tourism and recreational centric businesses. Uncontrolled

water flow creates an erosion effect, which in turn can cause landslides. Erosion can also result in gullies, which ruins land and deltas by covering the more valuable ground. The effects of erosion are usually much less dramatic than landslides, but the final results may be more costly. Soil erosion can be a slow process that continues relatively unnoticed or can occur at an alarming rate, causing severe loss of topsoil. Soil compaction, low organic matter, loss of soil structure, poor internal drainage, salinization, and soil acidity problems are other serious soil degradation conditions that can accelerate the soil erosion process.

Kitsap County continues to be impacted by landslides and erosion issues with each new winter storm. Soil erosion continues to occur, especially at steep slopes and construction sites during wind and rainstorms.

Building Exposure to Landslides ^{32, 47}		
Community	Buildings within Landslide Zone	Building Value with Landslide Zone
Bainbridge Island	177	\$55 Million
Port Orchard	66	\$8.1 Million
Poulsbo	40	\$9.8 Million
Squamish Tribe	21	\$1.9 Million
Port Gamble S'Klallam Tribe	Unknown	Unknown
Unincorporated County	766	\$137 Million
Total	70	on

Table 19: Building Exposure to Landslides.

B1- d. Does the plan include the history of previous events for each identified hazard?

History

Several landslides have impacted Kitsap County over the last 20 years. Landslides can cause deaths, significant damage to properties, and in some cases, losses of the use of land for many years due to the extensive cost to restoration. The deadly landslide on Bainbridge Island is probably the one single event that demonstrates the unpredictability and destructiveness of a landslide. In the winter of 1996, a landslide in the Rolling Bay area of Bainbridge Island forced a house off its foundation and down a hill into Puget Sound.^{12, 17} It caused the death of a family of four and destroyed millions of dollars in both public and private property. The tragedy of Oso Landslide of 2014 was a slide that left 43 people dead, many injured, devastating the town of Oso, the Stillaguamish River, and surrounding infrastructure.⁵⁰

B1- e. Does the plan include the probability of future events for each identified hazard?

Probability of Future Events

Washington is one of the most landslide-prone states in the country and annually experiences hundreds to thousands of events across the state. Landslides on the 2023 Risk hazard for Kitsap County is moderate (>75%) due to the county's history of landslides, the areas that have the highest probability to landslide

(high population areas), and the damages that would result from large landslides within Kitsap County. Figure 24 shows highly probable areas within Kitsap county for landslides, however, it is difficult to predict precisely when and where a landslide will occur. There are, however, seasonal predictions in locations commonly affected by heavy rains near shorelines. In some cases, the amount of precipitation that falls over a particular period of time can predict the vulnerability of a slope. The severity of any landslide is the loss of life and the destruction of property. LIDAR technology, ongoing studies, and managing land use helps improve mitigation practices. Although the County no longer has the LIDAR program, the studies during its implementation created comprehensive maps and valuable hazard information, Information from the Washington Department of Natural (WA DNR) LIDAR Portal was utilized to retrieve and model 2018 data.

Kitsap County LIDAR Defined Landslides (2018)¹¹			
Jurisdiction	Number of Landslides	% of Total Landslides	Affected Area per Jurisdiction in Sq. Mi.
Unincorporated Kitsap County	137	76.5	24.5
Bainbridge Island	27	15	4.8
Bremerton	6	3.4	1.1
Port Orchard	3	1.7	0.54
Poulsbo	0	0	0
Port Madison Suquamish Reservation	4	2.2	0.7
Port Gamble S'Klallam Reservation	2	1.1	0.35
Totals	179	100%	32

Table 20: Kitsap County LIDAR Defined Landslides (2018).

Landslide events often occur within the boundaries of pre-existing deep-seated landslide deposits. Like the 2008 LIDAR data, the most current WA DNR (2018) LIDAR data modeling identified, a total of 231 landslides¹¹, all of which were assigned a confidence interval of high or moderate to indicate how confident the USGS was that the event occurred. According to this study, landslides represented 0.8% of the land area of Kitsap County. Landslide events in Kitsap County were concentrated in the coastal areas on Puget Sound, Port Orchard Channel, Hood Canal, and Colvos Passage. The largest cluster of landslide deposits appeared near Holly and Hoods Point along Hood Canal, as well as near Kingston in the northeastern part of Kitsap County along Puget Sound.⁶²

City	Buildings within Landslide Zone	Building Value with Landslide Zone
Bainbridge Island	177	\$55 million
Port Orchard	66	\$8.1million
Poulsbo	40	\$9.8 million
Unincorporated County	766	\$137 million
Suquamish Tribe	21	\$1.9 million
Total	1070	\$211 million

Table 21: Building Exposure to Landslides.

Landslides are common in areas with steeper slopes and wet environments, which are also often locations of greater ecological diversity^{96, 97}. Landslides mobilize soil and often stress rehabilitative regeneration processes within upland denuded areas. This soil loss is often permanent. Landslide debris can block watercourses, damming flows resulting in flooding and extreme surges when these blockages fail.

These impacts often result in long-term changes. These changes can be beneficial to fluvial

habitats while, soil losses detrimental to upland ones.^{96, 97}

The Landslide

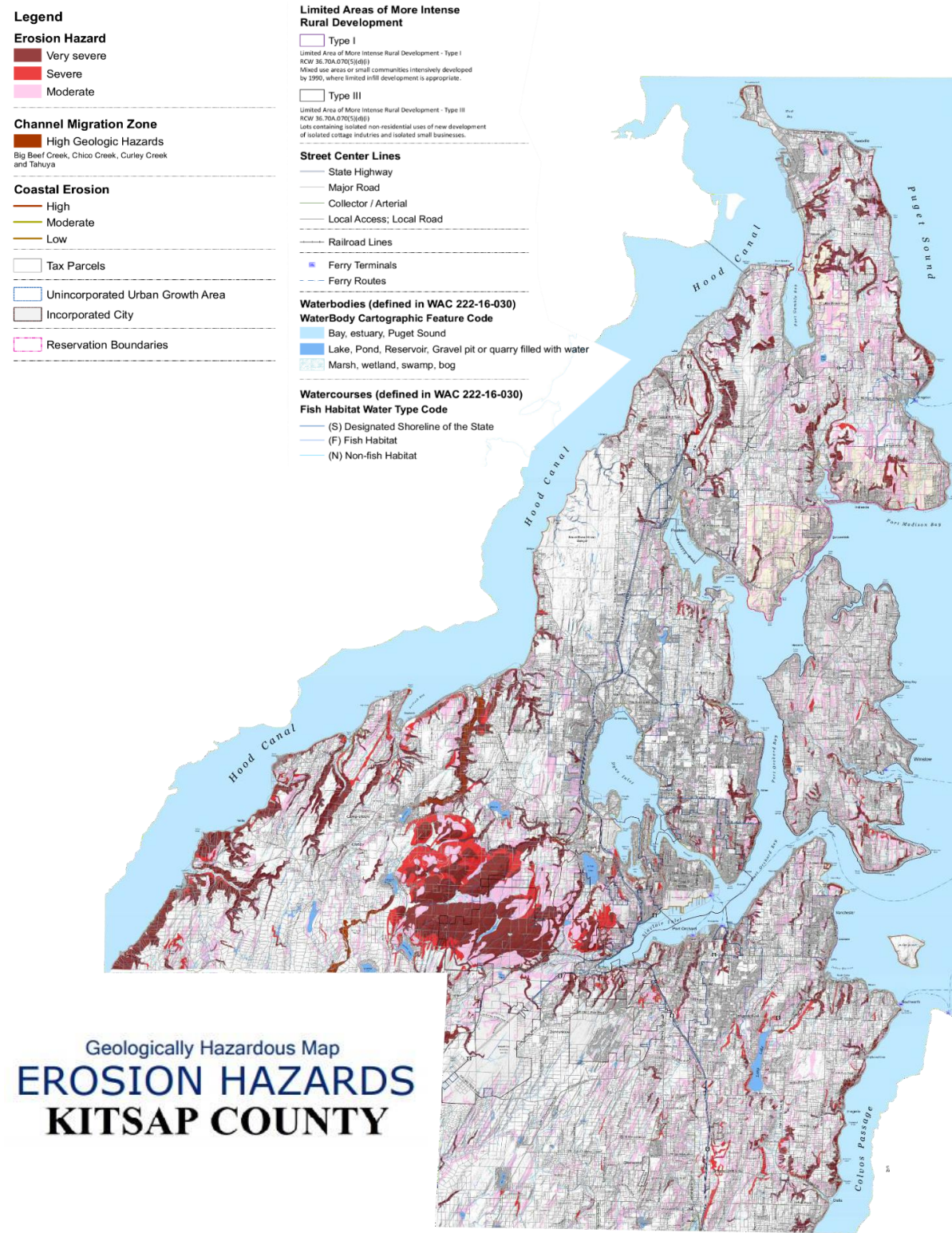


Figure 23: Kitsap County Erosion Hazard Map

Hazard map 23 and 24 show detailed information on deep and shallow landslides, as well as limited areas of more intense rural development, waterbodies, and watercourses of Kitsap County. Figure 23 is an Erosion Hazard map moderate to severe land and coastal erosion. Sediment transport through changes in rainfall, snowpack, and streamflow. Climate change is also increasing the probability of wildland fires, which, in turn, contribute to increases in the likelihood of landslides.

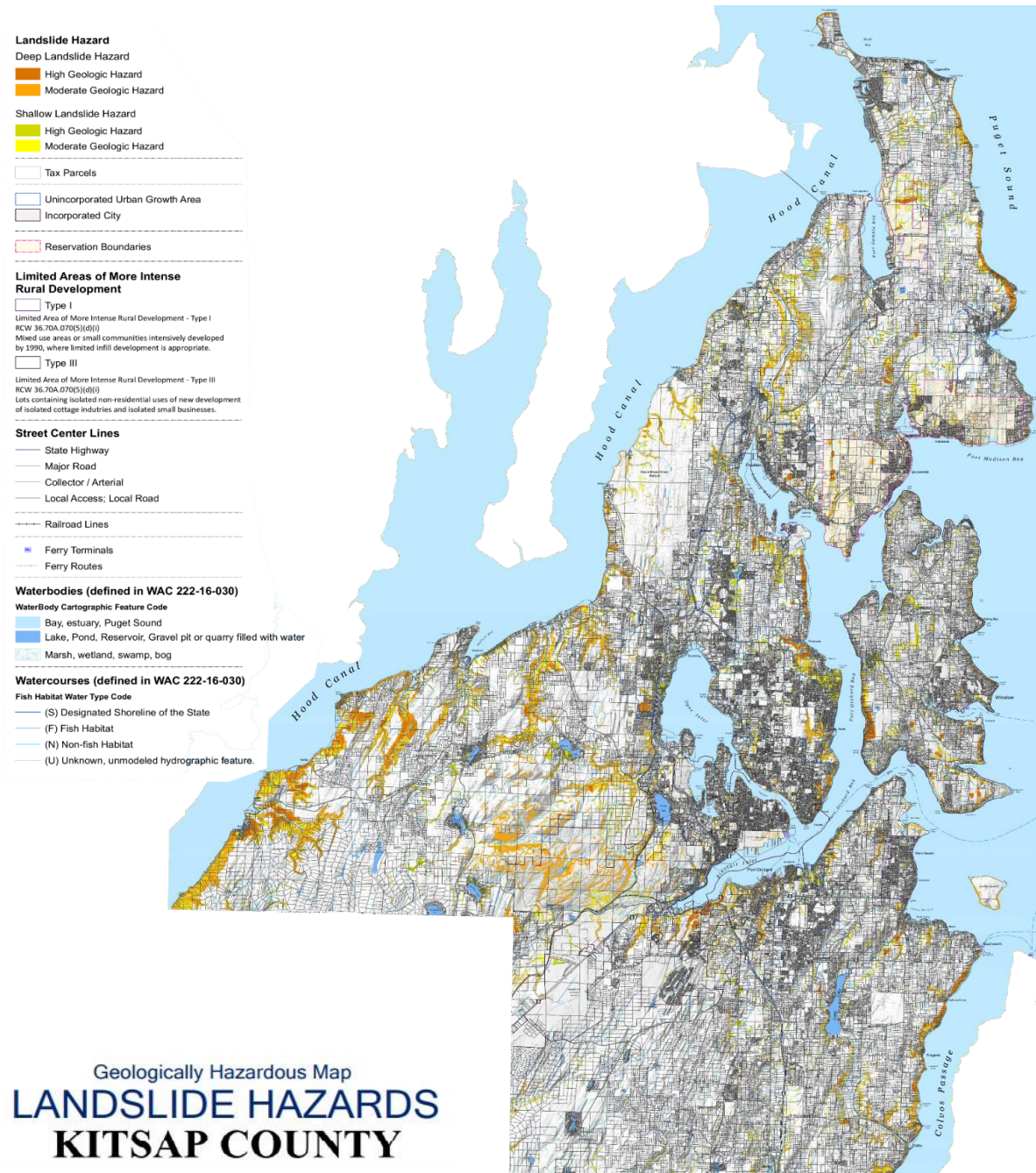


Figure 24: Kitsap County Landslide Hazard Map



B1- e. Does the plan describe the effects of future conditions, including climate change on the type, location, and range of anticipated intensities of identified Hazards?

Climate Change Impacts

In the coastal zone, the effects of sea-level rise, erosion, inundation, threats to infrastructure and habitat, and increasing ocean acidity collectively pose a significant threat to the region². Climate change predicts that the region will see increased rainfall and flooding which increases the likelihood of landslides in the region.

The Puget Sound region is expected to experience increases in the frequency of landslides and the rate of erosion and sediment transport in winter and spring, primarily as a result of continued declines in snowpack and projected increases in the frequency and intensity of heavy rain events.^{2, 11, 17} In summer, these processes are expected to become less important in the future, due to diminishing streamflow and drier soils. Both natural climate variability and human modification to the landscape have a strong effect on landslide and sediment processes and will continue to influence these processes in the future. While a lack of direct observations makes it challenging to make robust projections, communities in the Puget Sound region are preparing for changing landslide and sediment risk through targeted regulations, climate-informed design, and floodplain infrastructure aimed at mitigating anticipated impacts.²

Observations show a clear warming trend, and all scenarios project continued warming during this century. Most scenarios project that this warming will be outside of the range of historical variations by mid-century. Increasing air temperatures can facilitate soil breakdown, allow more water to penetrate soils, reduce snow accumulation, and increase the risk of wildfire and other threats to forest health, all of which can affect the rates of erosion and sediment transport and the likelihood of landslides.^{2, 5}

Heavy rain events are projected to become more intense. Current research is consistent in projecting an increase in the frequency and intensity of heavy rain events.² These changes could result in greater erosion, higher sediment transport in rivers and streams, and a higher likelihood of landslides, primarily as a result of higher soil water content.² Most models are consistent in projecting a substantial decline in summer precipitation. Projected changes in other seasons and for annual precipitation are not consistent among models, and trends are generally much smaller than natural year-to-year variability. Declining precipitation in summer could result in decreased erosion, a reduced rate of sediment transport, and a lower probability of landslides.² Higher seas could limit the transport of sediment from rivers to Puget Sound and increase the rate of erosion in some coastal areas.^{2, 11, 17}

Although climate is a major driver of erosion, sediment transport, and landslide hazards, there are other factors that can have an important effect on these processes. In particular, changes in land use and land cover – both due to development and forest management – can dramatically affect the likelihood of a landslide, the exposure of sediments to erosion, and the rate of streamflow and sediment transport.^{2, 11, 17}

Vulnerability Summary

1. Landslide/erosion vulnerability and effect on Kitsap is considered **"moderate,"** (>75%) meaning there is moderate potential for a disaster of less than major proportions during the next 25 years.
2. More than 50% of the county critical infrastructure facilities are located in areas exposed to landslides. (This does not include indirect impacts that may be caused by damaged road segments.) There are residential areas that could be affected by these slide areas, as well as roads and other utility infrastructure^{9, 10, 11, 42, 47}.
3. The Puget Sound basin has the greatest vulnerability because of increased population density and development on and below bluffs and slopes. The county has several landslide hazard areas ranging from low to very high hazard rating. Areas with the largest landslide risk are generally at some distance from development, although an event would likely impact roads and lifelines.
4. The State of Washington rates landslide losses second to flood losses for Washington state.
5. The most significant effects of landslides are injury or death, disruption of transportation, and the destruction of property.^{96, 97}
6. Kitsap County continues to be impacted by landslides and erosion issues with each new winter storm. Soil erosion continues to occur, especially at steep slopes and construction sites during wind and rainstorms.
7. Landslides mobilize soil and often stress rehabilitative regeneration processes within denuded areas. This soil loss is often permanent. Also, landslide debris can block watercourses, damming flows resulting in flooding and extreme surges when these blockages fail. These impacts often result in long-term changes. These changes can be beneficial to fluvial habitats while, as a result of soil losses, detrimental to upland ones.
8. In conjunction with the Growth Management Act (RCW 36.70A), Kitsap County and its local jurisdictions have identified landslide hazard areas and require geotechnical investigation and preventative improvements before development can take place on top of or below slopes subject to sliding through the various Critical Areas Ordinances passed within each city. Kitsap County and the participating jurisdictions will be looking for grant funding to conduct this geotechnical investigative work along with developing preventive improvements in the region.
9. Despite the difficulty in predicting landslides, recent research conduct by USGS in Kitsap County has been instrumental in mapping landslide areas. Using LIDAR provides essential information about Kitsap County landmass and geological history¹¹.

Conclusions

The most significant effects of landslides are injury or death, disruption of transportation, and the destruction of property. Future studies and effective land use management will help to mitigate landslide-prone areas and minimize the effect on the public and infrastructure.

Kitsap County has identified slide hazard areas and required geotechnical investigation and preventative improvements before development can take place on top of or below slopes subject

to sliding through the:

1. Kitsap County Critical Areas Ordinance, December 2017³².
2. City of Bainbridge Island Critical Area Ordinance, January 2019⁷⁰
3. City of Poulsbo Chapter 16.20 Critical Area Ordinances, July 2007⁵⁵
4. Port Orchard Critical Ordinance, December 2009⁵⁶
5. *Port Orchard Municipal Code, June 11, 2019*
6. City of Bremerton Critical Lands Ordinance, June 2016⁵⁷

However, the County and partner city jurisdictions need to conduct more public education concerning the construction of single-family structures in slide hazard areas and to reduce efforts to develop these areas. These public education programs will be areas for future grant funding efforts. Human-caused erosion at building sites must be controlled through good engineering and construction practices, i.e., the removal of trees from slopes in or near residential areas. Farming must conform to established erosion control practices to conserve topsoil. All of these strategies are areas where Kitsap County and the partnering City Jurisdictions will be looking for future grant funding opportunities.

Mitigation Strategies

Landslide & Erosion Mitigation Strategy 1	
Given the transition of the state LIDAR program from Kitsap County to the Department of Natural Resources: the county will be working to coordinate with State agencies to identify new funding streams and technical assistance to support local planning and LIDAR maintenance efforts.	
Goal - Reduce the hazard to life, property and infrastructure.	
Lead	Department of Community Development with support from KCDEM
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	3 years
Implementation Cost	Estimated \$1,000-\$5,000
Potential Funding Source	Local, State
Status	Ongoing, resources from the WA DNR were utilized for this review and edit, however, new data and modeling is needed due to the increase in development within Kitsap County.

Landslide & Erosion Mitigation Strategy 2	
Utilize Public Access Television to educate on the causes of erosion and how to mitigate further erosion.	
Goal - Reduce the hazard to life, property and infrastructure.	
Lead	The lead agency would be Community Development in coordination with Public Works.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	Ongoing/1-5 years
Implementation Cost	No initial cost.
Potential Funding Source	Covered by an agreement for public education through Bremerton Kitsap Access Television (BKAT), Public Education and Government (PEG) Access television station airing programming on Comcast Channel 12 and WAVE Broadband channel 3.
Status	Ongoing will continue through the 2025 – 2029 MHMP at a minimum.

Tsunami Mitigation Strategies



Lead Agencies	Support Agencies
Kitsap County Emergency Management Council	Washington State Division of Emergency Management
Kitsap County Department of Emergency Management	Area Chambers of Commerce
City/County Public Works Departments	City/County GIS Departments
	Washington State Department of Transportation

Hazard Overview

A tsunami consists of a series of high-energy waves that radiate outward like ripples from the area in which the generating incident occurred^{96, 97}. These waves can travel 500 miles per hour in the open ocean^{96, 97}. As they approach the coast, their speed decreases, and their amplitude increases, potentially reaching heights of over 100 feet^{96, 97}. All tsunamis are potentially dangerous, even though they may not damage every coastline they strike. Damaging tsunamis are very rare. Typically, they are triggered by earthquakes, volcanic activity, and submarine landslides or, in the case of Puget Sound, most often by local landslides from surrounding bluffs. Unlike regular ocean waves, which are generated by wind or tides, a tsunami is generated by the displacement of water^{96, 97}.

Seiches are a series of standing waves in an enclosed or partially enclosed body of water. Seiches are normally caused by an earthquake and can affect harbors, bays, lakes, rivers, and canals^{96, 97}. Seiches are created when strong winds and rapid changes in atmospheric pressure push water from one end of a body of water to the other. When the wind stops, the water rebounds to the other side of the enclosed area. The water then continues to oscillate back and forth for hours or even days. Similarly, earthquakes, tsunamis, or severe storm fronts may also cause seiches along ocean shelves and ocean harbors.

B1- b. Does the plan include information on the location of each identified hazard?

Location

Kitsap County's coastlines are vulnerable, but tsunamis are infrequent. Areas at highest risk are generally 25 feet from sea level, and above to 25 feet, and within one mile of the shoreline. Most deaths are caused by drowning. Associated risks include flooding, contamination of drinking water, and fire from ruptured tanks and gas lines. Earthquakes or landslides can also cause inland tsunamis. Landmasses falling into the water can create a wave that would affect low-lying areas such as Dyes Inlet and Sinclair Inlet. Waves created by inland tsunamis can cause damage to ports, marinas and other structures or businesses on the waterfront. Figures 25 and 26 show projected maximum inundation depths and potential inundation zones.

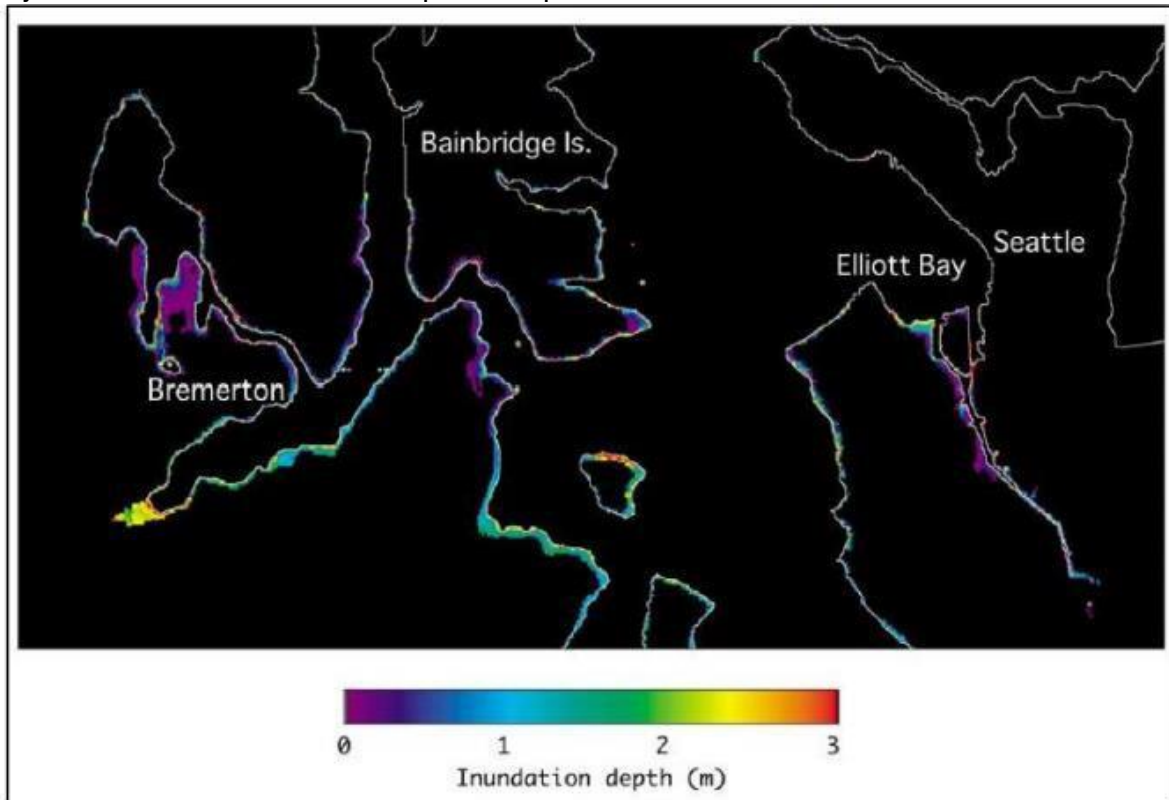


Figure 25: Maximum Inundation Depths for the Tsunami Generated by the Seattle Fault Scenario.

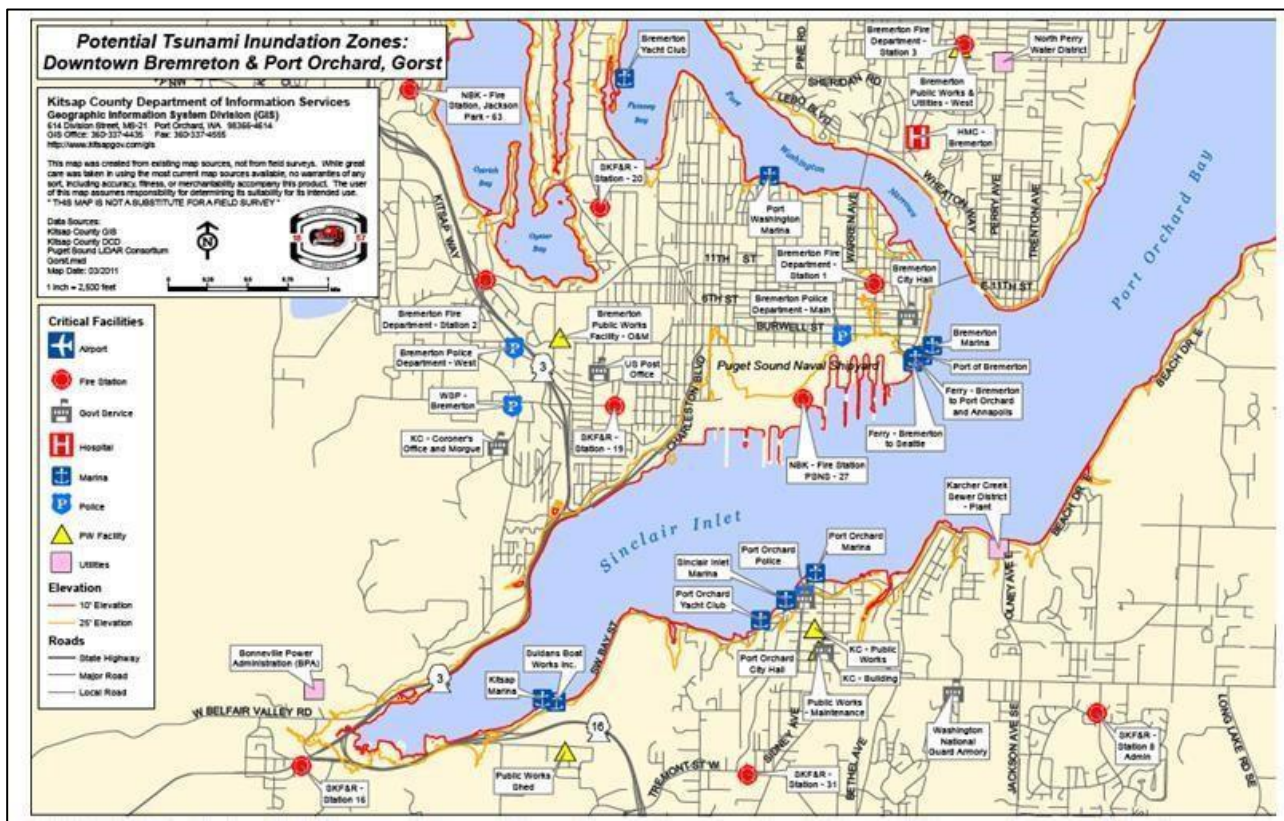


Figure 26: Potential Tsunami Inundation Zone for Bremerton and Port Orchard (Kitsap County GIS (2022))

Effects

Much of Kitsap County is surrounded by water, from the Puget Sound to the Hood Canal. With so much shoreline in the county, a tsunami, high waves, or a seiche would have a devastating effect on Kitsap County residents. Flooding would occur, property damage would be sustained, and residents would be displaced.

Aside from the tremendous hydraulic force of the tsunami waves themselves, floating debris carried by a tsunami can endanger human lives and batter inland structures. Ships moored at piers and in harbors often are swamped and sunk or are left battered and stranded high on the shore. Breakwaters and piers collapse, sometimes because of scouring actions that sweep away their foundation material and sometimes because of the sheer impact of the waves.

Port facilities, naval facilities, ferry terminals, fishing fleets, and public utilities are frequently the backbone of the economy of the affected areas, and these are the very resources that generally receive the most severe damage. Until debris can be cleared, wharves and piers rebuilt, utilities restored, and the fishing fleets reconstituted, communities may find themselves without fuel, food, transportation, and employment. Wherever water transport is a vital means of supply, disruption of coastal systems caused by tsunamis can have far-reaching economic effects. Seiches create a “sloshing” effect on bodies of water and liquids in containers. This primary effect can cause damage to moored boats, piers, and facilities close to the water. Secondary problems, including landslides and floods, are related to accelerated water movements and elevated water levels.

Extent

Simulated wave heights of 13-17 feet indicate that tsunamis are not only a threat to the infrastructure in Gorst but also the naval base at Bremerton^{37, 47, 49, 52}. Even an order-of-magnitude smaller Tacoma fault-generated tsunami would generate strong currents in the narrow straits and harbors near Gorst^{37, 47, 49, 52}. Further tsunami simulations in the Puget Lowland, including different fault scenarios, would help determine the degree of hazard posed by locally generated tsunamis. A tsunami can significantly affect the Cities of Bremerton and Port Orchard as well as the Puget Sound Naval Shipyard. Table 22 identifies and breaks down the structures in the hazard area^{37, 47, 49, 52}.

Building Stock and Critical Facilities by Jurisdiction Affected by Tsunami ⁷³						
Jurisdiction	Total Building Stock	Building Stock in Hazard Area	% Building Stock in Hazard Area Jurisdiction	Total Critical Facilities	Total Critical Facilities in Hazard Area	% Critical Facilities in Hazard Area Jurisdiction
Unincorporated Kitsap County	87,985	3826	4.3	249	12	4.8
Bainbridge Island	12,639	1238	9.7	83	5	6.0
Bremerton	13,683	739	5.4	64	4	6.2
Port Orchard	6,708	194	2.9	39	2	5.1
Poulsbo	3,516	115	3.3	66	3	4.5
Port Madison Suquamish Reservation	4,579	265	5.9	7	1	1.4
Port Gamble S'Klallam Reservation	270	4	1.5	5	0	0
Totals (Kitsap)	129,380	6377	4.9%	513	27	5.2

Table 22: Building Stock and Critical Facilities by Jurisdiction Affected by Tsunami.

Table 23 describes the four main types of tsunami risk in Washington and their areas of greatest risk. Each type affects different parts of the State. Emergency planners and hazard geologists are working hard to learn more about these risks. The Seattle Fault presents the biggest know tsunami threat to Kitsap County.^{96, 97}

Types of tsunami risk		
Type of tsunami	Description	Area of greatest impact
Distant	A tsunami is created by a distant earthquake or landslide and travels across the ocean	Pacific coastal communities
Cascadia subduction zone	Tsunami created by large Magnitude 8–9 earthquake off the Washington, Oregon, or British Columbia coasts	Pacific coastal communities
Local earthquake (for example, the Seattle or Tacoma faults)	Tsunami created in large body of water from an earthquake on local faults	Communities close to the body of water
Landslide-caused tsunami	Large landslide occurs underwater or slides from land into water	Depends on where the landslide occurs

Table 23: Types of Tsunami Risk (WADNR).

Washington has three major earthquake sources that have the potential to cause tsunamis: subduction zone earthquakes, deep (Benioff Zone) earthquakes, and shallow crustal fault earthquakes^{96, 97}.

Deep (Benioff zone) earthquakes do not produce tsunamis. However, they may trigger landslides that could generate tsunamis.⁵

Cascadia Subduction Zone Earthquakes⁷⁵

The Cascadia subduction zone off the coast of Washington, British Columbia, Oregon, and northern California is the biggest tsunami hazard for Washington State. subduction zone earthquakes are capable of generating some of the largest and most damaging earthquakes in the world, the Cascadia Subduction Zone off our coast is one of these faults. These earthquakes also cause very large and damaging tsunamis. The following series of diagrams show how tsunamis are created along the Cascadia subduction zone.^{5, 21}

Areas uplifted offshore will create a tsunami wave that will inundate coastal areas that have already subsided from the earthquake as seen in the graphic to the right (Zones of uplift and

subsidence during a Cascadia subduction zone earthquake. Image modified from a diagram by Carrie Garrison-Laney (WA SeaGrant).

Crustal Faults

Other faults in Washington, such as the Seattle Fault, can also move the ocean floor and cause tsunamis. The Seattle Fault is known to have had an earthquake event that directly produced a tsunami, and other crustal faults (Tacoma Fault and Darrington-Devils Mountain fault zone, for example) could produce tsunamis (Williams and others, 2000). Additionally, there are numerous landslide-generated tsunami deposits that were triggered by local earthquakes found throughout Puget Sound. For this reason, we consider all active crustal faults that are near to Puget Sound to be a possible direct or indirect source of future tsunamis.

Models for tsunami inundation in parts of the Puget Sound exist for the Seattle and Tacoma faults and can be found on the [Geologic Information Portal](#).

Distant Events

Tsunamis generated from earthquakes at other subduction zones and faults around the Pacific Ocean have the potential to impact our shores. Of the numerous historical events that have occurred, only the 1964 Alaska earthquake-generated tsunami has caused damage to the Washington coast. Most tsunami alert messages received for Washington are related to earthquakes in Alaska.

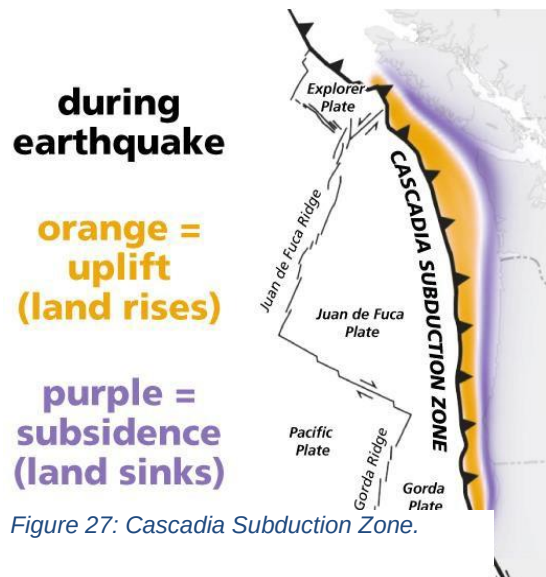


Figure 27: Cascadia Subduction Zone.

B1- d. Does the plan include the history of previous events for each identified hazard?

History

It is believed that the magnitude 7.0 earthquake that occurred on the Seattle fault 1,100 years ago caused a tsunami. Recent studies suggest historical evidence of a 13-17-foot tsunami hitting the Gorst area of Sinclair Inlet. The tsunami may have been an outcome of a Seattle fault earthquake or possibly other incidents cataclysmic enough to cause an 18-foot tidal wave in the Puget Sound.⁷⁶ The study reiterates the threat of multiple hazards associated with earthquakes in the Puget Lowland, of which tsunamis are prominent in the case of Sinclair Inlet.^{94 96, 97}

An earthquake-induced landslide in 1949 at Salmon Beach in the Tacoma Narrows generated a 6-8-foot tsunami that hit Gig Harbor^{94 96, 97}. It moved both directions within the Narrows probably reaching portions of south Kitsap County. East Passage and Colvos Passage form a direct connection from the area where the Seattle Fault crosses Puget Sound and Kitsap County. Because of this, it is highly likely that any tsunami generated by the large earthquake on that fault approximately 1100 years ago propagated south to at least some portions of the county.⁷⁷ The following figure is a graphic depiction of the history of tsunamis in Washington by the Washington Department of Natural Resources²¹.

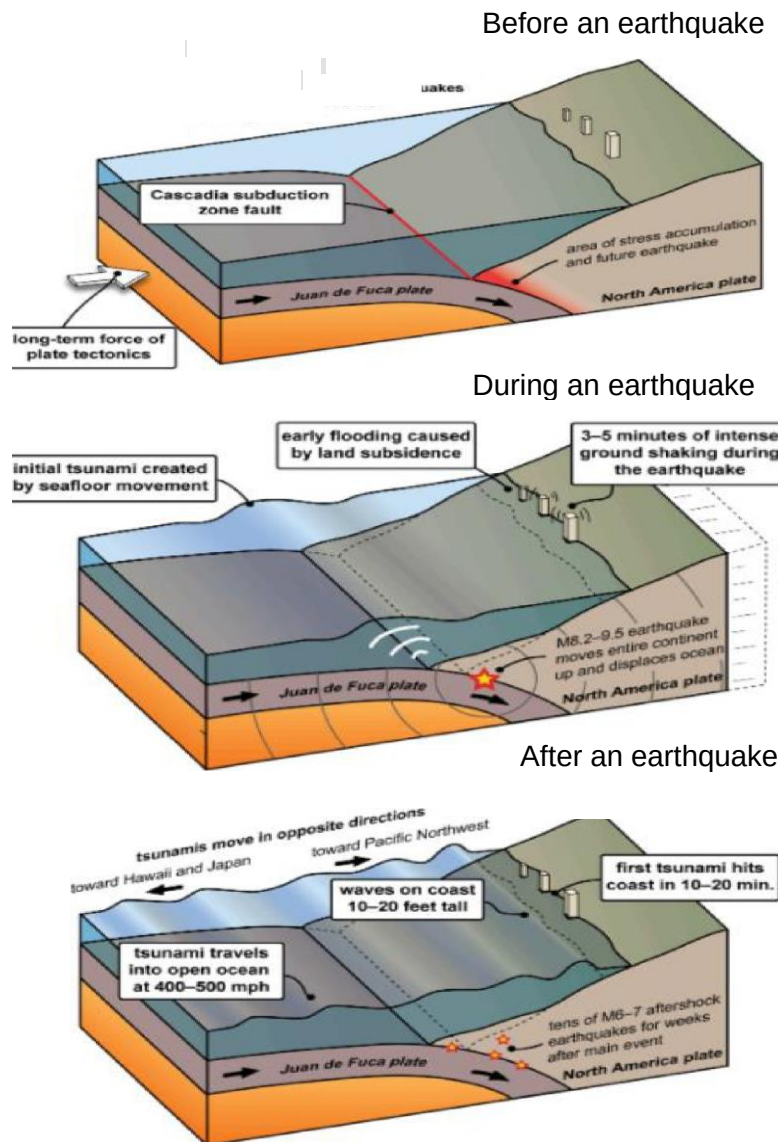


Figure 28: earthquake modeling

Probability of Future Events

Tsunamis generated elsewhere on the Pacific Rim are the ones that strike Washington most often, although effects on Kitsap County are lessened due to the location of the County's shoreline in the Puget Sound. The Seattle Fault presents the biggest known tsunami threat to Kitsap County. Impacts would be diminished due to not being located directly on the Pacific Coast. It is therefore difficult to estimate the future probability of tsunamis. It is estimated that an earthquake (M8 or M9) in the Washington portion of the Cascadia Subduction Zone would likely produce a significant tsunami with major damaging and life-threatening impacts along the coastal shoreline communities. According to the Pacific Northwest Seismic Network, there is a 10-20% chance of a Cascadia Subduction Zone earthquake in the next 50 years.¹⁶

The Seattle fault is active and capable of generating a large earthquake with a magnitude greater than 7.0. A 2005 study by Koshimura and Mofjeld modeled the potential effects of a tsunami caused by a 7.0 magnitude earthquake at major ports and harbors in Puget Sound as well as at several communities in Kitsap County, such as Bremerton and Port Orchard. The model indicated

Tsunamis in Washington

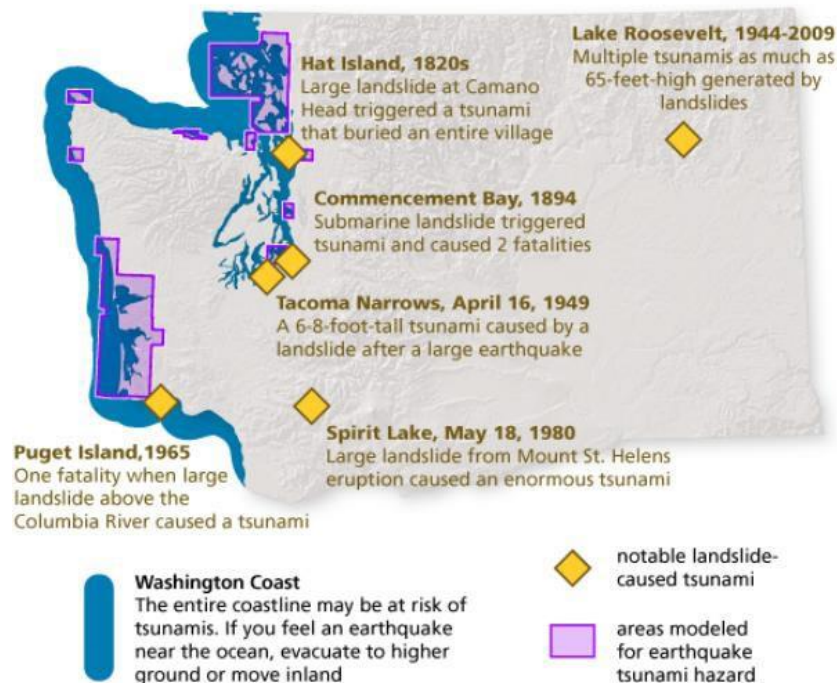


Figure 29: Tsunamis in Washington.

that at Bremerton and Port Orchard, the local seismic uplift would generate a 1.5m tsunami at the moment of the earthquake, with inundation occurring primarily along the southern shore of Sinclair Inlet and the northern and southern shore of Dyes Inlet. The estimated flow depths range between two meters at the shore of Port Orchard, 4m at the northern shore of Dyes Inlet, and two meters at the southern shore of Dyes Inlet. The results of this model are shown in the following figure. A tsunami in these developed areas would affect homes, schools, businesses, ports, harbors, shipyards, marinas, transportation infrastructure, utilities, and coastal ecosystems.

Great earthquakes in the North Pacific or along the Pacific coast of South America historically generate tsunamis that sweep through the entire Pacific basin occur at a rate of about six every 100 years.⁷⁹ Local earthquakes and landslides that generate tsunamis occur more frequently, although scientists have not calculated a specific rate of occurrence. The communities within the county that are potentially at risk are Bainbridge Island, Navy Yard City, Silverdale, Bremerton, Parkwood, Suquamish, Erlands Point, Port Orchard, Tracyton, Manchester, and Poulsbo.

A tsunami cannot be precisely predicted, even if the magnitude and location of an earthquake are known. Geologists, oceanographers, and seismologists analyze each earthquake and, based on many factors, may issue a tsunami warning. However, there are some warning signs of an impending tsunami, and automated systems can provide warnings immediately after an earthquake in time to save lives. One of the most successful systems uses bottom pressure sensors, attached to buoys, which constantly monitor the pressure of the overlying water column.



B1- e. Does the plan describe the effects of future conditions, including climate change on the type, location, and range of anticipated intensities of identified Hazards?

Climate Change Impacts

In the coastal zone, the effects of sea-level rise, erosion, inundation, threats to infrastructure and habitat, and increasing ocean acidity collectively pose a significant threat to the region².

With diverse landforms (e.g., beaches, rocky shorelines, estuaries), the Northwest coast may experience a wide range of climate impacts. Global sea levels have risen about 8 inches since 1900, with about 3 of those inches (about 7 cm) occurring since 1993. Much of the Pacific Northwest coastline is rising due to tectonic uplift, which raises the land surface. A major earthquake along the Cascadia subduction zone would immediately reverse centuries of uplift and potentially increase relative sea level by a meter or more.⁸⁰ Changes to sea level have an inherent impact on the potential reach of a tsunami.

Vulnerability Summary

Tsunami vulnerability and effect on Kitsap County is considered “**moderate,**” (>60%) meaning there is a moderate potential for a disaster of less than major proportions during the next 25 years. Kitsap County’s tsunami risk assessment is based on the facts that the damages to the built environment, economy and people would be moderate to high, and the probability of a tsunami is relatively low, however there are indicators that Kitsap County and the partnering city jurisdictions will see tsunami impacts from any large subduction zone activity. The tsunami threat to the County comes from local earthquakes, rather than distant ones. The 2018 Washington State Hazard Mitigation Plan rates tsunami risk in Kitsap County as “low,” but the plan’s tsunami risk analysis is limited to the coastal shoreline counties in Washington State. It also does not address distant tsunami impacts or incidents caused by crustal shallow zone earthquakes.⁸¹

Kitsap County is vulnerable to tsunamis, high waves, and seiches due to its vulnerability to storms and earthquakes. Among the most susceptible elements of the community are the marine enterprises, public port facilities, defense establishments and the hundreds of private residences lining the shorelines of Sinclair and Dyes Inlets; these entities either need or prefer a shore location. Located on filled ground, over water, or at the foot of steep shoreline bluffs, the structures housing employees, customers, military personnel, visitors, or residents are in harm’s way for tsunami inundation and strong currents, landslides, and soil failure during and after strong ground shaking.

Vulnerability issues include loss of life, debris, natural resources damage, transportation infrastructure, utilities, and shoreline development. Earthquakes will occur and most likely will cause a tsunami. Earthquakes and other underwater disturbances could occur and cause general or localized damage from a tsunami or a seiche. Damage from a tsunami or a seiche may range from insignificant to catastrophic.

In the past few years, Kitsap County GIS has developed maps and data on the potential for a worst-case tsunami scenario defined as a 25-foot wave height hitting anywhere along the coastline of Kitsap County. In the future, updates to this HIVA will continue to revise the shoreline analysis and evaluate tsunamis based on more credible data.

Conclusions

Within Kitsap County earthquakes will occur and will most likely cause a tsunami. Earthquakes and other underwater disturbances could occur and cause general or localized damage from a tsunami or a seiche. Damage from a tsunami or a seiche may range from insignificant to catastrophic.

This hazard mitigation plan identified through collaboration with the partner cities details many of the most vulnerable structures within Kitsap County, these structures were chosen due to either their location close to Tsunami susceptible areas, or their elevation (<100ft) above the water line in a tsunami possible area or a combination of these. While the structures listed are considered the most vulnerable many structures within Kitsap County are at risk from tsunamis depending on the severity, height of the waves, and length of the tsunami activity.

Kitsap County and the participating City Jurisdictions will continue to pursue grant funding to provide and complete the mitigations strategies that are provided in this plan along with any new or revised mitigation strategies developed. Education of the affected populations, proper zoning, and suitable structural design can aid in reducing the disastrous effect of this natural hazard. If the warning is received early enough (2 to 5 hours), which is possible for tsunamis generated at a distance, hasty preventive action can be taken: people can be evacuated, ships can clear harbors or seek safer anchorage, and buildings can be closed, shuttered, and sandbagged. For tsunamis generated by local earthquake or landslide events, however, the time from initiation of a tsunami to its arrival at the shore can be less than a minute. Residents in areas susceptible to tsunamis should be made aware of the need to seek high ground if they feel strong ground shaking.

Tsunamis or seiches that occur in Kitsap County have the potential to cause property damage and casualties. Public education on tsunamis and seiches is normally included in disaster preparedness classes as a subset of earthquake damage. Although much work has been done on disaster preparedness for the public, local governments, emergency planners and the citizenry need to recognize the dangers and effects of tsunamis and seiches as a component of the earthquake hazard.

Mitigation Strategies

Tsunami Mitigation Strategy 1	
Training: Design and schedule a series of workshops to train local waterfront facilities and businesses in the development of appropriate evacuation plans.	
Goal – Reduce the hazard to life, property and infrastructure - Workshops should serve to educate local waterfront facilities and businesses to the nature of the tsunami threat, inform them of all available options for evacuation, and train them in assessing their particular facility. This project will require a minimum of 3 workshops: (1) Tsunami Preparedness and Mitigation for Waterfront Businesses, (2) Facility Assessment Training, and (3) Evacuation Planning for Waterfront Businesses. - This strategy should be approached in a manner consistent with the Education & Outreach Plan Washington State EMD and its Inner Coastal Tsunami Workgroup, proposed by Washington Sea Grant for the Reducing Earthquake Tsunami Hazards in Pacific Northwest Ports & Harbors project.	
Lead	The lead agency for this strategy should be the Department of Emergency Management with additional support required from Inner Coastal Tsunami Workgroup. Additionally, involvement by the Local Chambers of Commerce and local business owners, especially those within low lying or tsunami hazard zones as noted, will be requested. Additional resources may be available through the Washington Sea Grant Program
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	1 to 2 years
Implementation Cost	Minimal costs will be associated with the man-hours needed to design and plan for the workshops. Additionally, costs may be incurred in securing appropriate venues for holding the workshops and/or materials provided. Total costs should not exceed \$5000.
Potential Funding Source	Local, and pursuing any grant funding related to tsunamis.
Status	This is an ongoing project, and is included in every presentation done by Kitsap County Department of Emergency Management
Tsunami Mitigation Strategy 2	
Public Outreach and Education: Provide public outreach and education regarding the potential impact of tsunamis and high waves on Kitsap County using maps and information from historical and simulated events.	
Goal - Reduce the hazard to life and property.	
Lead	KCDEM Outreach and Education
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	Ongoing
Implementation Cost	No immediate cost
Potential Funding Source	Local and pursuing any grant funding related to tsunamis.
Status	In progress. Continued through the period of this plan. This is an ongoing initiative. During this plan period this strategy may be combined with Tsunami Mitigation Strategy #2.

Tsunami Mitigation Strategy 3

Education & Outreach: Develop informational brochures to be placed at waterfront businesses (e.g., ferry terminals, marinas, hotels) to educate and inform visitors and tourists. Brochures should focus on being non-threatening and informative in nature.

Goal - Reduce the hazard to life and property.

- Washington State Emergency Management Division currently offers an informational tsunami brochure (free of cost) to the public.
- Recommend working with State EMD to tailor existing brochure to local needs.

Lead	The lead agency should be KCDEM in coordination with the Washington State Emergency Management Division, Local Chambers of Commerce and Emergency Management Council.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	1 to 2 years
Implementation Cost	The estimated cost per brochure is \$1.50. A total of 1500 brochures will be needed. Total cost: \$3000.
Potential Funding Source	Local, and pursuing any grand funding related to tsunamis.
Status	Ongoing, Delayed due to the global pandemic. This strategy will be implemented with WA State partnership in the next biennium.

Tsunami Mitigation Strategy 4

Debris/Hazardous Materials: Conduct a tabletop exercise to simulate a large-scale debris removal effort associated with a significant earthquake-tsunami event to assess the current state of readiness to respond to such a need.

Goal – Build Capacity and Resilience

- This exercise should consider the involvement of individuals outside of the local jurisdictions for the purposes of mutual aid and resource allocation discussions.
- Exercise should have a strong focus on the presence of hazardous materials on both land and water and test the effects this would have on debris removal.
- The exercise will be based on the 2019 Debris Management Plan and utilized to validate the plan.

Lead	Public Works, Public Health, and KCDEM
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	1 to 2 years
Implementation Cost	In kind
Potential Funding Source	In Kind, Local, and pursuing any grand funding related to tsunamis.
Status	To be completed. This is being planned for a 2026 Tabletop exercise.

Tsunami Mitigation Strategy 5	
Public warning and education regarding tsunami hazards.	
Goal - Reduce the hazard to life and property. Goal – Increase Community Resilience Warning times for tsunami within Puget Sound are significantly less (30 seconds – 5 minutes) than warnings for the outer coast.	
Lead	KCDEM Outreach and Education Support agency WA DNR.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	1 year
Implementation Cost	Total cost: \$5,000
Potential Funding Source	Local, Stat, and pursuing any grand funding related to tsunamis.
Status	In progress, Ongoing. The strategy is the focus on education to the public with both State and County education materials adapted to Kitsap County and its risk from Tsunami. Key messaging is: “The Shaking is the Warning.”
Tsunami Mitigation Strategy 6	
Develop a plan to address resiliency and redundancy, including identifying gaps in the transportation network.	
- Goals: Capacity and Resiliency - Add SR 16/3	
Lead	Washington Department of Transportation and KCDEM
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	Moderate
Implementation Time	By 2024
Implementation Cost	Estimated up to \$100,000
Potential Funding Source	Local, state, Federal, and pursuing any grand funding related to tsunamis.
Status	To be completed. Ongoing as funding becomes available, continued review of projects and feasibility to funding.
Tsunami Mitigation Strategy 7	
Mitigate for Agate Passage Bridge closure: utilize maritime alternatives to move passengers and freight.	
- Goal: Exercise maritime alternatives - Last done in 2008 - Can be completed as an exercise - Bainbridge Island Prepares, Bainbridge Flotilla, Kitsap Marine Unit.	
Lead	Washington Department of Transportation and KCDEM,
Jurisdictions incorporated into this strategy	Bainbridge Island, Poulsbo, Kitsap County
Priority	Moderate
Implementation Time	1 to 5 years
Implementation Cost	Estimated \$50,000
Potential Funding Source	Local, state, Federal, and pursuing any grand funding related to tsunamis
Status	Ongoing, work on the newly developed Kitsap Marine Unit with an exercise involving BP, BIF, and KCMU in 2027.

Wildfire & Urban Fire Mitigation Strategies



Lead Agencies	Support Agencies
Kitsap County Fire Marshall	Kitsap County Department of Emergency Management
Kitsap County Fire Agencies	
Special Fire Districts	

Hazard Overview

Wildfires and urban fires are unplanned fires that burn in a natural area such as a forest, grassland, or prairie, or in an urban setting such as a town or city⁶³. They can be caused by humans, lightning, machinery, and utilities. Fires can disrupt transportation, gas, power, and communications, and the risk increases during periods of little rain and high winds⁶³.

B1- b. Does the plan include information on the location of each identified hazard?

Location

With much of the county in various stages of forestation, nearly all areas are vulnerable to fire. Human- caused fires in both urban and wild environments can happen during all times of the year⁶².⁶³. More prevalent use of synthetic building and furniture materials can also significantly accelerate fires once ignited. Figure 30 below shows the historic locations of wildfires within Kitsap County⁶³.

Effects

Many individual homes and developments border forestland. Drought conditions often increase the fire danger in early fall. Urban forest fires can be caused by a number of different scenarios, but are most likely to be started by campfires, along highways from sparking sources or careless drivers, or electrical fires from high wind events. Most recent fires in Kitsap County were human-caused and extinguished before major damage occurred^{62, 63}.

Forest fires may result in the loss of timber resources, wildlife habitats, watersheds, and recreational areas, as well as increased vulnerability to flooding and landslides. It would take a significant fire to cause severe effects on Kitsap County, but an urban fire affecting an economic corridor could also be detrimental.

In Kitsap County, approximately \$4.2 million worth of general building stock lies in areas with moderate or higher wildfire exposure.^{94, 95}

B1- c. Does the plan describe the extent for each identified hazard?

Extent

Historically, wildland fire burns approximately 23,000 acres of State-owned or protected land annually. The cost of wildland fire on these lands is more than \$28 million annually in firefighting and damage to timber, habitat, property, soil mobilization, landslides, and flooding. Between 1960 and 2017, the state experienced 170 wildfire incidents.^{63, 94, 95}

B1- d. Does the plan include the history of previous events for each identified hazard?

History

It is difficult to trace the fire history of this area back more than 350 years. However, old-growth trees and fire scars suggest fires about 450, 480, 540, and 670 years ago. Fire is a normal part

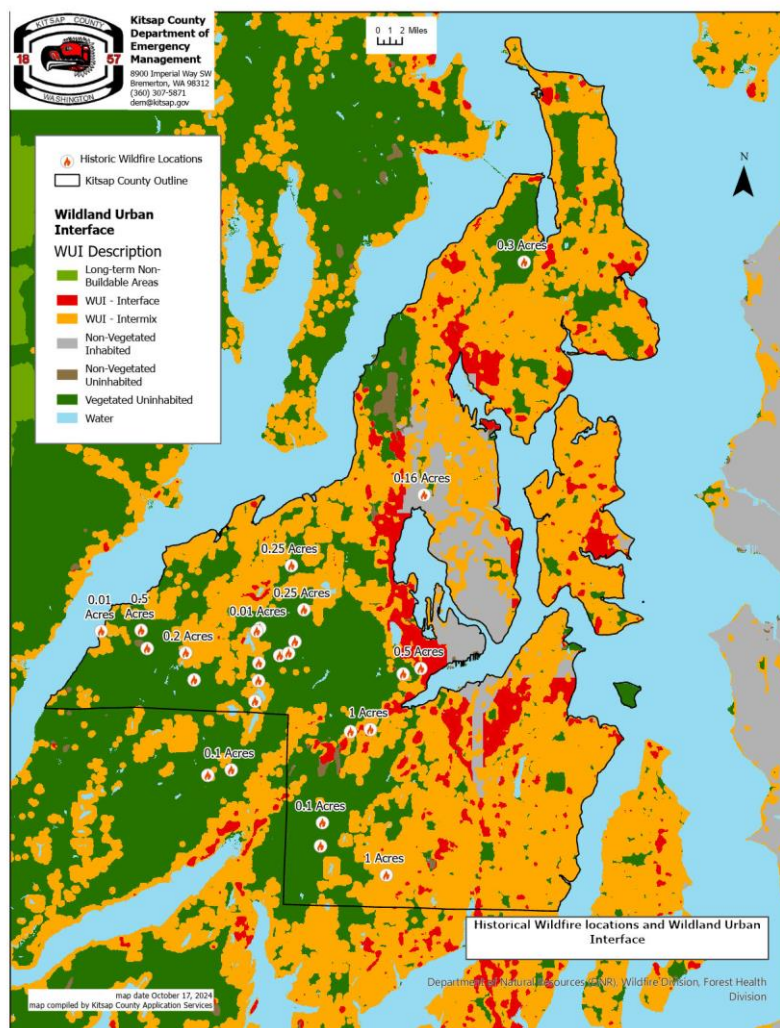


Figure 30: Historical Wildfire locations and Wildland Urban Interface.

of most forest and range ecosystems, so fires historically burned on a fairly regular cycle. The latest forest fires to occur took place in Kitsap and Mason Counties in 2013^{94, 95}. These fires were contained but required the response of State Fire Mobilization to help in this effort. As of 2019, there have been no more recent forest/urban fires that have required State Fire Mobilization^{94, 63}.

The burning cycle in western Washington appears to have occurred about every 100-150 years. Logging of old-growth trees, old trees felled by major windstorms, and more recent fires in the area have erased or compromised evidence of historic forest fires in Kitsap County, making it difficult to determine if the historic burning cycle remains true today⁶³. However, recorded information indicates Kitsap County has had an active history of fire. As communities expand farther into forested lands, and there is a desire to maintain the wilderness ambiance, urban interface fires are becoming a significant hazard. Urban interface fires create the potential for loss of life and destruction of property.



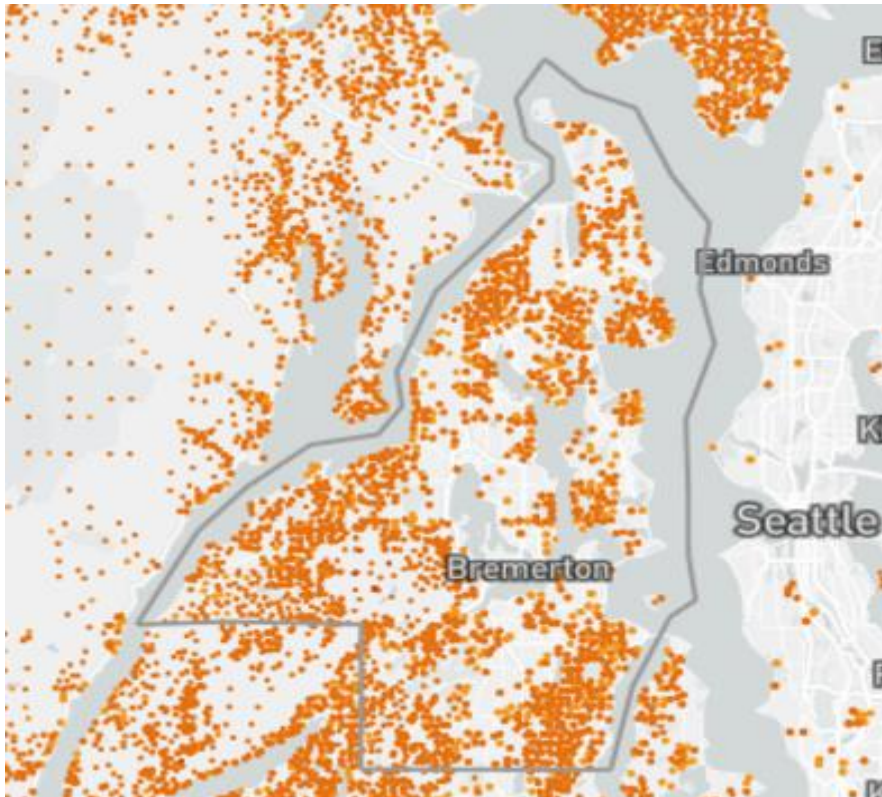
B1- e. Does the plan include the probability of future events for each identified hazard?

Probability of Future Events

Wildfires and urban interface fires are possible and will occur in Kitsap County. Sources of ignition include lightning, arson, recreational activities, debris burning by individuals or logging companies, and carelessness with fireworks. Human negligence causes about 84% of forest fires,⁶³ such as failing to extinguish smoking materials or campfires properly.

Washington State's fire season usually runs from July through October,^{53, 63} although large fires can occur during the winter. The probability of an interface fire in any one locality on a particular day depends on any of the following activities and events: fuel conditions, topography, time of year, past and present weather conditions, construction, and human activities (e.g., debris burning, land clearing, camping). Any prolonged period of lack of precipitation presents a potentially dangerous impact. Prolonged periods of strong winds can also create dry conditions.

There are 53,679 properties in Kitsap County that have some risk of being affected by wildfire over the next 30 years. This represents 45% of all properties in Kitsap County^{53, 101}. In addition to damaging properties, wildfire can also cut off access to utilities, emergency services, impact evacuation routes, and may impact the overall economic well-being of an area. Overall, Kitsap County has a moderate risk of wildfire over the next 30 years. This is based on the level of risk the properties face rather than the proportion of properties with risk according to the US Forest Service (USFS) data and modeling. Figure 31 identifies the areas within Kitsap County at highest fire risk. According to the most current USFS Landfire data (2021) 38 percent of residential homes, 21 percent of commercial properties, and 38 percent of the infrastructure are at least a moderate risk for WUI fire. This risk hazard is expected to grow substantially over the next 30 years at which time it is expected that over 85 percent of the residential properties will be at moderate or higher risk from WUI fires^{101, 102, 103}.



Properties at risk from fire

Figure 31: Kitsap County Fire Risk.

Low Moderate High Extreme

Population by Jurisdiction Affected by Fire in Kitsap County (2012) ¹⁰¹			
Jurisdiction	Total Population	Population in Hazard Area	% Population Affected by Hazard
Unincorporated Kitsap County	183,500	183,500	100
Bainbridge Island	25,180	25,180	100
Bremerton	44,640	44,640	100
Port Orchard	17,480	17,480	100
Poulsbo	12,400	12,400	100
Port Madison Suquamish Reservation	5600	5600	100
Port Gamble S'Klallam Reservation	1200	1200	100
Totals	290,000	290,000	100%

Table 24: Population by Jurisdiction Affected by Fire in Kitsap County (2024).

Building Stock and Critical Facilities by Jurisdiction Affected by Fire ^{10, 101}
--

Jurisdiction	Total Building Stock	Building Stock in Hazard Area	% Building Stock in Hazard Area Jurisdiction	Total Critical Facilities	Total Critical Facilities in Hazard Area	% Critical Facilities in Hazard Area Jurisdiction
Unincorporated Kitsap County	87,985	87,985	100	249	249	100
Bainbridge Island	12,639	12,639	100	83	83	100
Bremerton	13,683	13,683	100	64	64	100
Port Orchard	6,708	6,708	100	39	39	100
Poulsbo	3,516	3,516	100	66	66	100
Port Madison Suquamish Reservation	4,579	4,579	100	7	7	100
Port Gamble S'Klallam Reservation	270	270	100	5	5	100
Totals (Kitsap)	129,380	129,380	100%	513	513	100%

Table 25: Building Stock and Critical Facilities by Jurisdiction Affected by Fire.

B1- e. Does the plan describe the effects of future conditions, including climate change on the type, location, and range of anticipated intensities of identified Hazards?

Climate Change Impacts

Climate change, coupled with the current high fuel and vegetation status of the forest, suggests that high-intensity fires will continue to degrade the landscape². Winters are becoming shorter and wetter with less snow, while summers are becoming drier and more protracted. This process is resulting in the generation of flash fuels (highly combustible fine fuels such as grass, leaves, draped pine needles, fern, tree moss and some kinds of slash, which ignite readily and are consumed rapidly when dry²), and uncharacteristically denser forests and are stressing normal regenerative processes and increasing wildfire risk.

The ecosystem in Kitsap County thrives from its rainfall each year. Kitsap County water supply is based on large aquifers that are replenished each year with rain. Rain fills many creeks and rivers in Kitsap. Less rain and drier conditions may produce an increase in forest fires and potentially residential communities as well. The combined impacts of increasing wildfire, insect outbreaks, and tree diseases are already causing widespread tree die-off and long-term transformation of forest landscapes. More effort in managing forested areas including ground thinning of potential fuel sources will help to mitigate forest fires, as well as reducing the thinning of forest canopies and surfaces.

Vulnerability Summary

1. Forest and urban fire vulnerability and effect on Kitsap are considered **"moderate,"** (>40%) meaning there is moderate potential for a disaster of less than major proportions during the next 25 years.

2. This hazard mitigation plan identified through collaboration with the partner cities details many of the most vulnerable structures within Kitsap County, these structures were chosen due to either their construction materials, location close to large urban wildfire interface susceptible areas or a combination of these. While the structures listed are considered the most vulnerable any and all structures within Kitsap County are at risk from Urban wildfires.
3. Kitsap County's forests will remain vulnerable to forest and wildland fires. The probability of forest and wildland fires will continually change depending on variables such as drought effects, lightning strikes, careless campers, etc.
4. The existence of large, forested areas, increasing population and recreational activities, and the uncertain impact of a changing climate combine to suggest a moderate probability of occurrence. The destruction of large tracts of forest land would have an immediate economic impact to the community through lost jobs, reduced taxes, and increased public support while collateral economic and social effects could impact the county for years, suggesting moderate vulnerability.

Conclusions

The following steps should be accomplished to preclude major loss of life and reduce the actual number of fires and hazard areas:

1. Since most forest and wildland fires are started by humans, fire prevention education and enforcement programs can significantly reduce the total number of forest fires.
2. Urban wildfires can be extremely hazardous if not contained, causing loss of life and property. Increasing public education on wildland fires and improving agency response will help to minimize the spread of fires.
3. An effective early fire detection program and emergency communications system are essential. The importance of immediately reporting any forest fire must be impressed upon local residents and people utilizing the forest areas.
4. An effective warning system is essential to notify local inhabitants and visitors in the area of the fire. An evacuation plan detailing primary and alternative escape routes is also essential.
5. Fire-safe development planning by County and City government planners is essential.
6. Encourage citizens to incorporate defensible space planning when landscaping their property.
7. Road criteria should ensure adequate escape routes for new sections of development in forest areas with both ingress and egress planned.
8. Road closures should be increased during peak fire periods to reduce access to fire-prone areas.

Mitigation Strategies

Kitsap County is implementing a multi-pronged approach for wildfire and urban interfaced fire mitigation. The first mitigation strategy is related to evacuation in response to an urban wildfire,

the second mitigation strategy is aimed at reducing the chance of large scale urban interfaced fire. The second mitigation strategy will encourage citizens to incorporate and enhance their defensible space around buildings. The Department of Natural Resources also has programs in Kitsap County targeted at reducing the chance of large scale urban interfaced fires like the program the City of Bainbridge Island initiated where the fire department through grant funding evaluates communities and provides Fire Wise USA © recommendations on undergrowth cleanup and then once citizens have completed the cleanup the fire department contracts equipment to remove the brush piles thus reducing fire risk and increasing defensible areas. The Kitsap Conservation District a partnership between County, Nonprofit and educational institutions providing guidance through their website and community outreach events related to defending property from urban interfaced wildfire. Kitsap County will continue to add mitigation strategies during the annual review process as guided by the Fire Districts and Community groups and grant funding.

Wildfire & Urban Fires Mitigation Strategy 1	
In coordination with local stakeholders and Fire Districts, review the current wildfire evacuation plan and perform a tabletop exercise to identify potential gaps in cooperation, coordination and cohesiveness with the State fire service mobilization plan as noted in RCW 43.43.961.	
Goal - Reduce the hazard to life and property. Goal – Increase Community Resilience • Incorporate the Ready, Set, Go notification protocol in the Community Warning Systems Program. • Review and revise the Wildfire Evacuation Plan to reflect lessons learned and close knowledge gaps.	
Lead	City of Bainbridge Island, North Kitsap Fire and Rescue, Poulsbo Fire Department, Bremerton Fire Department, Central Kitsap Fire and Rescue, and South Kitsap Fire and Rescue with support of KCDEM
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	2 years
Implementation Cost	\$2,000
Potential Funding Source	Local, State
Status	Ongoing, initial implementation has begun, needs to be incorporated into larger efforts county wide.

Wildfire & Urban Fires Mitigation Strategy 2	
In coordination with local stakeholders and Fire Districts, develop a plan and funding to establish an assist citizens incorporate, and enhance the defensible space around buildings.	
Goal - Reduce the hazard to life and property. Goal – Increase Community Resilience • Develop educational materials and provide outreach regarding defensible space around buildings. • Develop a procedure by which citizens can request and receive support enhancing the defensible space around buildings.	
Lead	City of Bainbridge Island, North Kitsap Fire and Rescue, Poulsbo Fire Department, Bremerton Fire Department, Central Kitsap Fire and Rescue, and South Kitsap Fire and Rescue with support of KCDEM, CERT, and Bainbridge Prepares.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	5 years
Implementation Cost	\$2,000 – 10,000 per year
Potential Funding Source	Local, State
Status	Ongoing, initial implementation has begun, needs to be incorporated into larger efforts county wide.

Wildfire & Urban Fires Mitigation Strategy 3	
In coordination with local stakeholders and Fire Districts, develop a plan, outreach and possible funding to educate and provide assistance for creating fire resistant buildings during the construction, retrofitting, updating or remodeling phases.	
Goal - Reduce the hazard to life and property. Goal – Increase Community Resilience • Develop educational materials and provide outreach regarding fire resistant buildings. • Develop a process by which, when available funds can be utilized by community members to make their building more fire resistant.	
Lead	City of Bainbridge Island, North Kitsap Fire and Rescue, Poulsbo Fire Department, Bremerton Fire Department, Central Kitsap Fire and Rescue, and South Kitsap Fire and Rescue with support of KCDEM with support of KCDEM, Kitsap Building Association and volunteer organizations like CERT and Bainbridge Prepares.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	5 years
Implementation Cost	\$5,000 – 25,000 per year
Potential Funding Source	Local, State, Federal
New	New mitigation strategy.

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Flood Mitigation Strategies

Leading Agencies	Support Agencies
City/County Public Works Departments	City/County/Regional Organizations
City/County Community Development/Building Departments	Tribal Nations
	Conservation District
	Kitsap County Department of Emergency Management (Public Education/Recovery)

Hazard Overview

Flooding is the most common hazard occurring in Kitsap County^{37, 38, 48, 52}. Approximately 10-15% of the county area lies within flood zones with a 1 to 2 percent chance of flooding annually. Heavy, prolonged rain in the fall, winter, or spring months often results in saturated ground, and high stream flows. Due to ground saturation, Kitsap County businesses and homes located in low-lying areas may flood during prolonged periods of rain. Wind-driven tidal flooding is also possible along the inland waters. Kitsap County experiences flooding due to runoff, ground saturation, and tidal flooding; with structures within floodplain areas at an increased susceptibility to more frequent flooding^{37, 38}.

B1- b. Does the plan include information on the location of each identified hazard?

B1- c. Does the plan describe the extent for each identified hazard?

Location/Extent

Flooding is the most common hazard occurring in Kitsap County, affecting its entirety. The City of Bainbridge has the largest number of buildings in the Special Flood Hazard Area (1% annual chance flood zone, also known as a 100-year flood zone)^{37, 38} and has the highest loss ratio, which compares the losses due to flooding to the overall building value within the community. However, not all buildings within the floodplain experience damage because of flooding level and current floodplain regulations.⁹⁰ Figures 32 shows the Flood Hazard Areas of Kitsap County.

Kitsap County Public Works has updated the Stormwater Comprehensive Plan to identify areas that may require additional flood mitigation or water quality improvements. The update was completed in 2022 with areas of emphasis including climate change, coastal flooding, and severe storm impacts^{48, 52}.

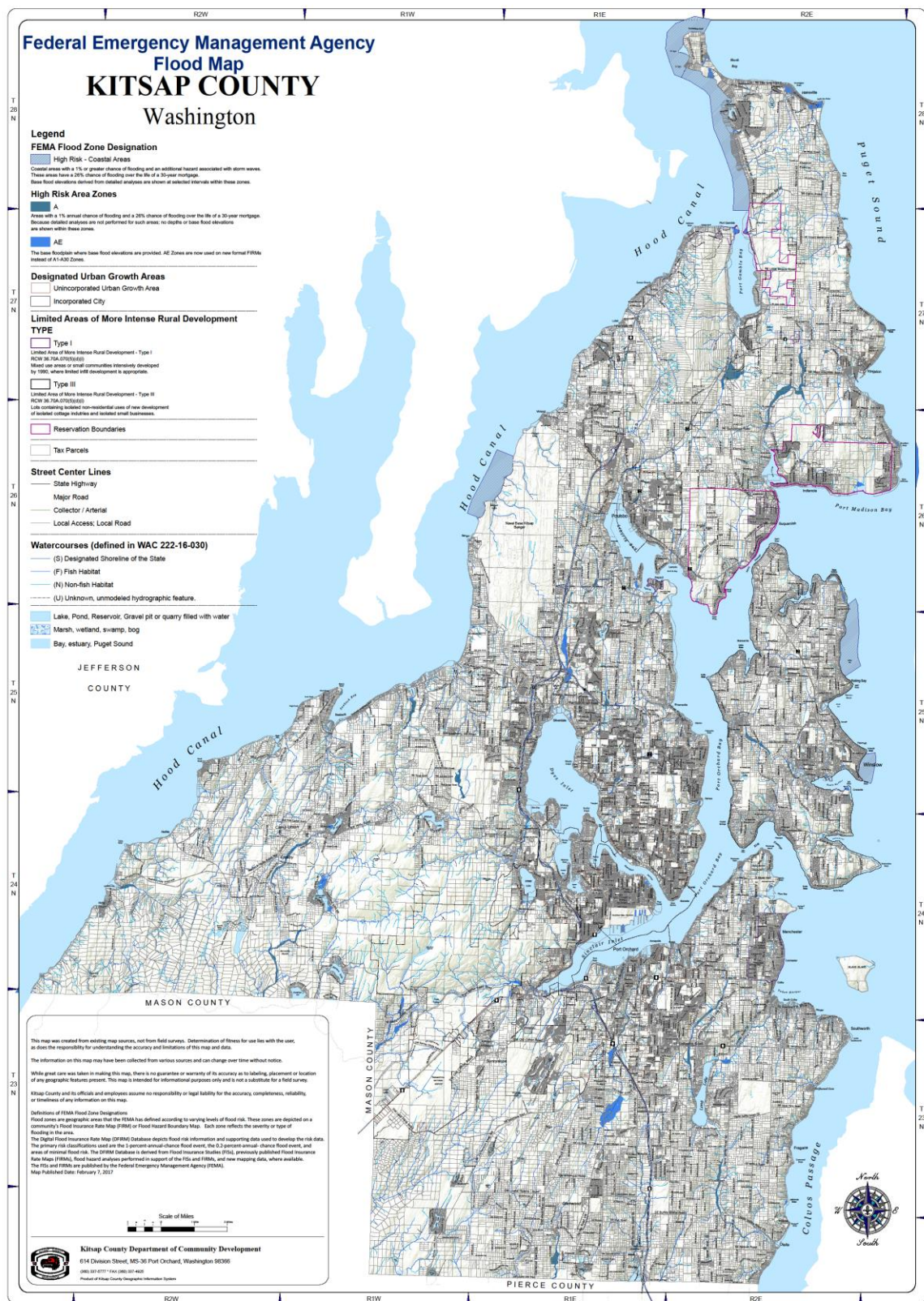


Figure 32: FEMA Flood Mapping, Kitsap County.

In 2017, FEMA created new [Flood Insurance Rate Maps \(FIRMSs\)](#) for Kitsap County³⁷, which included updated flood modeling for the coastline for Bainbridge, Bremerton, Port Orchard, Poulsbo, Port Gamble S'Klallam Tribe, Suquamish Tribe, and the unincorporated areas of Kitsap County^{100, 70, 55, 56, 41, 37}. In addition to new FIRMs, flood risk assessment products were developed and used in this risk report. Depth grids for the 1% annual chance flood were created for the coastal areas and show the level of flooding in feet for each pixel. Depth grids were used in this risk assessment to determine which properties would be affected by flooding. The figure on the next page shows the 1% annual chance depth grid for the Bremerton area³⁷.

In addition to the depth grid, a Base Flood Elevation (BFE)+ grid the figures 33 and 34 show the locations where flooding is 1, 2, and 3 feet above the elevation of the 1-percent-annual-chance flood (BFE)³⁷. This grid can be used to represent flood events greater than the 1% annual chance flood, including potential sea-level rise. The BFE+ grid can be used to identify areas affected by increased storm surge, storms greater than the 1% annual chance event, and areas potentially affected by sea-level rise. This dataset can be used for future land use and comprehensive planning.

Effects

The types of floods in Washington State are primarily river and creeks, surface water, flash, and tidal. Floods may result in loss of life as well as damage to residences, business establishments, public buildings, roads and bridges, utilities, agricultural land, fish and shellfish habitats, stream banks, and flood control structures.



B1- d. Does the plan include the history of previous events for each identified hazard?

History

Kitsap County issued disaster or emergency declarations for flooding in 1990, 1994, 1995, 1996, 1997, 1999, 2003, 2006, and 2007^{51, 52, 94, 95}. Historically, flooding occurs to some extent in Kitsap County every year, especially in floodplain zones of streams. In 2007, significant rainfall following a snow event caused creeks to turn into rivers and high tides to create flooding along Kitsap's shoreline. The event resulted in a Presidential Declaration with damages to over 400 residences and \$1 million in public infrastructure damage. Hood Canal and Puget Sound beaches are often affected by flood tides compounded by heavy rainfall and high tides.^{37, 38, 21}

The information in the following figures highlights communities that are already affected by flooding, including those with repetitive loss properties and flood claims, and summarizes characteristics at the community level. Data were obtained from FEMA (2017 data) and the U.S. Census Bureau (2023 data)^{51, 52, 94, 95}.



Figure 34: BFE Plus 1-, 2-, and 3- foot grids for the City of Bremerton area.

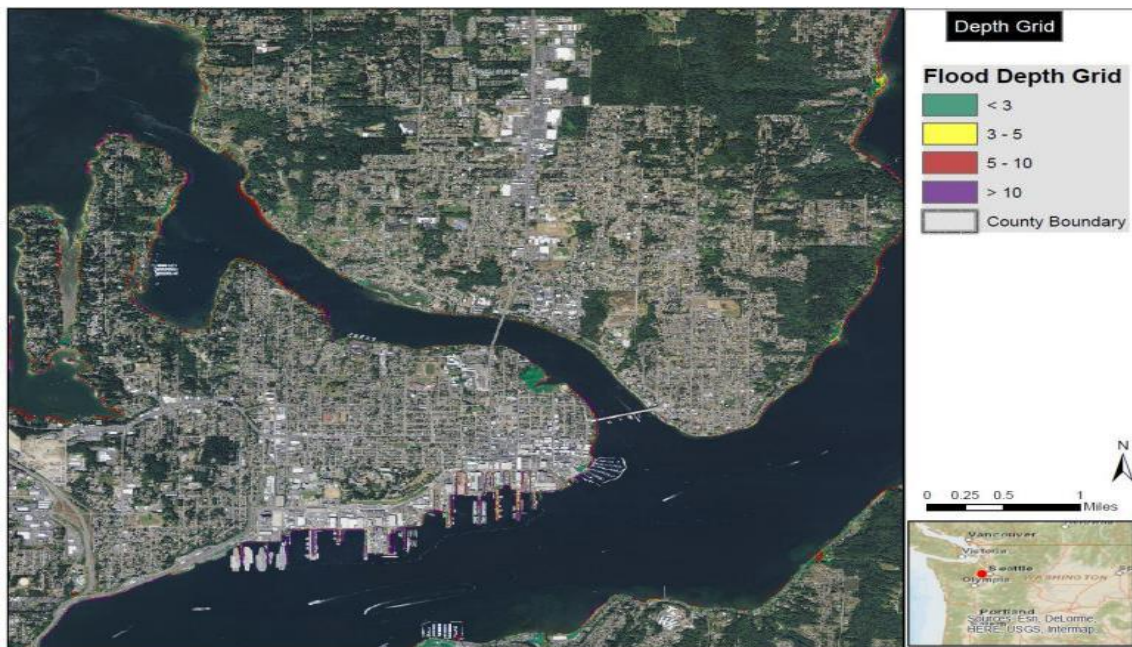


Figure 33: 1% Annual Chance Depth Grid (in feet) for the city of Bremerton area.

B1- e. Does the plan include the probability of future events for each identified hazard?

Probability of Future Events

Flooding will continue to occur in Kitsap County. Heavy rains are projected to intensify, increasing flood risk to all Puget Sound watersheds. The potential for major floods exists in any year and may occur at any time during the flood season. In snow accumulating watersheds, winter floods will increase as the snow line recedes. Summer flows will reduce, and the corresponding flooding will become less likely as Cascade drainages change from rain-snow systems to rain-dominant ones. It is unusual for a flood to occur without warning due to the sequential pattern of meteorological conditions needed to cause severe flooding.

The table below highlights the building value and percentage of buildings within the Special Flood Hazard Area by community. Losses for the mapped coastal floodplains are highlighted by community, and a count of buildings within the 1% annual chance floodplain is included.

Special Flood Hazard Area Assessments ^{100, 70, 55, 56,41, 37}						
Community	Total Estimated Building Value	Percentage of Buildings in the Special Flood Hazard Area	Building Dollar Loss for a 1% Annual Chance Flood Event	Loss Ratio (Dollar Losses/Total Building Value)	Number of Buildings in Zones AE, A	Number of Buildings in Zone VE
Bainbridge	\$2.6 billion	1.5%	\$3.6 million	1.4%	136	8
Bremerton*	\$1.7 billion	<1%	\$404,000	<1%	21	0
Port Gamble S'Klallam Tribe**	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Suquamish Tribe	\$474 million	<1%	\$175,000	<1%	3	0
Port Orchard	\$966 million	<1%	\$579,000	<1%	24	0
Poulsbo	\$865 million	<1%	\$3.4 million	<1%	7	0
Unincorporated County	\$9.7 billion	<1%	\$5.2 million	<1%	164	175
Total	\$16.3 billion	<1%	\$13.4 million	<1%	355	183

Table 26: Special Flood Hazard Area Assessments.

Note: Loss information is included for communities in the coastal floodplain. The table includes both dollar losses and a loss ratio, which is calculated as total losses/total building value. Also included is a count of the buildings in Zone VE, which is the 1% annual chance coastal flood zone with wave action, and in Zones A and AE, which are riverine or coastal 1-percent-annual-chance floodplains. The loss information for the county is only for coastal SFHAs; the rest of the county's SFHAs are identified as Zones AE, or A.

Note Information from the military base was not included in the assessment for the City of Bremerton. ****No** building data was available from Kitsap County for the Port Gamble S'Klallam Indian Reservation, so the results are listed as unknown.

National Flood Insurance Program (NFIP)

Kitsap County and its four cities participate in the National Flood Insurance Program (NFIP). Each community entered into the Program at various times. Below is a brief history of Kitsap County's participation in the NFIP.

NFIP Kitsap County Historical Data¹⁰⁴

In 1978 unincorporated Kitsap County entered the National Flood Insurance Program (NFIP). The most recent review of Kitsap County's participation in the NFIP was conducted in February 2010. The review called a Community Assistance Visit (CAV) found that the discrepancies identified in the previous CAV (2002) had resulted in amendments to Kitsap County Code Title 15 (Flood Ordinance). These amendments resulted in improved processes for development in flood-prone zones, enhanced GIS map layering to identify flood hazard areas and permit tracking processes for flood hazard area development. The Kitsap County Board of Commissioners approved these amendments in KCC Title 15; the most recent amendment approval process was February 2010. The following map and table show the NFIP FIRM Panels and jurisdiction information from the FEMA Flood Insurance Study on Kitsap County from 2017. As of October 2019, there are two instances of repetitive or severe repetitive loss properties identified in the planning area; ⁰⁴, one on Bainbridge Island and one in unincorporated Kitsap County, both being residential type structures.

NFIP Information ¹⁰⁴									
Community	Total Population	CRS Community	Flood Claims	Repetitive Loss Properties	Type of property	Total Policies	Total Insurance Coverage	Date Entered	Current Map Date
Bainbridge	23,025	N	6	1	Res	234	\$64 million	7/11/75	2/3/17
Bremerton	37,729	N	5	0	n/a	52	\$15 million	5/27/75	--
Port Gamble S'Klallam Tribe	851	N	0	0	n/a	0	\$0	--	--
Suquamish Tribe	7,434	N	0	0	n/a	0	\$0	--	--
Port Orchard	11,144	N	0	0	n/a	25	\$6.8 million	6/21/74	2/3/17
Poulsbo	9,200	N	0	0	n/a	49	\$8.7 million	12/6/74	2/3/17
Unincorporated County	170,035	N	58	1	Res	566	\$155 million	--	--
Total	259,418	0	69	2	Res	926	\$318 million		

Table 27: National Flood Insurance Information.

Legend

Watercourse

Fish Habitat Water Type Code

- (S) Designated Shoreline of the State
- (F) Fish Habitat
- (N) Non-Fish Habitat
- (U) Unknown, unmodeled hydrographic feature.

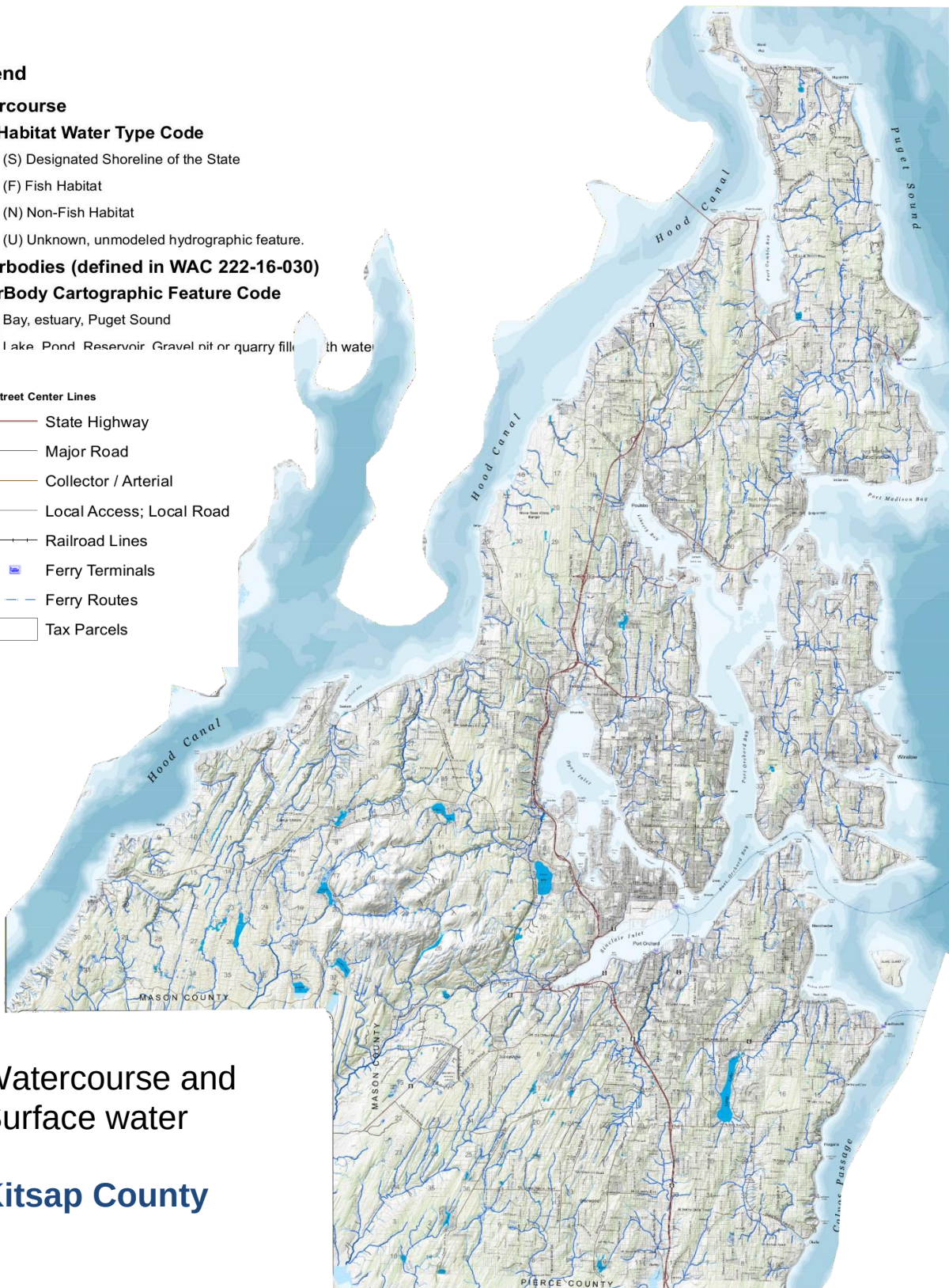
Waterbodies (defined in WAC 222-16-030)

WaterBody Cartographic Feature Code

- Bay, estuary, Puget Sound
- Lake, Pond, Reservoir, Gravel pit or quarry filled with water

Street Center Lines

- State Highway
- Major Road
- Collector / Arterial
- Local Access; Local Road
- Railroad Lines
- Ferry Terminals
- Ferry Routes
- Tax Parcels



Watercourse and
Surface water

Kitsap County

Figure 35: Watercourse and Surface Water.

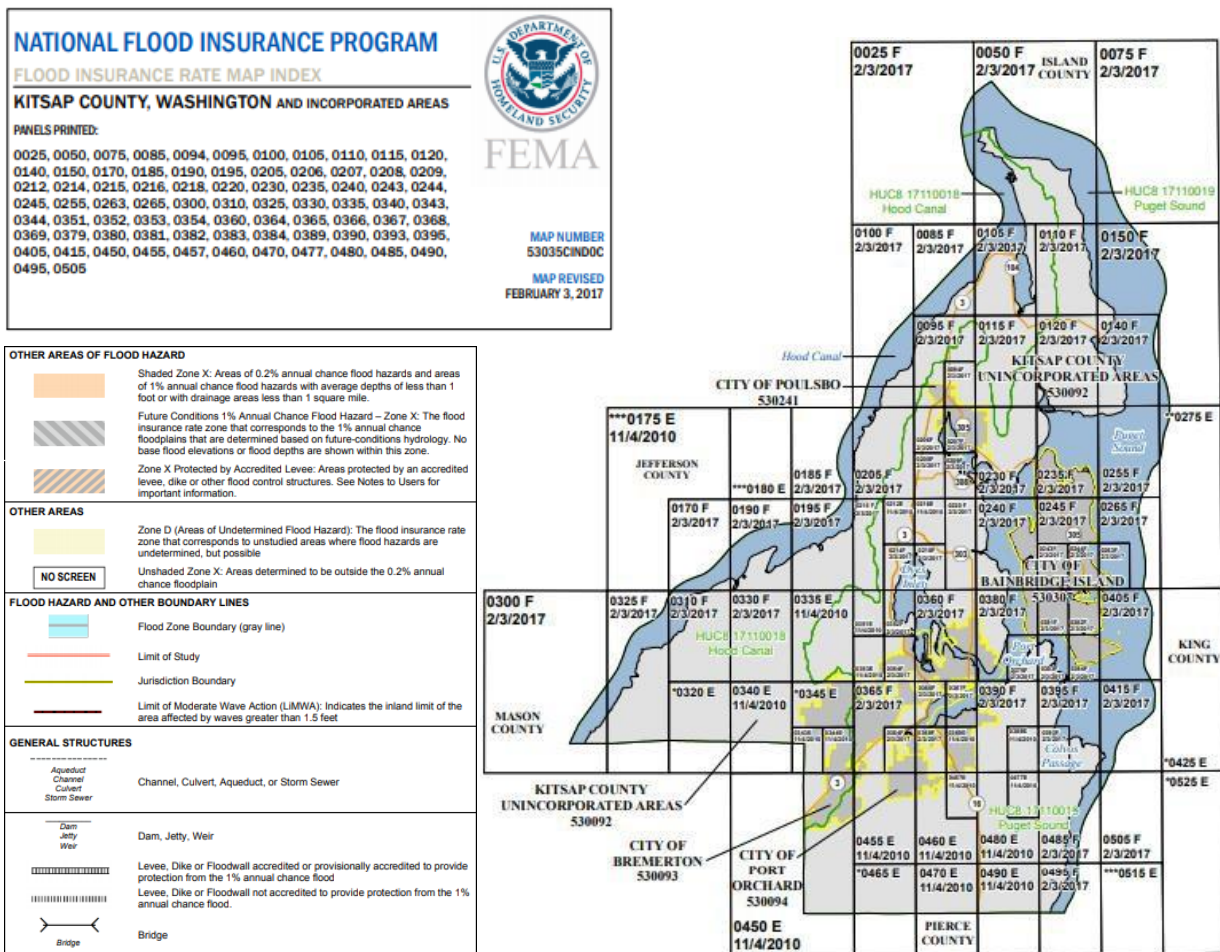


Figure 36: NFIP FIRMS Panel Map (2022).

Community	CID	HUC-8 Sub-Basin(s)	Located on FIRM Panel
City of Bainbridge Island	530307	17110019	53035C0230F, 53035C0235F, 53035C0240F, 53035C0243F, 53035C0244F, 53035C0245F, 53035C0263F, 53035C0265F, 53035C0379F, 53035C0380F, 53035C0381F, 53035C0382F, 53035C0383F, 53035C0384F, 53035C0405F
City of Bremerton	530093	17110018, 17110019	53035C0335E, 53035C0343E, 53035C0344E, 53035C0345E*, 53035C0352F, 53035C0353E, 53035C0354F, 53035C0360F, 53035C0364F, 53035C0365F, 53035C0366F, 53035C0367F, 53035C0368F, 53035C0380F, 53035C0390F, 53035C0450E, 53035C0455E
City of Port Orchard	530094	17110019	53035C0364F, 53035C0365F, 53035C0366F, 53035C0367F, 53035C0368F, 53035C0369E, 53035C0390F, 53035C0455E, 53035C0457E, 53035C0460E
City of Poulsbo	530241	17110019	53035C0094F, 53035C0095F, 53035C0115F, 53035C0206F, 53035C0207F, 53035C0209F, 53035C0230F
Kitsap County Unincorporated Areas	530092	17110019	53035C0025F, 53035C0050F, 53035C0075F, 53035C0085F, 53035C0094F, 53035C0095F, 53035C0100F, 53035C0105F, 53035C0110F, 53035C0115F, 53035C0120F, 53035C0140F, 53035C0150F, 53035C0170F, 53035C0185F, 53035C0190F, 53035C0195F, 53035C0205F, 53035C0206F, 53035C0207F, 53035C0208F, 53035C0209F, 53035C0212E, 53035C0214F, 53035C0215F, 53035C0216E, 53035C0218F, 53035C0220F, 53035C0230F, 53035C0235F, 53035C0240F, 53035C0244F, 53035C0245F, 53035C0255F, 53035C0263F, 53035C0265F, 53035C0275E*, 53035C0300F, 53035C0310F, 53035C0320E*, 53035C0325F, 53035C0330F, 53035C0335E, 53035C0340E, 53035C0343E, 53035C0344E, 53035C0345E*, 53035C0351E, 53035C0352F, 53035C0353E, 53035C0354F, 53035C0360F, 53035C0364F, 53035C0365F, 53035C0366F, 53035C0367F, 53035C0368F, 53035C0369E, 53035C0379F, 53035C0380F, 53035C0381F, 53035C0382F, 53035C0383F, 53035C0384F, 53035C0389E, 53035C0390F, 53035C0393F, 53035C0395F, 53035C0405F, 53035C0415F, 53035C0450E, 53035C0455E, 53035C0457E, 53035C0460E, 53035C0465E*, 53035C0470E, 53035C0477E, 53035C0480E, 53035C0485F, 53035C0490E, 53035C0495F, 53035C0505F

Table 28: Community FIRM Information.

City of Bainbridge Island

The City of Winslow entered the Emergency Program on August 14, 1975¹⁰⁴, then converted to the National Flood Insurance Program (NFIP) effective February 5, 1986¹⁰⁴. The Island was incorporated in 1991 and became the City of Bainbridge Island with an NFIP Effective Date of March 1, 1991. The most recent review of the city's participation in the NFIP was conducted in

2004. During this Community Assistance Visit (CAV) the summarized findings from the CAV included the need for an amendment to the City's flood chapter 15.16, preparation of procedures to implement Chapter 15.16, and additional information on eleven specific cases that were cited in their fieldwork. As of February 2005, all these items were cleared, and our CAV was closed.

In 2019, the City updated the Flood Damage Protection Ordinance (FDPO) to update the requirements for FEMA compliance related to the NFIP. The City has also been involved with a Community Assistance Visit (CAV) process as FEMA has audited for compliance measures of the City's Flood Ordinance as adopted. The City continues to enforce regulations related to our FDPO and compliance with the National Flood Insurance Program (NFIP) related to the potential for flooding events.

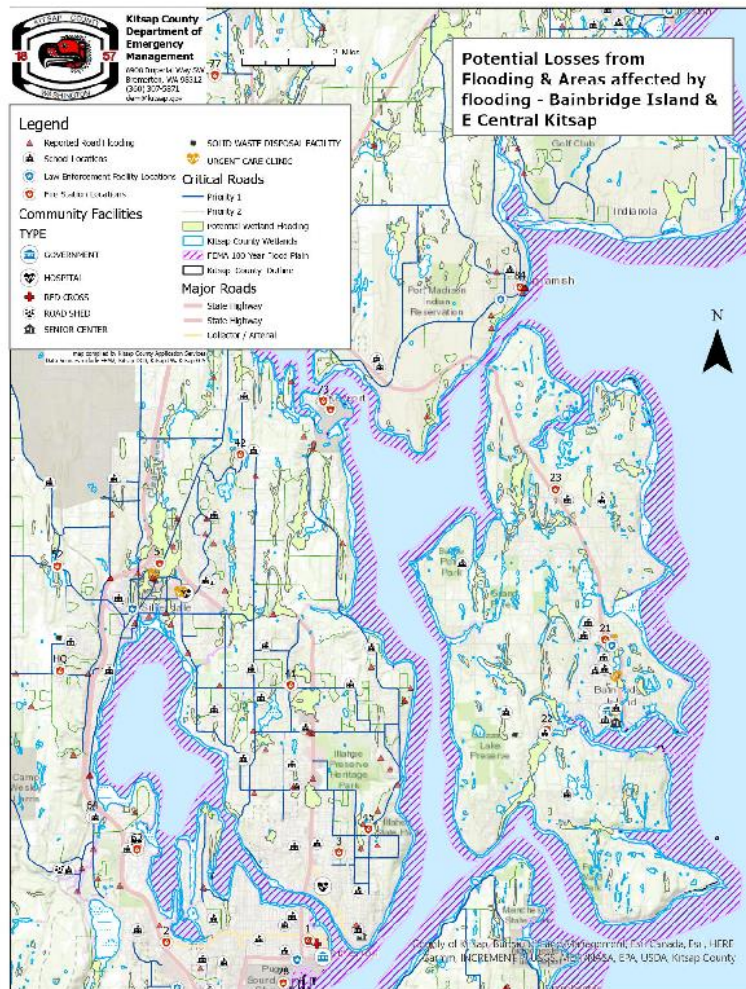


Figure 37: Potential flooding areas for East Central Kitsap County and Bainbridge Island.

City of Bremerton

The City of Bremerton entered the National Flood Insurance Program on May 27, 1975¹⁰⁴. The most recent review of the city's participation in the NFIP was conducted on July 23, 2008. During the visit, the City issued 2 permits that were properly conditioned for the flood elevation certificates; however, the final Elevation Certificate was inadvertently missed. The corrective action taken by the city was to modify the permitting system computer software to more definitively request flood zone information at the time of initial application for a building permit and at construction inspection stages including prior to framing and prior to the release of final inspection certification.

Like most communities in Kitsap County, after the last major flood, 2007, the city reviewed our flooding issues and once again determined we have no repetitive loss areas in the City of Bremerton. The City of Bremerton has amended its processes as recently as August 2007 resulting in a successful CAV in July 2008.¹⁰⁴

Bremerton Municipal Code Chapter 17.60 Floodplain Management was updated under Ordinance #5231 to maintain compliance with the NFIP on December 7, 2013.

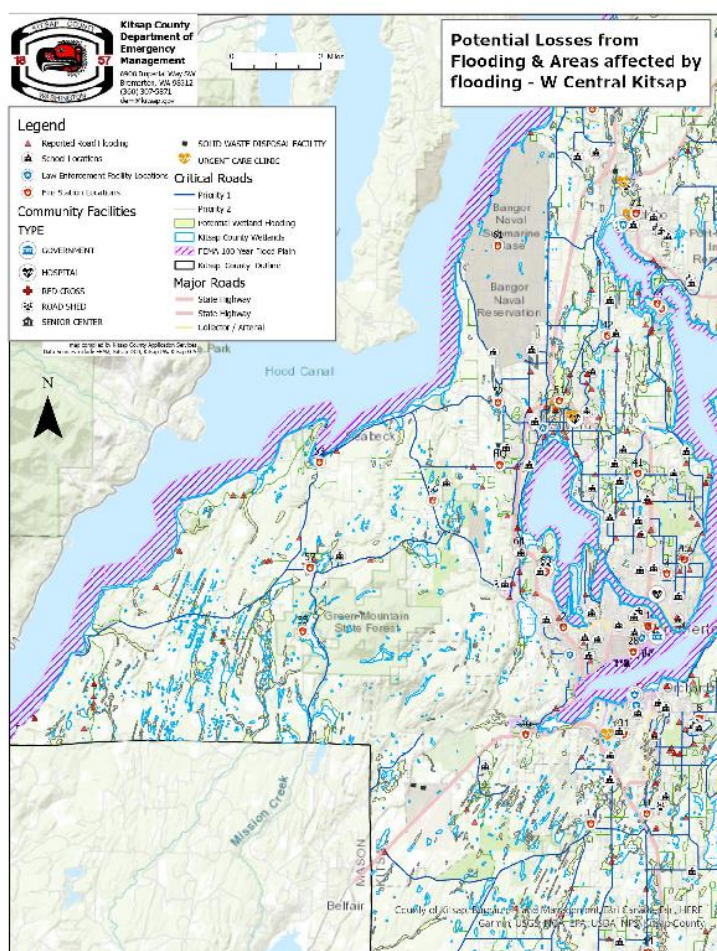


Figure 38: Potential flooding losses West Central Kitsap County.

City of Port Orchard

The City of Port Orchard entered the National Flood Insurance Program in 1978¹⁰⁴. The most recent review of the city's participation in the NFIP was conducted in 2005. During this Community Assistance Visit (CVA) the summarized findings from the CAV included the need for an amendment to the City's flood chapter 15.38, preparation of procedures to implement Chapter 15.38, and additional information on three specific cases that were cited in their fieldwork.

On September 16, 2005, the Floodplain Management Specialist responded to the City's transmittal of information by approving Ordinance No. 016-05 bringing the city into full compliance with Federal and State floodplain management requirements.

The City provided the Floodplain Management Specialist with additional information on the three specific cases sited during their visit which cleared all of the findings and closed the CAV for Port Orchard. Their conclusion was that the City is effectively regulating development in the City's flood hazard areas and they would notify FEMA of this certification.

The most recent review of the city's participation in the NFIP was completed in 2013. The City adopted amendments to its Flood Damage Prevention Standards Chapter of the Port Orchard Municipal Code at that time. This code has since been moved into the new title 20 of the Port Orchard municipal code. On September 16, 2013, the city received written confirmation that its code was compliant with 44 CRF 60.3 and 86.16 RCW.

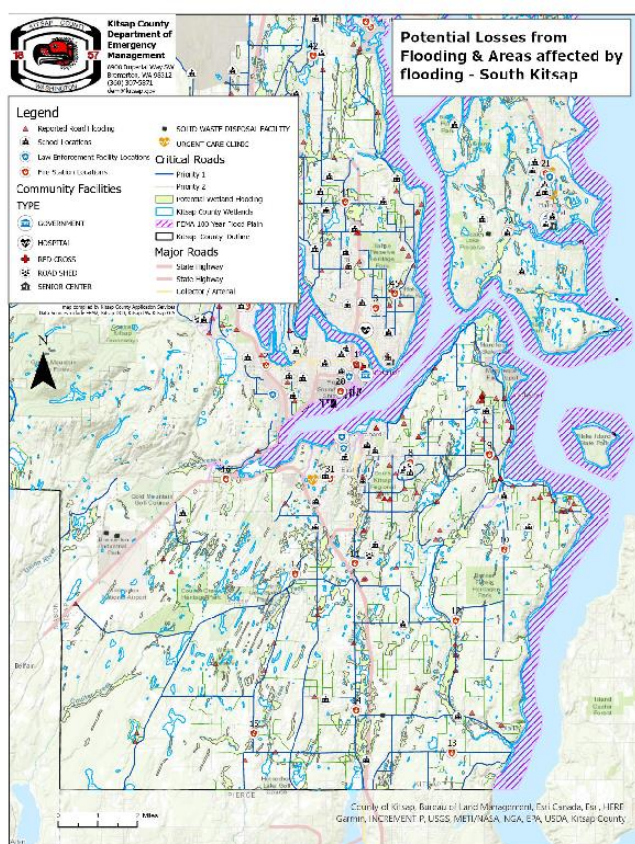


Figure 39: Potential flooding South Kitsap and Port Orchard Areas.

City of Poulsbo

The City of Poulsbo entered into the National Flood Insurance Program in 1979¹⁰⁴. The most recent review of the city's participation in the NFIP was conducted in 2017. During this update, Community Assistance Visit (CAV) found no deficiencies related to city code.

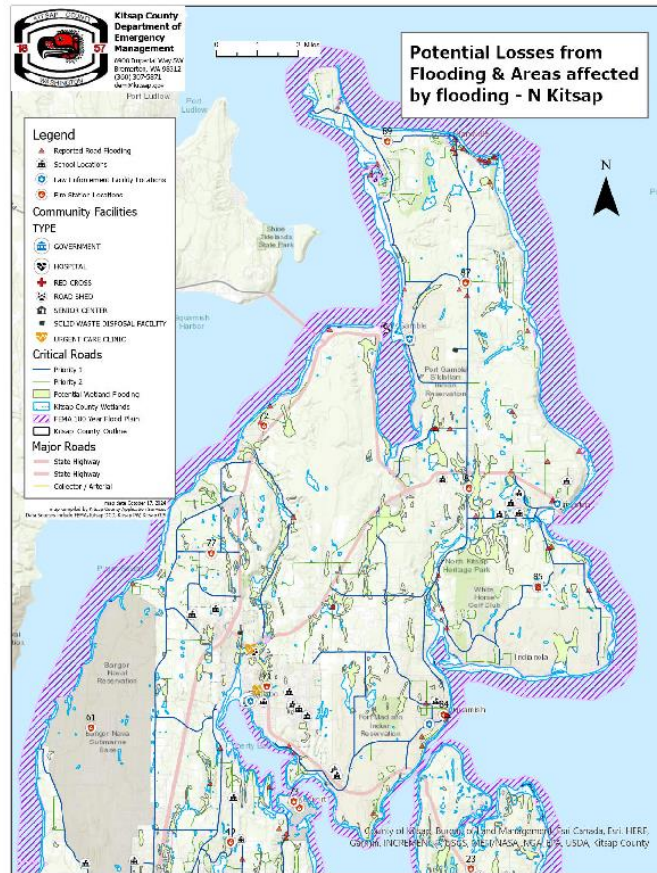


Figure 40: Potential flooding for North Kitsap and Poulsbo areas.

NFIP Updates

In recent years, NFIP Flood Insurance Rates Maps (FIRM) have been revised^{37, 38, 104}. Some zones changed to reflect better data and evaluation regarding coastlines and their related issues, such as the effects of wakes and tides. Changes are not significant. However, the changes have increased the need for some homeowners to file for flood insurance in the NFIP.

Community Rating System

The Community Rating System (CRS)¹⁰⁵ is a voluntary program for National Flood Insurance Program communities with the intent to reduce flood damages to insurable property, strengthen and support the insurance aspects of the NFIP, and encourage a comprehensive approach to floodplain management. It provides an incentive for premium discounts for communities that go beyond the minimum and impose extra measures to provide protection from flooding.

Community Rating System Participation ¹⁰⁵	
Community	CRS Community
Bainbridge Island	No
Bremerton*	No
Port Gamble S’Klallam Tribe**	No
Suquamish Tribe	No
Port Orchard	No
Poulsbo	No
Unincorporated County	No

Table 29: Community Rating System Participation.

Kitsap County is currently not eligible and has not met the full compliance with the CRS. In 2007, Kitsap County compared the cost to implement CRS versus the savings to citizens which proved insignificant. The County does not have significant flood-prone areas that would benefit from this program.



B1- e. Does the plan describe the effects of future conditions, including climate change on the type, location, and range of anticipated intensities of identified Hazards?

Climate Change Impacts

Climate change is increasing the extent, and the frequency of flooding, and this trend will continue. Regional warming has been linked to changes in the amount of water available in basins from seasonal snowmelt and streams². The response to change will depend on precipitation in the watersheds and other geographical changes to the landscape. In the future and as early as 2050, snowmelts are expected to be as much as four weeks earlier in the season resulting in lower summer flows. River-related issues, including flood risk, may increase in certain areas but decrease in others.

Consequently, these changes will affect reservoir systems, flood control, and the preservation of habitats. It will also affect irrigation, industrial use, and hydropower production. There will be an

effect on freshwater species, like salmon, steelhead, and trout. Adaptive measures will depend on strengthening water resource infrastructure, technology, and water consumption efforts.⁹⁵

In the coastal zone, the effects of sea-level rise, erosion, inundation, threats to infrastructure and habitat, and increasing ocean acidity collectively pose a significant threat to the region. With diverse landforms (e.g., beaches, rocky shorelines, estuaries), the Northwest coast may experience a wide range of climate impacts. Global sea levels have risen about 8 inches since 1880 and are projected to rise another 1-4 feet by 2100. Much of the Pacific Northwest coastline is rising due to tectonic uplift, which raises the land surface. A major earthquake along the Cascadia subduction zone would immediately reverse centuries of uplift and potentially increase relative sea level 40 inches or more. Increased ocean acidity can affect marine species and consequently affect commercial harvests. Increasing coastal water temperatures and changing ecological conditions may alter the ranges, types, and abundances of marine species. Many people use the coasts for a variety of reasons as well as live there where future erosion, inundation, and flooding could adversely affect human habitats.

Kitsap County has approximately 170 miles of coastline that could potentially be affected by ocean temperature changes and changing sea levels⁹. Kitsap County is surrounded by sensitive sea conditions that can affect water species, water quality, and the fishing industry. Any increase in sea levels will also affect coastal towns and beaches.

Vulnerability Summary

Flood vulnerability and effect on Kitsap is considered “**moderate**” meaning there is moderate potential for a disaster of less than major proportions during the next 25 years^{37,47, 52}. The risk rating is driven by infrastructure and individual residence damage. Life safety and the economy would also be impacted, and effects will be dependent on associated hazards like landslides, hazardous materials events, and dam issues.

This hazard mitigation plan identified through collaboration with the partner cities details many of the most vulnerable structures within Kitsap County, these structures were chosen due to either their location in a flood zone, historic flooding in the area, or the level above sea level of the structure, or a combination of these. While the structures listed are considered the most vulnerable any many structures within Kitsap County are at risk from flooding depending on the height of the flooding event and the amount of ground saturation prior to the event.

More than any other natural hazard, flooding represents the single biggest repetitive event that has a damaging impact on Kitsap County property and resources^{37,47, 52}. Looking back over twenty years, Kitsap County has flooded (Presidentially declared disaster) at least five times with no major river causing the flooding. Kitsap County is vulnerable to urban stream flooding and localized flooding due to drainage system overload during, especially large or intense storm events. This will continue to occur until more effective flood mitigation strategies can be developed and implemented for urbanized areas that are subject to inundation by floodwater. Engineering and mitigation will have a measure of success, but it is expected that flooding will always occur during extreme storm events^{37,47, 52}.

In urban areas, flooding is primarily a product of development and its impact on watersheds and rural areas. Kitsap County has numerous large creeks and lakes and can experience significant daily rainfall during the winter, which is influenced by Puget Sound convergence zones^{37,47, 52}. The Kingston area may be most susceptible to convergence zone weather.

The Growth Management Act (RCW 36.07A) requires that all cities, towns, and counties in the state identify critical areas and establish regulations to protect and limit development in the areas designated as critical areas. Critical areas, as defined by state law, are areas that frequently flood, such as floodplains, as well as areas subject to high tides driven by strong winds. The Growth Management Act is a fundamental tool in mitigation planning. Floodplain mitigation planning and management are coordinated by local, State, and Federal agencies.

RCW 86.12, Flood Control by Counties, provides counties with the power to take flood control action by levying taxes, condemning property, and undertaking flood control activities directed toward a public purpose located within their jurisdiction.

RCW 82.26, State Participation in Flood Control Maintenance, which establishes the Flood Control Assistance Account Program, provides state funding for local flood hazard management planning and implementation efforts. RCW 86.16, Floodplain Management, states that the prevention of flood damage is a matter of statewide public concern.

Statewide building codes and regulations applied to structures during construction also aid in mitigation. FEMA Flood Maps provide additional avenues for information to residents, while the NFIP provides homeowners and renters the ability to purchase insurance coverage for flood damage. In 2011, FEMA initiated a coastal flood study to determine the effects on Kitsap's coastline from earthquake activity, tides, flooding, and potential sudden tsunamis and seiches. The study was completed in 2015 information is included and cited throughout this document.

Conclusions

Mitigation involves flood plain planning and management coordinated by local, state, and federal agencies. Building codes and regulations applied to structures aid in mitigation. Residents should have access to information on flood insurance. Where building has already occurred on flood plains, emergency preparedness in the form of sandbags, building materials, three-day evacuation kits, and alternate shelter should be part of each resident's preparation for possible flooding.

Kitsap County has many under sized culverts that during heavy rain periods when the ground is saturated, do not allow for proper diversion of waterflow causing damage to roadways and infrastructure including but not limited to power distribution when trees and other debris fall on or affect the power grid. Kitsap county has seen numerous power outages due to trees on power lines caused by heavy rains and winds like the 20 Nov 2024 rainstorm and subsequent flooding that left over 1400 Kitsap County residence without power for up to 2 days due to trees damaging power transmitting lines.

Mitigation Strategies

This section is not applicable for Unincorporated Kitsap since it does not have significant flood-prone areas. Most flooding is coastal and is associated with tides during extreme events.

Flood Mitigation Strategy 1	
Convene an annual meeting of County and Partner City officials including other interested parties to discuss Local, State, and Federal regulatory requirements related to maintenance activities in flood-prone areas.	
Goal – Increase Community Resilience - The purpose of this meeting would be to exchange information, coordinate future projects, and examine community-wide effects on flood-prone areas. - This project could be used to assist in the identification of areas of critical risk. - This project could be used to assist in the identification of areas of influence that affect critical risk areas.	
Lead	Kitsap Department of Community Development with KCDEM as supporting agency
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	Annual
Implementation Cost	There should be no cost to hold such a meeting.
Potential Funding Source	Local, State
Status	Ongoing, as flood risk and mitigation continues to be high. Areas completed from 2019 – 2024 Flood mitigation: Gorst, Newberry Hill, Port Orchard.

Flood Mitigation Strategy 2	
Identify high-risk areas on Geographic Information System (GIS). Update Local stormwater system plans and improve stormwater facilities in high-risk areas.	
Goal – Build capacity and Increase Community Resilience • Identify flood and drainage problems on public roads. • The lead agency would be the appropriate Public Works Departments. • Local funds and potential private sector funding with possible State or Federal grant funding would be needed to implement the program. • There are long term plans for Storm Water Management in the Kingston area of the County. • KCPW is updating the Comprehensive Stormwater Plan as mentioned previously. While they may not be purely focused on the element envisioned, they are updating information and it is funded. • Work with FEMA to update Kitsap County Flood maps, to possibly include a Flood Risk report.	
Lead	Public Works
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	1 to 3 years and incorporate as ongoing
Implementation Cost	\$65,000 annually - Note: It is recommended this \$65,000 annual budget be contributed towards an enhanced GIS system. Costs associated with updating individual projects, community plans, and facilities are dependent on the identification of criteria and number of projects.
Potential Funding Source	Local, State
Status	Ongoing - Public Works continues working to complete this strategy and developing maps of flood areas and potential projects to mitigate flooding by upgrading or changing culverts and drainage ways. This strategy feeds data into strategy 3.

Flood Mitigation Strategy 3

Kitsap County Public Works has culverts in areas that are failing, undersized for fish passage and have flooding concerns for downstream areas. Replacement funding for these locations is non-existent. These culverts are not listed in the current 6-year Transportation Improvement Program and are not funded. Kitsap County Public Works is the lead agency for implementation of this strategy and will be coordinated with Kitsap County Department of Community Development, the Department of Emergency Management and Washington State Department of Fish & Wildlife.

Goal – Build capacity and Increase Community Resilience

Prioritized Locations for Implementation

1. On Stottlemeyer Road NE in Poulsbo, there is a failing 24” culvert that needs immediate replacement. - **COMPLETED**
2. North Mission Road NW in Seabeck Holly has a failing 24” culvert that has a rusted invert and a significant belly.- **COMPLETED**
3. Seabeck Holly Rd. NW there is two failing culverts. One of the culverts is an 18” the other is a 36” and both pipes have rust holes and need replacement.
4. There are two culverts on NW Newberry Hill Rd. These culverts are 36” and have significant bellies and rust.- **ON SCHEDULE FOR REPLACEMENT**
5. There is a concrete culvert in the holly area that is undersized for fish passage. This culvert carries high sediment loads and needs to be improved.
6. Banner - **TO BE COMPLETED**
7. Crescent Valley - **TO BE COMPLETED**
8. Washington Boulevard - **TO BE COMPLETED**
9. Brownsville Highway - **TO BE COMPLETED**

Projected Benefits

There would be less of a risk of road failure and environmental degradation to the downstream environments of these watercourses. Decrease in annual flooding through Kitsap County and a reduction in failure to infrastructure.

Lead	Public Works, Roads
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	1 to 6 years
Implementation Cost	The costs will be determined at the design phase of the culvert upgrade. A special resource to be considered for implementation of this strategy would be to request grant funding for design and culvert upgrade projects. Estimates for culvert replacement is \$750,000.00. This would replace up to five of the failing culverts.
Potential Funding Source	Local, State, Federal
Status	Ongoing, partially completed. LEPC and other groups will continue to evaluate roads, culverts, and drainage to improve stormwater run-off and reduce flooding.

Flood Mitigation Strategy 4

Review and create a floodplain planning, management, and over-site program to assure compliance with the National Flood Insurance Program (NFIP) community wide.

Goal – Build capacity and Increase Community Resilience

- Distribute National Flood Insurance Program (NFIP) information in utility bills on an annual basis prior to flood season. The program lead for this strategy will work with the National Flood Insurance Program to coordinate local utility companies to provide and distribute the information.
- Develop a plan to maintain an available supply of safety and emergency preparedness supplies. Lead agencies responsible for coordinating supplies and resource information on the availability of supplies would be the Public Works Department, American Red Cross, and KCDEM. The lead agency for emergency use sandbags would be the Public Works Department, for mitigation and prevention homeowners would be lead, with Kitsap County Department of Emergency Management and Public Works providing information on resource availability.

Lead	The lead agencies for are the Department of Community Development and the Public Works Departments.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	Ongoing
Implementation Cost	No immediate cost
Potential Funding Source	Local, State
Status	Ongoing, reworded to identify roles.

Flood Mitigation Strategy 5

Familiarize the community with the risks of “convergence zone” type of flooding. A convergence zone is caused when low atmospheric pressure combines with severe weather causing tidal overflow and watershed backup.

**Goal – Build capacity and Increase Community Resilience,
Reduce the hazard to life and property**

Lead	The lead agencies would be the Public Works Departments in coordination with KCDEM.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	Ongoing
Implementation Cost	No immediate cost
Potential Funding Source	Local
Status	On going. Just in time messaging prior to King Tide storms and general flooding preparedness messaging

Severe Storms/Tornado Mitigation Strategies



Lead Agencies	Support Agencies
Kitsap County Department of Emergency Management	City/County/Regional Organizations
Water Purveyor Association of Kitsap (Water PAK)	Tribal Nations

Hazard Overview

Although Kitsap County has a moderate marine climate, storm activity involving rain, wind, snow, and ice does affect the County. Severe weather can happen any time, with or without notice^{38, 94, 95}. Severe weather can include hazardous conditions produced by thunderstorms, including damaging winds, tornadoes, large hail, flooding and flash flooding, and winter storms associated with freezing rain, sleet, snow, and strong winds^{13, 14, 47, 94}.

B1- b. Does the plan include information on the location of each identified hazard?

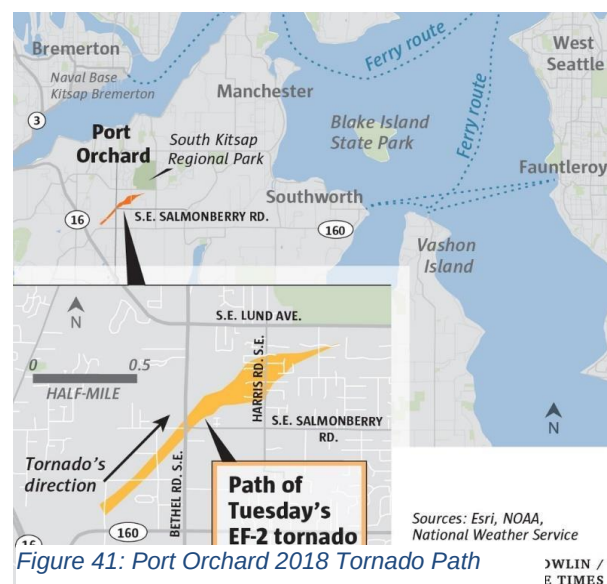
Location

Severe weather can occur at any time or place in the county. Storms have caused significant damage to portions of Kitsap County. An EF-2 tornado occurred in December 2018, causing substantial damage in Port Orchard, including 250 homes. Lightning storms and hailstorms are less frequent but do occur.

Effects

The general effects of most severe storms are immobility and loss of utilities. Transportation routes can become blocked, travelers and commuters can become stranded, and families can be separated. Additionally, when electrical lines are damaged, other utilities such as telephones (cell and landlines), natural gas, and water and sewer systems can become inoperable. Physical damage to homes and facilities can occur from winds or the accumulation of snow, ice, or hail. Even a small accumulation of snow can adversely affect transportation systems.

High winds have caused extensive damage throughout the county in past years. The main effects of local storms include disruption of electrical power, accidents and transportation problems,



flooding and landslides, and damage to residences and other buildings. Schools may close for several days. Businesses may function at reduced capacity for a time as employees may have difficulty getting to work or are dealing with storm-related problems at home.

There are many private roads in the county, which individuals must maintain themselves or as a cooperative group. Some communities may have one road for ingress and egress. Citizens can become frustrated if private snow removal equipment is inoperable or if extensive damage occurs to private roads and bridges. These concerns were discussed in one of the public town halls.

****Information on floods can be found in the Floods Mitigation Strategies section.**

B1- c. Does the plan describe the extent for each identified hazard?

Extent

Severe weather may strike during any time of the year and any time of the day. The extent depends on the type of event, duration, and severity. The Port Orchard EF-2 tornado in 2018 was the strongest tornado to hit Washington State since 1986^{94, 106, 107}. The tornado wind speeds were estimated to be 120-130 mph and was on the ground for approximately 1.4 miles^{106, 107, 108, 109}. The path of the twister started at Geiger Road and ended at SE Kerri Court. It was approximately 300 yards wide.^{106,107,108,109}. The extent of severe weather damage depends on the type of event, duration, and severity. The table below describes the Enhanced Fujita Scale for tornadoes.

Enhanced Fujita Tornado Intensity Scale			
F-Scale Number	Intensity Phrase	3 Second Gust Speed	Type of Damage Done
F0	Gale tornado	65-85 mph	Some damage to chimneys; breaks branches off trees; pushes over shallow-rooted trees; damages signboards.
F1	Moderate tornado	86-110 mph	The lower limit is the beginning of hurricane wind speed; peels surface off roofs; mobile homes pushed off foundations or overturned; moving autos pushed off the roads; attached garages may be destroyed.
F2	Significant tornado	111-135 mph	Considerable damage. Roofs torn off frame houses; mobile homes demolished; boxcars pushed over; large trees snapped or uprooted; light object missiles generated.
F3	Severe tornado	136-165 mph	Roof and some walls torn off well-constructed houses; trains overturned; most trees in forest uprooted
F4	Devastating tornado	166-200 mph	Well-constructed houses leveled; structures with weak foundations blown off some distance; cars thrown, and large missiles generated.
F5	Incredible tornado	Over 200 mph	Strong frame houses lifted off foundations and carried considerable distances to disintegrate; automobile sized missiles fly through the air in excess of 100 meters; trees debarked; steel-reinforced concrete structures badly damaged.

Table 30: Fujita Tornado Intensity Scale.

Building Stock and Critical Facilities by Jurisdiction Affected by Severe Storms ⁹⁷						
Jurisdiction	Total Building Stock	Building Stock in Hazard Area	% Building Stock in Hazard Area Jurisdiction	Total Critical Facilities	Total Critical Facilities in Hazard Area	% Critical Facilities in Hazard Area Jurisdiction
Unincorporated Kitsap County	35,580	35,580	100	249	249	100
Bainbridge Island	10,639	10,639	100	83	83	100
Bremerton	48,524	48,524	100	64	64	100
Port Orchard	6,728	6,728	100	39	39	100
Poulsbo	5,288	5,288	100	66	66	100
Port Madison Suquamish Reservation	3,703	3,703	100	7	7	100
Port Gamble S'Klallam Reservation	215	215	100	5	5	100
Kingston	5,846	5,846	100	**	**	**
Hansville	2,165	2,165	100	**	**	**
Totals (Kitsap)	118,685	118,685	100%	513	513	100%

Table 31: Building Stock and Critical Facilities by Jurisdiction Affected by Severe Storms.

** Note, Information related to critical infrastructure was included in the total for unincorporated Kitsap County.

B1- d. Does the plan include the history of previous events for each identified hazard?

History

As stated above, the 2018 Port Orchard EF-2 tornado was the strongest tornado to hit Washington State since 1986^{106, 107, 108, 109}. High winds and tornadoes have caused extensive damage through the county in past years. Another notable storm includes the "Columbus Day" storm of 1962, with hurricane- force winds.^{95, 95, 100} Severe winds also occurred during the Inauguration Day storm of 1993.⁹⁹ Other storms that have severely impacted Kitsap County have occurred in 1986, 1985, 1980, 1979, 1973, and 1971. The most severe snowstorms that have occurred in Kitsap County were in 1996, 1990, 1985, 1971, 1969, 1961, 1951, 1950, and 1949. Historically, the most severe storms occur during the autumn and winter months from October through February. On average, KCDEM will make preparations for three potentially dangerous storms each winter season.⁹⁴



B1- e. Does the plan include the probability of future events for each identified hazard?

Probability of Future Events

There is a high likelihood of numerous severe weather events annually in 100% of the county. However, many of these storms are likely to be small weather anomalies that may not develop into a large event. The frequency, duration, and intensity of extreme heat are expected to increase in Washington State. This will, in turn, increase other weather extremes including, severe/high winds, hail, lightning, tornadoes, and winter storms.



B1- e. Does the plan describe the effects of future conditions, including climate change on the type, location, and range of anticipated intensities of identified Hazards?

Climate Change Impacts

Severe weather events are a part of the natural climatic cycle^{2, 14, 96}. As such, these events play an important role in the maintenance and sustenance of local biodiversity. However, climate change, by its very nature, and following the fundamental laws of thermodynamics and the conservation of energy, is adding energy to many systems.

One can think of this process as weather having a grand volume dial, a climate-directed rheostat in which climate change is turning up the energy volume, and all atmospheric systems are impacted. This added energy in the atmosphere can result in a cascading effect of stronger winds, increased severe weather, hailstorms, greater rain intensity, and accelerated flooding.

Vulnerability Summary

Severe storm vulnerability and effect on Kitsap is considered “**moderate**,” meaning there is moderate potential for a disaster of less than major proportions during the next 25 years.

Kitsap County remains highly vulnerable to the effects of rain, snow, and windstorms. In Kitsap County, March 2014 saw the highest amount of rain in one month—with over 12 inches recorded—and December 2018 with the most powerful tornado to ever occur in Kitsap County^{94, 95, 110}.

Severe storms are a fact of life in Kitsap County. Severe wind and rainstorms do not generally impact the region for long periods, but winter snow/ice storms have shut down schools and businesses for several days¹¹⁰. Therefore, the most severe storm Kitsap County is likely to face will be a snow/ice storm. It is not unprecedented for a winter storm to leave a long-lasting mark on the community by inflicting substantial financial damage on the area. In 2019, severe winter weather lasted from February 3-12, with temperatures dipping to 25 degrees or below for six nights

with copious snowfall. By the time the storm ended, Bremerton had received 20.7 inches of snow, with other areas reporting higher numbers.¹⁰¹

Based on historical data, the probable future severity for severe storms in the region is moderate. The probability is high, but the risk factor is reduced because of the moderate- to-low overall effect on the county.¹¹¹

Conclusions

Mitigation efforts include effective warning through the media. Three-five-day preparedness kits help people weather the storm if they are without normal utilities and comforts. Well-packed kits could be easily transported if an evacuation was necessary/possible. For those residents living in elevations prone to snowstorms, a 14-day preparedness kit is highly recommended. Any kit should include prescription medications.

Annually, Kitsap County conducts pre-storm season preparations to include briefings with County Officials to include schools, first responders and utilities; conduct winter season public education programs; and prepare equipment and resources for these types of events. In the past few years, Kitsap County DEM has developed and implemented new programs for winter storm mitigation, including the County's Alert and Warning Program and Damage Assessment Program.

The Alert and Warning System provides hazard information, preparedness tips, and the ability to alert the public on impending hazardous events. The Damage Assessment Program, although used primarily for assessing private and public damage during an event, provides post-event analysis to use in future predictions of storm damage and potential mitigation efforts. The program contains over 700 identified critical facilities by type and response prioritization to better assess the damage in the county and coordinated response.

Mitigation Strategy

Severe Storm/Tornado Mitigation Strategy 1	
Encourage the public sector to prepare and maintain 14 days of emergency preparedness supplies.	
Goal – Build capacity and Increase Community Resilience, Reduce the hazard to life and property Grant funding has been identified and other grant opportunities will be pursued for this initiative.	
Lead	KCDEM, with Kitsap Public Health District
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	1 to 5 years. Portions of this strategy are currently being implemented, and they are included in these recommendations to emphasize the importance of the ongoing efforts and to support a future grant application to increase the efforts.
Implementation Cost	It is recommended that this strategy be included as part of the annual Department of Emergency Management's Public Education Program budget.
Potential Funding Source	Local
Status	Ongoing, receiving ongoing support with KPHD becoming a secondary lead agency.

Severe Storm/Tornado Mitigation Strategy 2	
Reduce the risk of casualties due to lost/reduced 911 and EOC Capabilities.	
Goal – Build capacity and Increase Resilience, Procure an emergency generator with backup failover UPS for the Emergency Operations Center Facility.	
Lead	KCDEM
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	2020-2021
Implementation Cost	\$250,000
Potential Funding Source	Local, State, Federal
Status	Pre-Application Submitted for HMGP and PDA Grants

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Drought Mitigation Strategies

Lead Agencies	Support Agencies
Public Utility Districts (all)	Kitsap County Fire Agencies
Water Purveyors (all)	Kitsap County Health District
	Tribal Nations

Hazard Overview

According to the National Drought Mitigation Center (NDMC), “drought is defined as a deficiency of precipitation over an extended period of time (usually a season or more), resulting in a water shortage.”⁶⁷ The condition perceived as “drought” is the result of a significant decrease in water supply relative to what is “normal” in that area, particularly relative to the demands placed by humans on the water in that place^{67, 68}. Washington State is one of the few states to have a statutory definition of drought (Revised Code of Washington Chapter 43.83B.400): “Drought condition’ means that the water supply for a geographical area or for a significant portion of a geographical area is below 75% of normal and the water shortage is likely to create undue hardships.”⁶⁷

B1- b. Does the plan include information on the location of each identified hazard?

Location

While Kitsap County may not experience severe drought (as defined above) frequently, the county does face abnormally dry conditions, which may impact community activities and capabilities. Drought may affect the entire county, or it can affect certain areas depending on conditions such as recent rainfall activity. The possibility of a prolonged drought does exist. Typically, [average annual rainfall is about 43 inches](#); (average over past 34 years) with a high of 62.19 inches and a low of 27.81 inches^{110, 111}. however, there is a considerable difference in precipitation levels within the county due to elevations and wind patterns. Several consecutive, hot, dry summer months can create parched and tinder-dry conditions. Extremely dry conditions could force the closure of forests to recreation, hunting, camping, and hiking. Campfires and outdoor burning are often limited for a couple of months each summer and longer during arid conditions.

Effects

The effects of drought can include loss of agricultural products, forest fires, loss of jobs in farming and forestry-related industries, loss of fish, and possible saltwater intrusion into the water table along Puget Sound, affecting local wells. Droughts are not expected to have a significant impact on the built environment. Drought conditions will increase the need for wildland fire suppression responses and limit the availability of supporting water sources. The primary impact of drought is expected to be on the agricultural sector.

Drought leads to an increased susceptibility to wildfires. In Washington State, 31% of critical environment areas are ranked moderate or higher for droughts.¹⁰⁴ Many of these regions include forested lands that are prone to wildfires during prolonged periods of dry weather. Drought conditions can impact short-term water availability and soil productivity. Persistent drought conditions for more extended periods can result in a significant threat to local ecological diversity. Large areas supplied by one water system might have to resort to rationing. Residents on private wells may need to use water barrels if their wells become temporarily dry.

B1- c. Does the plan describe the extent for each identified hazard?

Extent

The extent of drought is presented in the table below.

Drought Severity Classification ¹⁰⁵			
Category	Description	% of Normal Participation	Possible Impacts
D0	Abnormally Dry	<75% for 3 months	Short-term dryness slowing planting, growth of crops or pastures; fire risk above average.
D1	Moderate Drought	<70% for 3 months	Damage to crops, pastures; fire risk high; streams, reservoirs, or wells low; some water shortages are developing or imminent.
D2	Severe Drought	<65% for 6 months	Crop or pasture losses likely; fire risk very high; water shortages common.
D3	Extreme Drought	<60% for 6 months	Major crop/pasture losses; extreme fire danger; widespread water shortages.
D4	Exceptional Drought	<65% for 12 months	Exceptional and widespread crop/pasture losses; exceptional fire risk; shortages of water in reservoirs, streams, and wells, creating water emergencies.

Table 32: Drought Severity Classification.

Building Stock and Critical Facilities by Jurisdiction Affected by Drought						
Jurisdiction	Total Building Stock	Building Stock in Hazard Area	% Building Stock in Hazard Area Jurisdiction	Total Critical Facilities	Total Critical Facilities in Hazard Area	% Critical Facilities in Hazard Area Jurisdiction
Unincorporated Kitsap County	35,580	35,580	100	249	249	100
Bainbridge Island	10,639	10,639	100	83	83	100
Bremerton	48,524	48,524	100	64	64	100
Port Orchard	6,728	6,728	100	39	39	100
Poulsbo	5,288	5,288	100	66	66	100

Port Madison Suquamish Reservation	3,703	3,703	100	7	7	100
Port Gamble S'Klallam Reservation	215	215	100	5	5	100
Kingston	5,846	5,846	100	**	**	**
Hansville	2,165	2,165	100	**	**	**
Totals (Kitsap)	118,685	118,685	100%	513	513	100%

Table 33: Building Stock and Critical Facilities by Jurisdiction Affected by Drought.

B1- d. Does the plan include the history of previous events for each identified hazard?

History

Historically, drought has not been considered a problem in areas west of the Cascade Mountain Range, although Kitsap County has felt its effects in the past^{110, 94, 111}. Multiple measurable and documented droughts have hit the region in the past 100 years, but the following three are the most notable:

1. April 1934 – March 1937: The longest drought in the region's history⁹⁴.
2. October 1976 – September 1977: The worst drought on record. Stream flows averaged between 30% and 70% of normal. Temperatures were higher than normal, which resulted in algae growth and fish kills⁹⁴.
3. January – March 2001: the second driest winter on record in 106 years. Stream flows approached the low levels of the 1976-77 droughts⁹⁴.

Since 2000, the longest duration of drought in Washington State lasted 116 weeks beginning on January 7, 2014 and ending on March 22, 2016. The most intense period of drought occurred the week of August 25, 2015, when drought affected 84.64% of Washington land.⁹⁴

B1- e. Does the plan include the probability of future events for each identified hazard?

Probability of Future Events

Droughts will continue to occur in Kitsap County and are more likely during the warmer summer months. Predicting the future probability of drought is difficult because of the number of variables involved in modeling the underlying climatic conditions. Factors that impact whether drought will occur and how long it will last include atmospheric and ocean circulation, soil moisture, topography, land surface processes, and interactions between the air, land, and ocean, which ultimately influence temperature and precipitation. From the historical record, we know that climate is inherently variable, and that anomalies of precipitation and temperature may last from several months to several decades. However, given the number of variables involved, it is difficult

to predict future drought events. Climate change is making summers warmer with a correspondingly drier watercourse, leading to prairie expansion in the Puget Sound Region and increasing the likelihood of periods of drought.



B1- e. Does the plan describe the effects of future conditions, including climate change on the type, location, and range of anticipated intensities of identified Hazards?

Climate Change Impacts

Kitsap County has many creeks formed from rainfall-runoff. Kitsap thrives on rainfall filling the aquifers that provide fresh water to households and filling streams and lakes^{2, 14}. Although the county has not experienced a serious drought in several years, dwindling aquifer and water sources could be an issue in the long term. Changes in the timing of streamflow related to shifting snowmelt patterns are already being observed, reducing the supply of water and causing far-reaching ecological and socioeconomic consequences^{2, 14}.

Drier soils increase the risk of wildfire. Climate change is likely to more than double the area in the Pacific Northwest that is burned by forest fires during an average year by the end of the 21st century. Higher temperatures and a lack of water can make trees more susceptible to pests and disease, and trees damaged or killed burn more readily than living trees. With that said, other factors also contribute to fires, and forests in the Western Cascades may be less vulnerable to climate change than those in the Eastern Cascades.^{110, 111}

The primary economic force in Kitsap County is the Federal Government and its military bases and the supporting commercial industry. However, Kitsap County does have an agricultural and commercial fishing community, and it may need to adapt to a changing climatic environment.

The success of the agricultural system in the Pacific Northwest is rooted in its specific range of temperatures, precipitation, and growing seasons, as well as its irrigation systems. Changes to climatic cycles, snowmelt, and temperatures may put a significant burden on irrigation rivers. In some cases, however, climate change can provide positive results, providing longer growing seasons, more precipitation, and warmer winters. The region may need to adapt to changing conditions through technology and shifting its key agricultural products to offset some adverse impacts.

Vulnerability Summary

Based on a 1-5 Likert assessment scale and the evaluation of our four primary assessment categories, drought vulnerability and effect on Kitsap is considered "**low**," or there is little potential for a disaster during the next 25 years.

Drought, and drought like conditions will continue to occur in Kitsap County, history suggests a moderate probability of drought occurrence. Although the entire population of the county is vulnerable to the effects of drought, severity has historically been low, being more inconvenient than threatening. Locally, actual drought conditions have been limited to a few days, even during

extended dry periods. Transportation and communications infrastructure would be minimally impacted, if at all. However, as growth places more pressure on limited local resources, future impacts may be more significant, suggesting moderate vulnerability.

Kitsap County's population and industries continue to grow, and so does the demand for water. As usage approaches the limit of available water, any decrease in the normal flow will tend to exacerbate past problems. The county does not need severe drought conditions to experience a water shortage.

Kitsap County is vulnerable to drought in the logging and wood products industries, as well as the recreational areas. Loss of income from hunters, campers, and tourists would not have a devastating effect on Kitsap County economics.

Aside from the forests, local agriculture can be devastated by a prolonged drought. A shortage of water will also impact industries that depend on inexpensive water supplies, such as laundries and restaurants.

Conclusions

Droughts will continue to occur in Kitsap County. Drought-related Forest and other wildfires will continue to occur in Kitsap County. During periods of drought, County and City governments must perform public education concerning water conservation and, when needed, institute water conservation activities such as the prohibition of lawn watering and car washing.

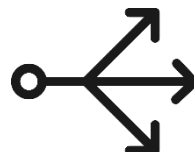
Mitigation Strategies

Drought Mitigation Strategy 1	
Identify cost-effective water conservation measures to be developed and implemented.	
Goal – Build capacity and Increase Community Resilience, Note: Portions of this program are currently ongoing, and it is recommended that the strategy continue to receive agency and community support.	
Lead	Public Utility Districts and Water Purveyors are identified as the lead agencies for mitigation strategy implementation. Fire Districts, and Tribal Nations are recommended as support agencies.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County, Tribal Nations
Priority	High
Implementation Time	1 to 3 years
Implementation Cost	Estimated \$10,000-\$50,000.
Potential Funding Source	Current Local agency budgets.
Status	In progress. Continue to support all agencies in their actions to conduct this mitigation strategy.

Drought Mitigation Strategy 2	
Formulate policies for the conservation of water during times of water shortage and drought, policies to be implemented by governments, citizens, and businesses. This type of policy implementation is an ongoing program.	
Goal – Build capacity and Increase Community Resilience, Funding sources identified for policy formulation as an ongoing project with Local budgeted funds is recommended. Future consideration for implementation of policies to potentially require utility rate increases.	
Lead	The Public Utility Districts, Water Purveyors and Tribal Nations are identified as the lead agencies for mitigation strategy implementation with the support of the Fire Districts
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County, Water Districts
Priority	Moderate
Implementation Time	1 to 3 years
Implementation Cost	To be projected and identified within current operational project budgets.
Potential Funding Source	Local, State
Status	Ongoing. Emergency Management Public Utility Departments, Water Purveyors and Tribal Nations will continue to provide ongoing mitigation through outreach, policy development, and policy implementation.

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Multi-Hazard Mitigation Strategies



Lead Agencies	Support Agencies
Kitsap County Department of Emergency Management	Kitsap Transit
City/County Public Works Departments	Washington State Ferry System
	Washington State Department of Transportation (WSDOT)
	Tribal Nations

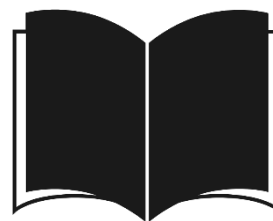
Kitsap County, like most communities in the United States, began using an “all-hazards” planning approach versus planning for one specific hazard during the late ’80s ^{112, 113}. The rationale for this was very simple; most natural hazards have common denominators; road, closures, transportation issues, chain of command, and other issues that, once resolved, can then transcend to all hazards. This “all-hazards” planning approach has been used throughout the mitigation planning process.

Based on historical data, the probable future severity for all hazards is high^{9, 94}. Both natural and technological hazards will impact Kitsap County and will continue to transcend all hazards, thus the need to plan for a multi-hazard approach^{9, 94, 113}.

Mitigation Strategies

Multi-Hazard Mitigation Strategy 1	
The plans, training, and exercises committee within the LEPC will evaluate an “all risks road plan”. Examining potential road closures related to all hazards risks and make recommendations for a plan that identifies alternate access areas in cooperation with State and community officials. The committee will also review State, and Federal resources available to determine best practices.	
Goal – Build capacity and Resilience, - It is recommended that the committee include the transit system, fire, Tribal Nations, Washington State Ferry System, state, county, and city law enforcement. - This will be an ongoing mitigation strategy. - Both Kitsap Transit and Emergency Management have worked closely on this project/strategy and have been significantly involved over the last 3 years with the Puget Sound Regional Catastrophic Planning. As part of this plan, Kitsap County and the planning committee have evaluated critical and vulnerable roads in Kitsap County and identified solutions or alternate routes in the case of a catastrophic event.	
Lead	Local Emergency Preparedness Committee (LEPC) with Public Works
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	Moderate
Implementation Time	1 to 9 years
Implementation Cost	Intern fees, office, and support costs estimated at \$56,000.
Potential Funding Source	Local, State, Federal
Status	Ongoing.

Multi-Hazard Public Education Programs Mitigation Strategies



Lead Agencies

Kitsap County Department of Emergency Management

Kitsap County Fire/Law Agencies

City/County Public Works Departments

Kitsap County Citizen Corps Council

Winter storms, earthquakes, technological incidents, and other emergencies have and will continue to impact Kitsap County in a number of ways^{9, 94, 111}. Historically, the first response for emergencies has been through the citizens in the affected community. It has been proven that if the citizens are prepared to care for themselves during the recommended three-day period, the less likely response will be required by the American Red Cross and other response agencies. Giving citizens the knowledge and understanding of how they can prepare for a disaster will enable them to provide for themselves, which allows the first responders to manage the more devastating effects of an emergency and to respond to and recover from the event more quickly.

In the past five years, Kitsap County and its jurisdictions have made great strides in increasing public awareness of hazards and how they can mitigate and prepare for these events^{9, 94}. Such programs are commonplace and provided to citizens through various public campaigns or on agency websites. Here are some examples:

- Kitsap Public Health initiative to minimize the effects of pandemics.
- Kitsap County and City Public Works programs to promote programs to reduce hazardous materials spills and reporting to local officials.
- Kitsap County and City Public Works programs to provide public information regarding stormwater systems and how the public can help mitigate rainfall runoff during winter storms.
- Kitsap County and City Community Development programs to provide information to the public on flood-prone areas, land use, and a variety of other information through GIS programs and databases.
- Kitsap County Department of Emergency Management educational programs for earthquake mitigation for schools, businesses, and citizens of Kitsap County. A list of these programs is outlined in the next
- All these programs and others by a variety of different jurisdictions and agencies constitute an ongoing commitment to public education and awareness a foundation for mitigation of hazards in the County.

Kitsap County Department of Emergency Management (DEM) Public Education and Outreach Programs
“Bolt It, Brace It – Do it” Program. Designed to teach local citizens and contractors on how to assess building structures for earthquake retrofitting and conduct the required modifications. This is a partnership program with the Homebuilders Association, Olympic Peninsula Chapter of International Code Council, and Simpson Strong-Tie.
Map Your Neighborhood Program. Designed to provide mitigation and preparedness information and training to neighborhood groups. The program is used to identify key resources in neighbor and the essential for training and exercising personnel in disaster preparedness. To date, Kitsap DEM has mapped approximately 200 neighborhoods in Kitsap County with several awarded the “Disaster Ready” for meeting all the criteria for preparedness.
Community Emergency Response Team (CERT). This nationally recognized CERT program was added in 2012 to promote community awareness and participation. This program provides a 10-week training program to develop community-specific CERT teams.
KREP School Preparedness Program. An ongoing program to train schoolteachers and staff to respond to a myriad of hazards associated with schools. Response teams are developed for hazard response, but the program also includes emergency preparedness for students. All public school districts and some private schools have been part of this program.
Alert and Warning Program. Using purchased software, Kitsap County DEM allows citizens to sign up for the “Alert and Warning Program to receive alerts, tips, and instructions on hazardous events in Kitsap. The Alert & Warning Program has been enhanced through the county formalizing, and MOU with FEAM and the State of Washington allows the county to send EAS, and WEA alerts directly to the County and adjacent counties during an emergency. Further, the Alert & Warning Program is transitioning into a formalized Community Warning System (CWS) with a Technical Advisory Committee (CTAC) charged with providing stakeholder input to the CWS Program. And Alert & Warning processes. The CWS program not only facilitates public opt-in registration, it allows for trained operators to select geo-targeted areas for notification and provides the call-in capability and group alerting for county personnel assets and specific focus groups. Over time the CTAC will develop alert and warning protocols for each of the actions to take in an emergency: SIP, Ready-Set-Go (Evacuate), Vertical Evacuate, Be On The Lookout, All Clear/Return to Normal initially.
Public Media Programs. Kitsap DEM has a website at www.kitsapdem.org for continued public mitigation, preparedness, response, and recovery information. Additionally, Facebook and Twitter accounts have been established and useful obtaining information on threats and hazards in Kitsap. Kitsap County DEM has been working with the local cable television station in Bremerton (BKAT) on a series of public and programmatic information vignettes to improve the public awareness on the functions or KCDEM and the actions the public can take to improve resilience.
Business Preparedness Programs. A program to support mitigation and preparedness for local governments, districts, and businesses in Kitsap. This program teaches mitigation to include evaluating structures for earthquake mitigation, providing employee training in emergency response, and individual/home preparedness information. The Business and Preparedness Program hosted a Business Continuity and Preparedness Planning workshop in 2019 and will be the beneficiary of a Security Forum for small businesses and nonprofits towards the close of 2019.

Table 41: Kitsap County Department of Emergency Management (DEM) Public Education & Outreach

Mitigation Strategies

Multi-Hazard Public Education Programs Mitigation Strategy 1	
Enhance and support Public Education Programs including citizen involvement.	
- Expand the Kitsap County Community Emergency Worker /registered volunteer programs. - Community Emergency Response Team (CERT) - Medical reserve Corps. - Kitsap Armature Radio Service. - Kitsap Marine Unit. - Kitsap Severe Weather Shelter workers. - programs to assist in the promotion of public preparedness and volunteerism. - Use State Homeland Security Grant Funds to facilitate. - CERT performs these functions in Kitsap County under KCDEM	
Lead	KCDEM.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	1 to 5 years
Implementation Cost	\$20,000 – 25,000 annually
Potential Funding Source	Local, State, Federal
Status	In progress. Kitsap County continues to promote volunteerism

Multi-Hazard Public Education Programs Mitigation Strategy 2	
Examine and support ongoing programs with a multi-jurisdictional approach for public education, public awareness, and the promotion of public participation. Specific Hazard Mitigation Public Education recommendations are detailed in the following strategies:	
- Implement programs that use Public Education for Hazard Mitigation and emergency preparedness methods. This recommendation emphasizes the continuing support for the programs that exist and the development of further opportunities. It is recommended that these programs provide content guidance for 14-day preparedness kits and individual and community preparedness training. - It is recommended that business and family emergency communication and preparedness plans be included in flyers available to the public. - Work to develop additional preparedness education programs targeted towards Local business preparedness, including how to stay in business without power for 14 days. Note: KCDEM has initiated methods for Kitsap County residents to share their perspectives on their level of concern for specific hazards as well as specific measures that have already been taken to mitigate against emergencies and disasters. The data collected from these surveys will continue to be used as a resource in all future hazard mitigation planning efforts. This will also enable KCDEM to target outreach and education efforts on given hazards to specific communities based on perceived risks versus actual risks.	
Lead	The lead agency would be the Department of Emergency Management.
Jurisdictions incorporated into this strategy	Bainbridge Island, Bremerton, Port Orchard, Poulsbo, Kitsap County
Priority	High
Implementation Time	3-10 years
Implementation Cost	Share the above \$78,000 identified staff time with an additional \$50,000 in support and printed materials annually.
Potential Funding Source	Local, State
Status	Ongoing, multiple lines of effort through community outreach and training.

Mitigation Strategies Updates from the 2019 Plan

The following are updates to the mitigation strategies from the last iteration of the MHMP that were completed or removed.

Multi-Hazard Mitigation Strategy 2	
Expand real estate disclosure to include all hazards.	
Lead	Research into this issue to be conducted by the Department of Emergency Management.
Priority	Moderate
Implementation Time	1 to 5 years
Implementation Cost	Initial costs unavailable regarding research actions.
Potential Funding Source	Local
Status	Removed from MHMP, will be reevaluated in future edits.

Mitigation Strategies Updates from the 2013 Plan

The following are updates to the mitigation strategies from the last iteration of the MHMP that were completed or removed.

Flood Mitigation Strategy	
Provide a community-wide service to anchor mobile homes for qualifying citizens and encourage private individuals to anchor their own mobile homes.	
Lead	Volunteer agencies coordinated by local service organizations and KCDEM would take the lead for this strategy.
Status	Complete. Most mobiles in the county have been tied down per code.

Landslide/Erosion Mitigation Strategy

Identify and recommend landslide mitigation measures for implementation throughout the community.

- Task 1: Identify potential Landslide areas based upon historical data and existing geologic studies of the area (to include the addition of the Illahee Coastal Bluffs).
- Task 2: Identify the resources to do the study for areas of influence located near critical areas and the contribution of those areas of influence on the Landslide problems in the identified critical areas.

Recommendation: This would entail setting up a process by which each jurisdiction would submit the geotechnical and geologic reports received as part of the land use and permitting process to the Kitsap County Dept. of Emergency Management (DEM) for review and indexing. Staff at DEM would need to be knowledgeable in this field, and the information on file would need to be readily accessible.

- Take Landslide Hazard Mitigation issues and recommendations to the Emergency Management Council for increased community-wide support.
- Identify and recommend slide mitigation strategies for existing structures and future remodeling of structures.
- Conduct a study to identify potential mitigation steps for the reduction of risk to life and property from landslides.
- Study and improve runoff control systems for slide prone areas.
- The lead agency would be the appropriate City or County, Tribal Nations Community Development Departments.
- Establish a regionally funded program to review geotechnical and geologic reports submitted as part of the planning and permitting process.
- Develop a Task List to include preferred providers and peer review methodology. Include minimum requirements for preferred providers to include 5 years in soil-related work.
- Identify slide-prone areas and study specific mitigation steps to reduce existing risk and prevent increased risk. Examples of areas of this type are listed below:
 1. Rolling Bay Walk
 2. Crystal Springs Drive
 3. Rockaway Beach
 4. Fort Ward Hill
 5. Prospect Point
 6. Kingston Bluff
 7. Suquamish Bluff
 8. Hood Canal Bluff
 9. Lower Wheaton Way Canyon
- Pursue pre-disaster and post-disaster Small Business Administration (SBA) loans for the implementation of landslide, slippage, erosion, and subsidence abatement strategies.
- Tribal Nations have sovereignty from County land-use requirements. Tribal Nations will need to work on identification and mitigation measures on Tribal lands when grant funding/personnel are available.

Note: Funding for the above mitigation strategy recommendations would be Local unbudgeted funds combined with State and Federal Grants and administrative program funding. Although, recently conducted LIDAR Studies have been beneficial to the increased understanding and location of landslides in Kitsap. Since the studies, more refined mitigation strategies can be developed.

Lead	Various
Implementation Time	1 to 3 years with an ongoing project projection of 1 to 9 years.
Implementation Cost	It is recommended that \$150,000 be identified to start the engineering and cost studies needed to support this strategy.
Status	Complete.

Tsunami Mitigation Strategy	
Response & Evacuation: Work with the Washington State Emergency Management Division Earthquake-Tsunami-Volcano Program to develop a “Tsunami Interpretive Information” sign. The sign should be based upon the existing “Washington State Geology” signs that are posted on the outer coast, but with a focus on Puget Sound geology and tsunami. The sign should also illustrate the appropriate responses during and after earthquake and tsunami events.	
- Primary venues for signage should include high-use visitor/tourist areas such as the Bremerton and Port Orchard waterfronts, downtown Port Orchard, Gorst, the Washington State Ferry terminals and Puget Sound Naval Shipyard. - Washington State Emergency Management Division has, in the past, provided signs (free of cost) to local jurisdictions. Recommend matching funds with State EMD to secure two additional signs.	
Lead	The lead agency for this strategy should be the Washington State Emergency Management Division in coordination with the Kitsap County Department of Emergency Management, Local Chambers of Commerce, and Emergency Management Council.
Implementation Time	1 to 2 years
Implementation Cost	The estimated cost per sign is \$1200. A total of 4 signs will be needed to provide adequate coverage of populated vulnerable areas. Total cost: \$4800.
Status	Complete.
Tsunami Mitigation Strategy	
Planning & Infrastructure: Initiate a collaborative planning effort between County/ City planners, State Government, and local citizens to review and revise existing zoning and land use designations to ensure future construction is sustainable.	
- If no established building codes are currently adopted, consider expanding project to redefine the standards for new waterfront construction. - The Kitsap County GIS Department should be contracted to provide the Best Available Science in compliance with the Washington State Growth Management Act. - Tribal Nations have sovereignty from County land-use requirements. Tribal Nations will need to work on identification and mitigation measures on Tribal lands when grant funding/personnel are available.	
Lead	Lead agencies and private groups for this strategy would include the Board of County Commissioners and Mayors through the Emergency Management Council, Housing Authority, Local Chambers of Commerce, Department of Emergency Management, City/County Public Works Departments, at-risk population service agencies and volunteer organizations.
Implementation Time	1 to 4 years
Implementation Cost	Not available at time of publication.
Status	Complete. Ordinances are in place to protect the public from building “too close to the water” with 100 foot setbacks.

Fire Mitigation Strategy	
Increase and implement fire public education measures.	
Lead	The County Fire Marshall's Office, in coordination with Local Fire Agencies, would take the lead in this program.
Implementation Time	1 to 3 years
Implementation Cost	Budget recommendations are for the use of existing funds should the fire agencies determine if current personnel are sufficient. The Steering Committee recommended a study be considered to determine if a Fire Public Educator is needed on a regional basis.
Status	Complete. This is now an ongoing program.

Flood Mitigation Strategy	
Develop a strategy to implement a flood control and riparian zone management process that ensures coordination of the municipalities with regard to stormwater management standards, zoning requirements, and building codes. The necessary steps to implement this strategy are:	
• Review and compare existing flood control standards, zoning, and building requirements and determine minimum acceptable standards for all municipalities. • Develop inter-jurisdictional mechanisms to ensure that the municipalities are aware of each other's flood-prone areas and properly assign conditions of approval to projects that may affect them. • Tie this strategy into the implementation of a community-wide Geographic Information System (GIS). • Local funding resources are recommended for potential budget availability.	
Status	Removed. Funding not available.

Flood Mitigation Strategy	
Develop and implement project proposals to reduce flooding and improve control of runoff within and upstream of flood-prone areas. This may include High Flow Bypass construction in intensely developed areas and buy out programs in frequently flooded areas.	
• It is recommended that City/County Public Works Departments pursue Federal and State grant funds to implement this strategy. Additionally, local matching and operational funds would need to be budgeted to implement the program. • KCPW is updating the Comprehensive Stormwater Plan as mentioned previously. While they may not be purely focused on the element envisioned, they are updating information and it is funded.	
Status	Removed. Funding not available.

Flood Mitigation Strategy	
Identify, update, and maintain an inventory of privately owned and operated stormwater facilities that contribute runoff to flood-prone areas. Develop and implement guidelines to assess the flood risk and system effectiveness for the individual systems.	
- Identify significant un-mitigated man-made runoff generating activities or land uses that may be a contributing cause to public flooding. This project would be undertaken in order to expedite flood risk identification and propose specific area problem resolution. - Local funding would need to be identified to implement this strategy, and consideration is recommended for potential Federal Grant Application funds. This could encompass retrofitting or construction of flood control facilities. Note: It is recommended that the project include a study of drainage areas, including the study of selected drainage areas for potential mitigation opportunities.	
Status	Removed. Funding not available.

Flood Mitigation Strategy	
Identify locations where flooding has occurred on a repeated basis and conduct a cost-benefit analysis to determine if a flood buyout option would be cost-effective.	
- Local funding for the cost-benefit analysis would be needed for this process. - If deemed cost-effective, Federal Grant Application funds would be sought.	
Status	Removed. Funding not available.

Flood Mitigation Strategy	
Evaluate City/County eligibility for the NFIP Community Rating System for improved flood plain management and NFIP eligible insurance premium discounts. Develop and implement a plan to meet the compliance with the NFIP.	
- Develop a plan to meet eligibility requirements over a five-year period. - Institute the program through City and County zoning ordinances. Note: It is recommended that the project include a study of drainage areas, including the study of selected drainage areas for potential mitigation opportunities.	
Status	Removed. Funding not available.

Severe Storm/Tornado Mitigation Strategy	
Encourage Water Utility Districts to coordinate the hazard planning, mitigation, and recovery activities through joint efforts of the Water PAK. These strategies would include but are not limited to:	
- Coordination of restoration priorities with Puget Sound Energy - Coordination of phone restoration with community-wide phone companies - Participation of Mutual Aid Programs with other utilities - Survey and retrofit facilities for high wind loads damage - The development of a Water PAK Emergency Response Plan	
Status	Removed. Funding not available.

Flood Mitigation Strategy	
Pursue Federal Emergency Management Agency Disaster Housing/Home Repair Program to include mitigation measures for the private sector for multi-hazard risks.	
Status	Removed. Funding not available.

Flood Mitigation Strategy	
Encourage businesses and citizens in historic flood areas to raise valuables out of harm's way.	
Status	Removed. Funding not available.

Flood Mitigation Strategy	
Conduct cost-benefit analysis for flood buyout plan in areas where properties have had multiple flood losses.	
Status	Removed. Funding not available.

Landslide & Erosion Mitigation Strategy	
Identify and implement agricultural area erosion control measures to aid in the mitigation of identified Landslide related problems.	
Funding recommendations are to seek State and Federal support funds.	
Status	Removed. Funding not available.

Landslide & Erosion Strategy	
Landslide General Mitigation Strategy: Identify and implement community-wide erosion control measures.	
Status	Removed. Funding not available.

Earthquake Mitigation Strategy	
Design and implement an ongoing community-wide public seismic risk assessment program.	
This project will require specific task development and may need to be based on the implementation of a community-wide GIS System and/or the implementation of Geologic Mapping Strategy number three.	
Status	Removed due to lack of structures and staffing to implement this level of a program.

Earthquake Mitigation Strategy	
Identify and study ground motion, landslide, and primary liquefaction community wide. Include new data from the most recent earthquake studies affecting Kitsap County.	
- A special resource to be considered for the implementation of this strategy would be to request grant funding to use college and university graduate students for the planning and implementation of the study. - A recommended result of the study would be the ability to create liquefaction hazard mapping.	
Status	Removed due to no longer viewed as a realistic strategy. Kitsap County currently does not have the LIDAR program. Information Systems (IS) GIS unit has generated liquefaction maps for the county and LIDAR data does exist for the community. This strategy will be reviewed in coordination with Community Development when a new KCDEM GIS employee is hired.

Earthquake Mitigation Strategy	
Develop and implement a program for seismic retrofit.	
- Funding has not been identified. - Constraints for this program are based upon the State of Washington's authority to approve tax incentives for mitigation programs. - Local incentives would require cooperation with insurance brokerage firms to lower rates on seismically retrofitted homes. - Incentive funding programs can be explored and modeled after Project Impact Communities for community revolving low-interest loans and loan of tools to accomplish the retrofit program.	
Status	Removed. Funding not available.

Earthquake Mitigation Strategy	
Implement a community-wide water main and water delivery system risk assessment. Formulate alternatives to mitigate risk.	
- In addition to Local operational budgets, this project would require matching grant funds. - Coordinate the risk assessment with the identification of fire hydrants and perform risk analysis for fire protection.	
Status	Removed. Funding not available.

Earthquake Mitigation Strategy	
Assess community-wide utility infrastructure with regard to earthquake risk, including public and private utilities (power and telephone systems).	
- In some cases, private and public rate increases may be considered for implementation of a proactive seismic safety program. - This program will need to be tied to, and be an active participant in, a regional GIS Mapping Project. - Note: The Kitsap Regional Coordinating Council (KRCC), in its current state, could not support such a program. It is recommended an assessment be made to identify specific recommendations that would accomplish the KRCC's participation. An estimate of what it would take to accomplish the KRCC participation is required	
Status	Removed. Structures are not in place for success.

Earthquake Mitigation Strategy	
Incorporate information and recommendations on water system issues identified in seismic studies into the Hazard Mitigation Plan.	
- Those studies are: - Report Water System Earthquake Vulnerability Assessment for the City of Bremerton: Dames and Moore Group Company Job No. 05793-007-004, March 1997. - These reports are inclusive of Dam Break Inundation Analysis and Down Stream Hazard Classification, May 1996. (Prepared under contract to Dames & Moore by WEScorp) and Washington State Department of Ecology Dam Safety Section, Emergency Action Plan for the City of Bremerton Reservoir No. 4, May 1996. - Funding for this project would need to include both State and Federal funding resources and potential private funding where appropriate.	
Status	Removed. Funding not available.

Drought Mitigation Strategy	
Provide for additional research and compilation of water resource data regarding aquifer recharge areas. Identify long-term priorities vs. short-term priorities. The recommendation for implementation would be to partner with water purveyors, well owners, Tribal Nations, nursery owners, homebuilders, architectural and professionally certified programs including community vocational education classes.	
Status	Removed. Funding not available.

Tsunami Mitigation Strategy	
Hazard Mapping & Modeling: Contract with the Kitsap County GIS Department to create a “Kitsap County Shore zone Inventory,” including a building footprint, for all lands within 1km of the shoreline. GIS staff should incorporate data gathered from ATC-21 Visual Assessments to enhance detail for critical infrastructure elements. The “Kitsap County Shore zone Inventory” should consist of a wide range of data to support future analyses of earthquakes and tsunami hazards.	
- The NOAA Pacific Marine Environmental Laboratory (PMEL) located at Sand Point, Seattle, is actively developing tsunami models for Puget Sound. As model results and data improve, Kitsap County should be prepared to compare these data and results to existing local conditions. The “Kitsap County Shore zone Inventory” is a logical step toward this goal. - Data access constraints at the Puget Sound Naval Shipyard may result in significant data gaps. Recommend initiating talks between Kitsap County GIS staff and PSNS Security/IT staff to discuss data-sharing possibilities. - GIS has mapped shorelines for a worst-case 25-foot tsunami along any coastline of Kitsap.	
Status	Removed. Funding not available.

Tsunami Mitigation Strategy	
Transportation: Incorporate best available tsunami hazard mapping and modeling data into future planning efforts for protecting and planning for critical transportation (lifelines and infrastructure). Existing areas of concern include but are not limited to: (1) the Highway 3 / Highway 16 interchange at Gorst, (2) the Manette Bridge, and (3) Marine Drive.	
The Kitsap County GIS Department should work with GIS staff at WSDOT to identify key transportation lines that could be vulnerable to earthquakes and/or tsunami (e.g., those in low-lying areas, or those that are not compliant with current seismic codes).	
Status	Removed. Funding not available.

Tsunami Mitigation Strategy	
Utilities: Design and implement a project to conduct geotechnical analyses of all utilities within 50 feet in elevation from mean higher high water (MHHW). Project results should include potential impacts from loss of service and plans to retrofit or replace vulnerable system components.	
- Until more accurate inundation data is available from NOAA, or other sources, 50 feet in elevation from mean higher high water (MHHW) is a reasonable threshold for considering tsunami risk. - Project costs will be incurred by appropriate Kitsap County Departments. Retrofit and/or replacement costs will be incurred by the appropriate service provider.	
Status	Removed. Funding not available.

Terrorism & Civil Disturbance Mitigation Strategy	
Design and implement a community-wide first responder and citizens program including prevention, property protection, public education and awareness, emergency services, and structural project activities.	
- Kitsap County Terrorism Planning Committee identifies all priorities for response for both training and equipment needs. - Kitsap County Department of Emergency Management is the lead coordinating agency for Region 2 Homeland Security District. Through the U.S. Department of Homeland Security, funds have become available to train and equip first responders to respond to acts of terrorism. - The Terrorism Plan is reviewed and updated annually as well as numerous committees meet to discuss interoperability initiatives, HLS equipment initiatives, training, and exercise, and National Incident Management (NIMS) Compliance. One example is Interoperable Communications, essential to response coordination. Exhibit VII-1 shows the framework for HLS Region 2's interoperable communications plan used to identify systems and processes to improve coordination among various agencies. Over the last five years, Kitsap County has been involved in numerous federal, state, and local programs to train and exercise responders and provide information to the public on being vigilant about terrorism. Because of the numerous military installations, Kitsap participates in multi-million-dollar exercises regarding radiological and terrorist events. As such, the military installations collaborate and exercise with the local on numerous disaster exercises, including all of the hazards mentioned in this section. This cooperation provides an ongoing successful program of working together and minimizing the effects of these hazards on Kitsap County.	
Status	Removed. Terrorism is not a hazard being discussed in the 2019 MHMP due to focusing on natural hazards.

Multi-Hazard Mitigation Strategy	
Study and identify areas of geographical/geological influence affecting identified critical area hazards. Add identified areas of influence to critical areas geographic identification as part of the problems to be addressed. (Determine what the science is to identify areas of influence.) This strategy is to be done in coordination with the Landslide areas of influence Hazard Mitigation Strategy.	
Note: It is recommended that consideration be given to make this a MULTI HAZARD demonstration grant project through FEMA.	
Status	Removed. Funding not available.

Multi-Hazard Mitigation Strategy	
Areas of Impact Mitigation Strategy: Study non-traditional areas of impact such as:	
- Pre-identified critical areas that require monitoring and potential areas of influence near and adjoining these risk areas. - Identify single lot property owners who are in an area of influence to an adjoining critical risk area and determine what effects, if any, usage of the adjoining areas of influence have on the critical risk area. - Local funds recommended from future budget appropriations with potential grant applications from mitigation sources. - Identify infrastructure improvements for specific critical risk areas and identify the level of risk for which these improvements will be effective. - Funding sources would be a combination of Local funds and State and Federal matching grants.	
Status	Removed. Funding not available. This is another mitigation strategy that would require strong participation from a regional GIS.

Multi-Hazard Mitigation Strategy	
Examine the feasibility of implementing building codes requiring underground utilities for new development where possible.	
Status	Removed. Funding not available.

Multi-Hazard Public Education Programs Mitigation Strategy	
Develop a Critical Risk Areas Educational Program, including expanding current programs where appropriate to include:	
- Assure the availability of accurate maps and information defining critical areas to the public and private sector. - Use advertisements to identify critical areas for the public to include mitigation strategies that individuals and businesses can implement. - Include lenders and insurance agents' cooperation and participation in the educational process.	
Status	Removed. Funding not available. Will not be completed within five years with current staffing.

Multi-Hazard Public Education Programs Mitigation Strategy	
Use public education programs and meetings, including Public Access Television, to provide methods to identify and mitigate erosion area problems. Use Public Access Television to educate property owners and renters, both commercial and residential, on the definition and identification of erosion and land-shift problems and identify mitigation measures for the protection of private property.	
Funding recommendations are for State and Federal support funds.	
Status	Removed. Funding not available.

Multi-Hazard Public Education Programs Mitigation Strategy	
Implement a public education program to alert the public on the dangers of and steps to reduce the risk of landslides on private property. Identify and implement public education programs on seismic safety and strengthening for homes, public spaces, schools, and businesses.	
This strategy is an ongoing project, and it is recommended that both Local government budget funding and Federal funds be used to more fully implement the program.	
Status	Removed. Funding not available.

Fire Mitigation Strategy	
Identify the Urban Wild Land Fire interface problem areas, including the development of an urban fire risk map. This project would be dependent upon a Regional GIS program for mapping components.	
Study urban fire issues, including the development of recommendations for requiring fire retardant building materials and sprinklers where possible.	
Status	Removed. Funding and staffing not available. The economic downturn had reduced staff and the ability to take on this strategy.

Fire Mitigation Strategy	
Offer community-based loan programs or other identified incentives to replace combustible roofing and to retrofit buildings with fire sprinkler systems.	
Status	Removed. Funding not available.

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B1- f. For participating jurisdiction in a multi-jurisdictional plan, does the plan describe any hazards that are unique to and /or vary from those affecting the overall planning area?

City-Specific Mitigation Strategies

The following goals have been defined by the City of Bainbridge Island, Bremerton, Port Orchard, and Poulsbo and are consistent with those in the basic MHMP update. These goals are applied to each of the hazard categories noted below, with associated strategies for 2024.

Goal 1:	Eliminate or reduce the long-term risk to human life and property from identified hazards.
Goal 2:	Aid both the private and public sectors in understanding the risks they may be exposed to and finding mitigation strategies to reduce those risks.

Each city's mitigation strategies and updates are outlined in their respective sections.

City of Bainbridge Island

Updates from the 2013 Plan

Strategy	Implementation Time	Remarks/Status
Develop and implement projects to improve control of runoff and flooding.	Based on the size of the project and availability of funds	Completed. • Flood Prevention: The City updated the Flood Damage Protection Ordinance (FDPO) updating the requirements for FEMA compliance related to the National Flood Insurance Program (NFIP). The City has also been involved with a Community Assistance Visit (CAV) process as FEMA has audited for compliance measures of the City's Flood Ordinance as adopted. • The City's National Pollutant Discharge Elimination System new NPDES Permit includes planning and inspection of projects related to control of soils, stability of soils and run-off at properties. • In the COBI, Capital Improvement Plan (CIP); Engineering has an Annual Drainage Program that addresses control of runoff. • Many studies and projects related to runoff and flooding have been completed. • A project is currently in design to replace the deep culvert under Eagle Harbor Dr. at McDonald Creek.

Inspect and identify trees and other objects that can pose a hazard during a storm	Ongoing/1-5 years	Completed. Ongoing strategy. Significant improvements have been made with city funds
Identify slide-prone areas and study-specific mitigation steps to reduce existing risk and	When funds were available	Completed. Various studies and projects related to slide and erosion issues have been completed:

Strategy	Implementation Time	Remarks/Status
Prevent increase risks.		- A study was performed by Myers Biodynamics in 2006 to assess shoreline road locations at Gertie Johnson, Manitou Beach Drive, and Country Club Road. - There are several shoreline road locations that are being monitored. The City currently has a project underway to repair the bulkhead at Country Club Road. The City has a contingency project identified in the CIP repairing the bulkhead at the medium bank section of Manitou Road. - The City has completed shoreline road stabilization projects in recent years at Rockaway Beach, Crystal Springs (south of Baker Hill near the public dock), and most recently Manitou Park. - Slides have occurred in the last 10 to 15 years at the following locations: South Beach Drive south of Toe Jam (private), Crystal Springs Drive north of Baker Hill (public and private), Rockaway Beach Road, Rolling Bay Walk/ Gerte Johnson Rd, Sunrise Drive north of Gerte Johnson Road, and Seabold near Adas Will Ln (private). Debris removal and repairs have occurred repeatedly at Rockaway, Crystal Springs, and Gerte Johnson. - For non-shoreline roads the City monitors several locations for movement and embankments and to make sure drainage is maintained. This includes Fort Ward Hill Road near South Beach, Toe Jam Hill road near south-beach, Blakley Hill Road, Halls Hill Road, and Gerte Johnson Road. - Information on slide hazard areas has been placed into the City GIS system.
Pursue seismic Upgrades to equipment, infrastructure, and critical facilities	Ongoing/1-5 years	Some improvements completed. HMP funds may be sought for high-end projects

Aid both the private and public sectors in understanding the risks they may be exposed to and fund programs to mitigate.	Ongoing/1-5 years	Completed. Bainbridge has extensively provided disaster preparedness to citizens and businesses throughout the island, although ongoing commitment may require funds to amplify the program.
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Strategy	Implementation Time	Remarks/Status
Study Tsunamis and improve mapping of tsunami risk areas on Bainbridge Island	1-2 years	Tsunami mapping has been completed: link to tsunami affecting mapping video simulation. https://www.bainbridgewa.gov/DocumentCenter/View/8145

2024 Bainbridge Island Mitigation Strategies

- 1) Bainbridge Island is incorporated into the following Kitsap County Mitigation strategies.
 - a) Earthquake/Tsunami mitigation strategies 1, 3, 4
 - b) Landslide and Erosion mitigation strategies 1, 2
 - c) Tsunami mitigation strategies 1, 2, 3, 4, 5, 6, 7
 - d) Wildfire and Urban Fire mitigation strategies 1, 2, 3
 - e) Flood mitigation strategies 1, 2, 3, 4, 5
 - f) Severe Storm and Tornado mitigation strategies 1, 2
 - g) Drought mitigation strategies 1, 2
 - h) Mult hazard mitigation strategies 1
- 2) In addition to Bainbridge Islands participation in the identified County Mitigation Strategies Bainbridge Island has the following jurisdictional specific mitigation strategies.

Bainbridge Island 2024 Mitigation Strategies

City of Bainbridge Island Mitigation Strategy 1	
Ensure implement 2018 updates to the City Fire and Building Code. Updates include codes related to mitigating seismic, wildfire, flooding, and landslide risk.	
Lead	City of Bainbridge Island Planning & Community Development
Support	
Priority	High
Probability of Occurrence	High
Implementation Timeline	January – December 2026
Implementation Cost	\$25,000
Potential Funding Source	Local
Status	Completed, Fire code updates adopted in 2020.

City of Bainbridge Island Mitigation Strategy 2	
Develop method to track active landslide activity of Bainbridge Island. Create map with current and historical data on landslide activity for use with community outreach efforts.	
Lead	City of Bainbridge Island Planning & Community Development
Support	City of Bainbridge Island Emergency Management, City of Bainbridge Island Information Technology (GIS)
Priority	High
Probability of Occurrence	High
Implementation Timeline	2024-2028
Implementation Cost	\$10,000 per year
Benefit to Cost	Low, most vulnerable areas involve residential homes.
Potential Funding Source	Local
Status	To be completed. Retained for the 2024 update. Bainbridge Island has many potential slide areas along coastal ways including Rockaway Beach area, Rolling Bay Walk and Fort Ward Hill. These areas are mostly residential and roads vulnerable to landslides.

City of Bainbridge Island Mitigation Strategy 3	
Conduct community outreach programs related to personal preparedness with a focus on earthquake and wildfire risk. Includes: Community Emergency Response Team (CERT) training, Wilderness First Responder (WFR) training, and Map Your Neighborhood program implementation.	
Lead	City of Bainbridge Island Emergency Management
Support	Bainbridge Island Fire Department, Bainbridge Prepares
Priority	High
Probability of Occurrence	High
Implementation Timeline	2024-2028
Implementation Cost	\$30,000 per year
Potential Funding Source	Local, State
Status	Ongoing, retained in the 2024 plan.

City of Bainbridge Island Mitigation Strategy 4	
Update to Shoreline Master Plan to include data on sea-level rise and impacts to Bainbridge Island. Develop community outreach and education campaign once the plan is published.	
Lead	City of Bainbridge Island Planning and Community Development
Support	
Priority	Moderate
Probability of Occurrence	Moderate
Implementation Timeline	2024-2028
Implementation Cost	\$10,000
Potential Funding Source	Local
Status	Ongoing, retained in the 2024 plan.

City of Bremerton

Updates from the 2013 Plan

Strategy	Implementation Time	Remarks/Status
Pursue seismic upgrades to the Bremerton water system and its components as identified in the report by Dames & Moore, March 1997 and in the City of Bremerton's 6-year Capital Improvement Plan. Includes seismic protection of Jackson Park/NAD water main, seismic restraint/isolation valves on the Warren Avenue Bridge main	6 years	Completed in 2017.
Pursue seismic upgrades to the dam and provide improved monitoring and an early warning system in the event of an uncontrolled release of the reservoir caused by a dam failure as identified in the report by WoodardClyde Consultants, July 1997 and in the City of Bremerton's 6-year Capital Improvement Plan.	1 year	Progress: Completed seismic bracing for the Casad Dam intake tower. Provide Mason County with a telephone warning system. Still looking for funding for an early warning system in the event of an uncontrolled release.
Pursue seismic upgrades to equipment, infrastructure and critical facilities	Ongoing	Ongoing program. Need additional funding.
Aid both the private and public sectors in understanding the risks they may be exposed to and fund programs to mitigate.	Ongoing	Support the County's Bolt and Brace Program for retrofitting older homes in Bremerton

2024 Bremerton Mitigation Strategies

- 1) Bremerton is incorporated into the following Kitsap County Mitigation strategies.
 - a) Earthquake/Tsunami mitigation strategies 1, 2, 3
 - b) Landslide and Erosion mitigation strategies 1, 2
 - c) Tsunami mitigation strategies 1, 2, 3, 4, 5, 6
 - d) Wildfire and Urban Fire mitigation strategies 1, 2, 3
 - e) Flood mitigation strategies 1, 2, 3, 4, 5
 - f) Severe Storm and Tornado mitigation strategies 1, 2
 - g) Drought mitigation strategies 1, 2
 - h) Mult hazard mitigation strategies 1
- 2) In addition to Bremerton's participation in the identified County Mitigation Strategies Bremerton has the following jurisdictional specific mitigation strategies.

2024 Mitigation Strategies

Bremerton Mitigation Strategy 1	
Improve citizen preparedness programs to include mitigating residential structures.	
Lead	KCDEM
Support	City of Bremerton
Priority	Low
Probability of Occurrence	High
Implementation Timeline	Ongoing
Implementation Cost	\$10,000 per year
Benefit to Cost	Increase disaster preparedness and improve ability for structures to weather a disaster
Potential Funding Source	Local
Options & Discussion	This project is ongoing and involves a continued effort to get neighborhoods involved in preparedness.
Status	This project is ongoing and involves a continued effort to get neighborhoods involved in preparedness The following efforts have been implemented from 2024-2029: Outreach: - Kids day each year. - BlackBerry festival each year. - Bridge Blast each year. - Bremerton Air Show. - Kitsap County Fair and Stampede each year.
Bremerton Mitigation Strategy 2	
Provide pipeline redundancy and seismic protection for the cross-town main and transmission main under SR 3.	
Lead	City of Bremerton Public Works & Utilities
Support	Washington State Department of Health and Department of Ecology
Priority	Low
Probability of Occurrence	Low
Implementation Timeline	Undetermined
Implementation Cost	\$3,100,000
Potential Funding Source	Local, State, Federal
Options & Discussion	Improve water supply service after an earthquake.
Status	In progress.

Bremerton Mitigation Strategy 3	
Improve the retrofitting of older residences in the City of Bremerton.	
Lead	City of Bremerton Public Works & Utilities
Support	Kitsap County Department of Emergency Management
Priority	High
Probability of Occurrence	Moderate
Implementation Timeline	1-4 years
Implementation Cost	\$50,000
Benefit to Cost	High due to reducing uninsured damages after an earthquake.
Potential Funding Source	Local, State
Options & Discussion	Provide training and loans/funds to residence for retrofitting their homes to reduce the effects of a potential earthquake.
Status	Ongoing. Projects completed in the 2024-2029 period. Boeing has been brought onboard to provide training and community education for homeowners.

Bremerton Mitigation Strategy 4	
Develop and implement projects to improve control of runoff and flooding.	
Lead	City Engineering
Support	Community Development
Priority	Moderate
Probability of Occurrence	High
Implementation Timeline	Based on the size of project and availability of funds
Implementation Cost	\$250,000 per year
Benefit to Cost	Reduces erosion and road/infrastructure maintenance
Potential Funding Source	Local, State
Options & Discussion	When funds are available.
Status	In progress. Projects completed in the 2024-2029 period. Chico Creek culvert replacement Gorst interchange culverts Newberry Hill drainage and culverts

City of Port Orchard

Updates from the 2013/2019 Plan

Strategy	Implementation Time	Remarks/Status
Seismic upgrades to equipment, infrastructure, critical facilities	Ongoing	Partially completed. Small projects accomplished in house. Ongoing and remains part of the plan.
Inspect and Identify trees and objects that pose a hazard during a storm	Ongoing	In progress. Ongoing projects are funded as funds become available. Remains part of the city's strategy.

Port Orchard Mitigation Strategies

- 1) Port Orchard has incorporated into the following Kitsap County Mitigation strategies.
 - a) Earthquake/Tsunami mitigation strategies 1, 2, 3
 - b) Landslide and Erosion mitigation strategies 1, 2
 - c) Tsunami mitigation strategies 1, 2, 3, 4, 5, 6
 - d) Wildfire and Urban Fire mitigation strategies 1, 2, 3
 - e) Flood mitigation strategies 1, 2, 3, 4, 5
 - f) Severe Storm and Tornado mitigation strategies 1, 2
 - g) Drought mitigation strategies 1, 2
 - h) Mult hazard mitigation strategies 1
- 2) In addition to Port Orchards participation in the identified County Mitigation Strategies Port Orchard has the following jurisdictional specific mitigation strategies.
- 3)

2024 Mitigation Strategies

Port Orchard Mitigation Strategy 1	
Develop and implement projects to improve control of runoff and flooding.	
Lead	Public Works
Support	None
Priority	High
Probability of Occurrence	High
Implementation Timeline	Based on the size of the project and availability of funds
Implementation Cost	\$250,000+ per year
Benefit to Cost	Reduces erosion and road/infrastructure maintenance
Potential Funding Source	Local, State
Options & Discussion	The City is contracting with a local engineering firm to develop a downtown Stormwater Retrofit Plan. One of the major topics of this study is improving runoff and flood control.
Status	Ongoing. In progress. Data collected gave multiple possibilities, the city is now developing plans to implement some of the proposed mitigations strategies. Cost estimates to be updated when data is available. One mitigation strategy from the data work to procure funding to raise city streets 18 inches to mitigate effects of flooding and improve runoff. This is a multi-year project.

Port Orchard Mitigation Strategy 2	
Improve citizen preparedness programs to include mitigating residential structures.	
Lead	KCDEM
Support	City of Port Orchard
Priority	High
Probability of Occurrence	High
Implementation Timeline	Ongoing
Implementation Cost	\$10,000 per year
Benefit to Cost	Ongoing. Increase disaster preparedness and improve the ability for structures to weather a disaster
Potential Funding Source	Local
Options & Discussion	This project is ongoing and involves a continued effort to get neighborhoods involved in preparedness. The County DEM KPREP program for neighborhood and school preparedness has been widely used, but funds are needed to provide ongoing training and equipment for preparedness.
Status	Ongoing. In progress.
Port Orchard Mitigation Strategy 3	
Pursue seismic upgrades to equipment, infrastructure, and critical facilities.	
Lead	City of Port Orchard Engineering
Support	Kitsap County Department of Emergency Management
Priority	High
Probability of Occurrence	High
Implementation Timeline	Ongoing
Implementation Cost	To be determined as projects are authorized. Agency may pursue HMG funding and low-interest loans to complete projects.
Benefit to Cost	Beneficial to earthquake survivability
Potential Funding Source	Local, State
Options & Discussion	None
Status	Ongoing, 2 city buildings have been updated multiple more require updating. Ongoing retrofit as part of capital improvement plan implementation.
Port Orchard Mitigation Strategy 4	
Evaluate water and sewer utilities within 50 feet of shoreline. In addition, The City is redesigning and retrofitting the City's Marina Sanitary Sewer Lift Station.	
Lead	City of Port Orchard Engineering
Support	West Sound Utilities District
Priority	High
Probability of Occurrence	High
Implementation Timeline	Ongoing
Implementation Cost	Based on an initial assessment of mitigating high tide and winter storm flood events. The study would cost approximately \$150,000.
Benefit to Cost	Undetermined.
Potential Funding Source	Local, State
Options & Discussion	The city continues to evaluate water and sanitary sewer facilities within 50 feet of the shoreline as it implements its capital facilities plan.
Status	In progress. Ongoing.

Additionally, the City of Port Orchard has reviewed the mitigation strategies in the base plan and will participate in those applicable to the hazards associated with Port Orchard. Please note that only the City Council can commit funds and significant resources to any strategy.

Port orchard continues to participate in the following mitigation related reviews on a routine basis to ensure current mitigation strategies are adequate and to add new strategies as needed.

Flooding

- The City will participate in the review of flood control and riparian zone management process with regard to stormwater management standards, zoning requirements, and building codes.
- The City will participate in the annual countywide meeting to review regulatory permitting and maintenance activities in flood-prone areas.
- When flooding problems are identified, the City will develop project proposals to reduce the flooding. Implementation would be dependent upon adequate financing and other factors.
- The City will maintain an inventory of privately-owned stormwater systems and use this data when assessing potential flooding problems.

Severe Storms

- As part of its public education program, the City will continue to stress the importance of being self-sufficient for at least three days with food, water, and other essentials.
- The City will continue to maintain its emergency response plan for the water utility.

Landslides/Erosion

- The City will provide available information to the County GIS system to identify potential landslide areas for GIS mapping.

Earthquake

- The City will participate in the countywide seismic risk assessment program with the Department of Emergency Management as the lead agency.
- The City would provide relevant available data to help identify areas prone to ground motion, landslide, and liquefaction.
- To the extent feasible, the City would participate in Kitsap County's USGS-UW Geological mapping effort.
- The City's water and sanitary sewer systems will be included in the countywide assessment in regard to earthquake mitigation.
- If appropriate funding programs are available, the City will participate in a program to encourage seismic retrofitting of public and private properties.
- The City will continue to assess the water main and water delivery system and cooperate

with the lead agency, as possible.

- The City would incorporate hazard mitigation improvements in the Water System Plan and Hazard Mitigation Plan, as appropriate.
- The City will continue to include seismic retrofit concepts in its public education efforts.

Drought

- The City will continue to partner with the water purveyors within the corporate limits to research and compile water resource data, particularly in the aquifer recharge areas, as they are identified.
- The City will continue to emphasize water conservation, particularly for times of drought.
- The City will formulate a policy for water distribution for times of drought

Tsunami

- The City will participate in countywide workshops to educate the public about tsunamis and responses to those events.
- The City will participate in countywide tsunami mitigation strategies, as funding is available.
- The City will post appropriate tsunami informational signs if they are provided and comply with municipal codes.
- The City will participate in a countywide public educational effort by distributing informational brochures.
- The City will provide relevant and available information to Kitsap County GIS for its Kitsap County Shore zone Inventory.
- The City will participate in the countywide transportation mapping effort by providing relevant and available information to Kitsap County.
- If appropriate funding is available, the City would have a qualified person perform a geotechnical analysis of the water and sewer utilities within 50 feet of the shoreline.
- The City will participate in tabletop training exercises involving large-size debris removal associated with a tsunami.
- The City would participate in a countywide review of zoning and land-use rules as they relate to tsunamis.

Multi-Hazards

- The City will participate in a comprehensive all-risk road plan.
- The City will provide relevant and available information for a countywide critical area hazard review.
- If appropriate funding is available, the City will participate in countywide studies of

nontraditional areas of impacts.

Multi-Hazard Public Education Programs

- The City will enhance and support countywide public education programs for multi-hazard responses.
- The City will support on-going programs for countywide programs to include public participation in the planning effort.
- The City will participate in a countywide critical risk area educational program.
- If appropriate funding is available, the City will participate in a countywide public educational program.
- The City will participate in public education programs.

Fire Mitigation Studies

- The fire authority for the City is Kitsap County Fire District #7, and the City has a close working relationship with the firefighting professionals and will continue to cooperate on joint ventures.

City of Poulsbo

Updates to the 2013 and 2019 Plans

Strategy	Implementation Time	Remarks/Status
Pursue seismic upgrades to equipment, infrastructure, and critical facilities	Ongoing	This strategy has been implemented to all City of Poulsbo infrastructure improvements. Costs TBD.
Inspect and identify trees and other objects within falling distance of critical facilities to determine if they pose a hazard during a storm.	Ongoing.	Areas of improvement were identified and evaluated for future funding with the budget or as HMG funds were available. This strategy has been implemented. No changes.

Port Orchard Mitigation Strategies

- 1) Poulsbo is incorporated into the following Kitsap County Mitigation strategies.
 - a) Earthquake/Tsunami mitigation strategies 1, 3, 4
 - b) Landslide and Erosion mitigation strategies 1, 2
 - c) Tsunami mitigation strategies 1, 2, 3, 4, 5, 6, 7
 - d) Wildfire and Urban Fire mitigation strategies 1, 2, 3
 - e) Flood mitigation strategies 1, 2, 3, 4, 5
 - f) Severe Storm and Tornado mitigation strategies 1, 2
 - g) Drought mitigation strategies 1, 2
 - h) Mult hazard mitigation strategies 1
- 2) In addition to Port Orchards participation in the identified County Mitigation Strategies Port Orchard has the following jurisdictional specific mitigation strategies.

2024 Mitigation Strategies

Poulsbo Mitigation Strategy 1	
Pursue seismic upgrades to equipment, infrastructure, and critical facilities.	
Lead	City of Poulsbo Engineering
Support	Kitsap County Department of Emergency Management
Priority	High
Probability of Occurrence	High
Implementation Timeline	Ongoing
Implementation Cost	To be determined as projects are authorized. Agency may pursue HMG funding and low-interest loans to complete projects.
Benefit to Cost	Beneficial to earthquake survivability
Potential Funding Source	Local
Options & Discussion	None
Status	Ongoing, In progress. This strategy has and continues to be implemented to all City of Poulsbo infrastructure improvements. Costs TBD.

Poulsbo Mitigation Strategy 2	
Inspect and identify trees and other objects within falling distance of critical facilities to determine if they pose a hazard during a storm.	
Lead	City of Poulsbo
Support	Kitsap PUD #1
Category & Priority	Cat II/High
Probability of Occurrence	High
Implementation Timeline	Ongoing
Implementation Cost	\$25,000 per year
Benefit to Cost	Reduces problem areas associated with significant wind and rain events.
Potential Funding Source	Local
Options & Discussion	Areas of improvement are identified and evaluated for future funding with the budget or as HMG funds are available.
Status	Ongoing, In progress. This strategy has been implemented and will continue to be implemented.
Poulsbo Mitigation Strategy 3	
Develop and implement projects to improve control of runoff and flooding.	
Lead	City of Poulsbo Engineering
Support	City of Poulsbo Public Works
Category & Priority	Cat I/Medium
Probability of Occurrence	High
Implementation Timeline	Based on the size of the project and availability of funds
Implementation Cost	\$250,000 per year
Benefit to Cost	Reduces erosion and road/infrastructure maintenance
Potential Funding Source	Local, State
Options & Discussion	When funds are available.
Status	In progress. This strategy continues to be implemented. This is an ongoing project that is dependent on the size of projects and available funds.
Poulsbo Mitigation Strategy 4	
Improve citizen preparedness programs to include mitigating residential structures.	
Lead	Kitsap County Emergency Management
Support	City of Poulsbo
Category & Priority	All Categories/High
Probability of Occurrence	High
Implementation Timeline	Ongoing
Implementation Cost	\$10,000 per year
Benefit to Cost	Increase disaster preparedness and improve the ability for structures to weather a disaster
Potential Funding Source	Local
Options & Discussion	This project is ongoing and involves a continued effort to get neighborhoods involved in preparedness. The County DEM KPREP program for neighborhood and school preparedness has been widely used, but funds are needed to provide ongoing training and equipment for preparedness.
Status	Ongoing. Update for 2024 MHMP. This project is ongoing as the city continues to improve their efforts to get neighborhoods involved in preparedness. Multiple CERT courses have been offered in the city. The city continues to develop an increased CERT presence within the communities.

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Kitsap County

Future Actions & Goals

Summary

The Kitsap County Multi-Hazard Mitigation Plan and Identified Hazard Mitigation Program Strategies establish the framework within which the post-disaster and day-to-day mitigation activities of the community may be carried out on a prioritized and regional basis.

The Plan is based upon the experience of the region through the input of the Hazard Mitigation and Recovery Team Steering Committee, the 2024 City and Special Purpose District Planning Partners, the Department of Emergency Management and the input of the community.

This plan recognizes the varied conditions that exist and can be found throughout Kitsap County. No single mitigation strategy will effectively meet the needs of all of the communities. However, by embracing the regional coordinated approach and objectives found in this plan, Kitsap County can take significant strides toward the efficient and effective use of its resources to resolve and mitigate the community's identified hazards.

One of the most important accomplishments of the Hazard Mitigation planning project was the process itself, where the participants shared information, resources, and methodologies – community-wide, for the benefit of reducing or eliminating risk to Critical Areas.

Future Actions

Kitsap County Emergency Management Council

The Kitsap County Emergency Management Council will review and adopt portions of or all of the Hazard Mitigation Plan and Strategy Recommendations.

- Each member of the Emergency Management Council will support and bring back to their individual political subdivisions, the recommendations adopted by the Council for implementation and coordination on a regional basis.
- The Council will review and adopt, as necessary, the work of the Multi-Hazard Mitigation Planning Committee on an annual basis.

Kitsap County Hazard Mitigation Planning Committee

The Kitsap County Hazard Mitigation Planning Committee (HMPC) will meet annually early in the 4th quarter, to review the progress made in the current year, on the identification of resources and implementation of the Hazard Mitigation strategies. It should also seek input on future unidentified Hazard Mitigation programs and strategies.

1. The KCDEM PT&E officer, Operations officer, Public Information officer, and Administrative officer will perform annual reviews of the Multi-Hazard Mitigation Plan as needed by contacting and working with each Hazard Mitigation Strategy's Lead Agency to develop a progress report per funding and implementation of the strategies recommended in the current MHMP.
2. Review and document revisions and/or additions to the County Multi-Hazard Mitigation Plan and work to identify new, or revise existing, Hazard Mitigation strategies to be pursued within the county.
3. The PT&E officer, Operations officer, POI, and Administrative officer will meet annually with the Kitsap County Hazard Mitigation Planning Committee to provide a status update to the MHMP program.
4. The PT&E officer will submit an annual mitigation program status report to the Director in the fourth quarter, to present to the Emergency Management Council (1st quarter on the next calendar year).

Long-Term Goals & Strategies

Goal 1:	Work towards the reduction of long-term risk to human life and property from identified hazards.
Goal 2:	Build capacity in the private and public sectors on the risks they may be exposed to and mitigation strategies they may use to reduce those risks
Goal 3:	Work towards reducing the risk of exposure to identified hazards.
Goal 4:	Work towards minimizing impacts of risks when they cannot be avoided.
Goal 5:	Work towards reducing the impacts of damage as a result of identified hazards.
Goal 6:	Work towards reducing negative impacts on the environment of mitigation strategies.
Goal 7:	Grows mitigation strategies from Local and regional planning activities. Capture and document local planning efforts and existing interagency group efforts to inform the mitigation planning process.
Goal 8:	Develop a funding matrix based on priorities for mitigation strategies and funding partners/donors' priorities, agendas, themes, and conditions.
Goal 9:	Establish and document a process to accomplish annual Hazard Mitigation Plan updates based on quarterly requirements.

Table 34: Long-Term Goals & Strategies.

Appendix A: Participating City Profiles

B2-b. FOR EACH PARTICIPATING JURISDICTION, DOES THE PLAN DESCRIBE THE POTENTIAL IMPACTS OF EACH OF THE IDENTIFIED HAZARDS ON EACH PARTICIPATING JURISDICTION?

In this section, each jurisdiction is described, including its community assets at risk to hazards. Information is taken from the 2022 Threat and Hazard Identification and Risk Assessment (THIRA). Assets are defined broadly to include anything that is important to the character and function of a community and can be described very generally in the following four categories:

- People
- Economy
- Built environment
- Natural environment
- History of disasters
- Hazard assessment, and impact for the jurisdiction
- National Flood Insurance Plan

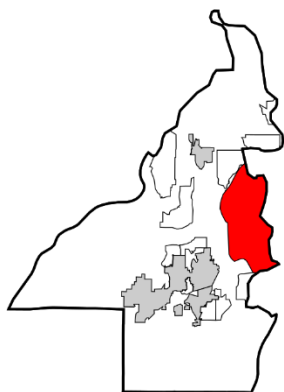
Although all assets may be affected by hazards, some assets are more vulnerable because of their physical characteristics or socioeconomic uses.

The profiles are presented in the following order:

- Bainbridge Island
- Bremerton
- Poulsbo
- Port Orchard

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Bainbridge Island



Bainbridge Island is located east of the main Kitsap peninsula, separated by Agate Passage to the north, the main body of Puget Sound to the east, Rich Passage Inlet to the south, and Port Orchard Bay to the west. The island is approximately five miles wide and ten miles long, encompassing nearly 17,778 acres, and is one of the larger islands in Puget Sound. Through island annexes in 1991, the City of Winslow, 2 miles square and with a little over 3,000 residents, grew to over 27 square miles and a population today of 24,681, making it the second-largest city in the County.^{9, 41, 4, 43, 44}

As a non-charter code city, Bainbridge Island originally operated under a mayor / council form of government. The form of government has been changed following a May 19, 2009 vote in which a majority of islanders expressed a preference for the council / manager form of government. This form of government is regulated under the Revised Code of Washington (RCW) 35A.13.

The city manager reports to and is appointed by the City Council. The City Council's seven members are elected in non-partisan elections for four-year staggered terms. The Bainbridge Island City government provides services in the areas of Public Works, Planning and Community Development, Finance, Municipal Court, and Police⁴¹.

Bainbridge Island has State, County, and municipal parks, in addition to shoreline access from many City-owned roads. There are golf courses, tennis courts, and youth playfields on the island. The City is also home to the Kids Discovery Museum and the Bainbridge Historical Museum.

People

Population Overview

The island is characterized by professional, scientific employment, construction, and education. Many professionals transit daily to downtown Seattle. The City of Bainbridge Island is mostly rural with an urban center (formerly the City of Winslow) located at the ferry landing.

Bainbridge Island Population Information ³³				
Population	Population Density	Number of Households	Median Household Income	Under 65 with a Disability
24,681 (2022)	893.8 per sq. mi (2022)	9,580 (2022)	\$151,290 (2022)	8.6% (2022)

Table 35: Bainbridge Island Population Information.

Age Distribution

The following figure shows the distribution of age on Bainbridge Island. Overall, the city's population has a typical distribution with a slightly higher "baby boomer" group. There are several senior/assist facilities on the island, mostly located in the city's urban center. The senior population has grown consistent with national trends.

Age

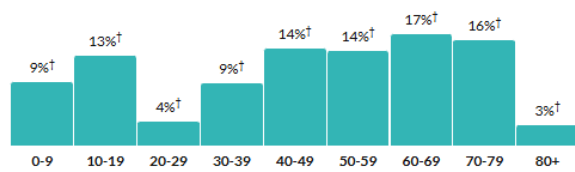
49.5

Median age

about 25 percent higher than the figure in the Bremerton-Silverdale-Port Orchard, WA Metro Area: 39.7

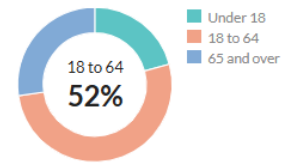
about 1.3 times the figure in Washington: 38

Population by age range



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Population by age category



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Figure 42: Age Distribution Bainbridge Island.

Number of Births	2022	118	Bainbridge Island	2,127	2018-22	People With a Disability [^]
Children and Youth (Age Birth-19)	2023	5,316	Number of Births, 2022	828	2018-22	People with Ambulatory Difficulty (Age 5+)
Seniors (Age 85+)	2023	612	Legend	374	2023	People With Developmental Disability (Age 3-17)
Seniors Living Alone (Age 65+)	2018-22	1,206	750 or more	810	2018-22	People With Hearing Difficulty
People Immigrating to the US (entering since 2010)	2018-22	#	500-749	#	2018-22	People With Vision Difficulty
People With Limited English or No English Proficiency	2018-22	#	250-499	106	2024	Electricity-Dependent Adults
People Living Below 100% Poverty	2018-22	721	<250	2,666	2022	Medically Dependent Adults
Children 0-17 Living Below 100% Poverty	2018-22	#	North Kitsap: Number of Births Years: 2022 Number: 417	731	2021	People With Serious Mental Illness (Age 18+)*
People With Food Insecurity	2022	3,122	Central Kitsap: Number of Births Years: 2022 Number: 731	4,047	2022	People With Substance Use Disorder (Age 12+)**
Households with No Vehicle Available	2018-22	#	Bainbridge Island: Number of Births Years: 2022 Number: 118	#	2023	Point in Time Count of People Experiencing Homelessness
People Commuting 45+ Minutes	2018-22	4,497	Bremerton: Number of Births Years: 2022 Number: 847	16	2023-24	Public school students experiencing homelessness
			South Kitsap: Number of Births Years: 2022 Number: 799	191	2018-22	People Living in Group Quarters
			Kitsap County Population			
			Total Kitsap Population	283,200	100%	
			Unincorporated Population (outside city limits)	183,500	65%	
			Incorporated Population (inside city limits)	99,700	35%	
			Incorporated Population (% of inc.)			
			Bainbridge Island	25,180	25%	
			Bremerton	44,640	45%	
			Port Orchard	17,480	18%	
			Poulsbo	12,400	12%	
			Bainbridge Island	Population	25,180	9%
			Households	9,850		

Notes: All counts are estimates. When available, 95% confidence intervals are provided in the popup when you hover over the data. ^ Civilian, noninstitutionalized only; * County estimate based on U.S. national estimates; **County estimate based on Washington State estimates; # The number is suppressed due to unreliability and/or data is not available. When the number is highly unreliable, the confidence interval in the tooltip will also be suppressed/blank.

July 2024

Kitsap Public Health District, Public Health Emergency Preparedness and Response Program, prepare@kitsappublichealth.org

1

Figure 43: Bainbridge Island Vulnerable Population.

Bainbridge Island Population Density

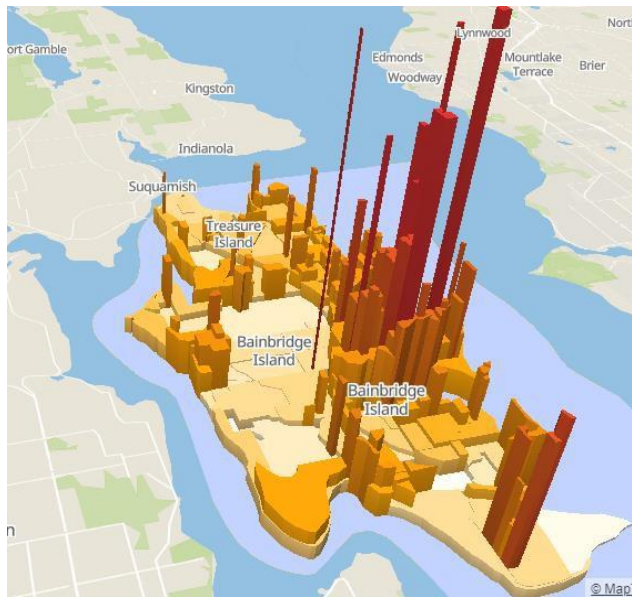


Figure 44: Bainbridge Island Population Density, © OpenStreetMap Contributors.

Economy

The city is primarily residential, with some commercial light manufacturing, recreation, agriculture, and open space. The principal economic base consists of retail outlets/offices, Bainbridge Island School District, and light industry.^{41, 44}

Bainbridge Island has four centers of commerce and has become noted for its active online business community. Winslow is the downtown core and has most of the shopping and dining. Lynwood Center on the south end of the island has several restaurants and a small hotel. Centrally located, Fletcher Bay has a small grocery store and one restaurant. Rolling Bay, on the east side of the island, is a small commercial center with Bay Hay and Feed, the Bud Hawk Post Office, and several shops. There are over 2000 businesses licensed on Bainbridge Island, Table 34 shows the distribution of business licenses⁴¹.

Business Licenses (2022)

Industry Area	Number of Licenses
Professional, scientific, and technical services	772
Construction	768
Other services (except public administration)	403
Retail trade	388
Administrative, support, and waste management	327
Health care and social assistance	321
Wholesale trade	138
Real estate, rental, and leasing	135
Manufacturing	122
Accommodation and food services	160
Arts, entertainment, and recreation	115
Educational services	90
Finance and insurance	96
Information	94
Transportation and warehousing	35
Agriculture, forestry, fishing and hunting	25
Management of companies and enterprises	13
Utilities	9
Mining, quarrying, and oil and gas extraction	2
Public administration	1

Source: City of Bainbridge Island 2023-2024 Budget

Figure 45: Business Licenses on Bainbridge Island..

Built Environment

Land Use

Land use on Bainbridge Island is primarily residential with some commercial, light manufacturing, recreation, agriculture, and open space⁷⁰. Table 18 provides information on housing units on Bainbridge Island. As also noted in the table, most of the Island's structures are recently built structures. Total building stock is 12,639 with 82 critical facilities. Critical facilities are those identified by the City as vital to emergency response and citizen safety and are part of Kitsap County's Damage Assessment Program. Table 16 includes a list of facilities and their locations.

Based on the 2015 Hazus risk assessment, the table below highlights some of the buildings in the City of Bainbridge that are in areas affected by flooding, tsunami, earthquake, and landslide.

City of Bainbridge Areas of Mitigation Interest ¹¹²					
Community Building Name	Address	Building Value	Loss Value	Loss Ratio	Hazard Type
Single Family Home	10680 NE Gertie Johnson Road	\$730,460	\$360,620	49%	Flood
Hyla Middle School	7861 NE Bucklin Hill Road	\$426,885	\$388,360	91%	Earthquake
Single Family Home	5151 Crystal Springs Dr. NE	\$731,460	\$533,965	73%	Earthquake, Landslide
Shopping Center/Mixed Retail	4569 Lynwood Center Rd. NE	\$3.49 million	\$3.45 million	96%	Earthquake

Table 36: City of Bainbridge Areas of Mitigation Interest.

Housing

Eleven percent of the City of Bainbridge's buildings are located in the moderate-high liquefaction zone, with 3,082 of them built before modern building codes, increasing the risk of significant damage to an earthquake. It also has 177 buildings within the landslide zone, representing over \$60M in value.¹¹³ Table 35 shows the number of occupied and unoccupied structures on the island. Figure 42 shows Bainbridge Islands housing occupancy by ownership and type of structure. Figure 42 also shows the age of structures on Bainbridge Island.

Residential Structures ^{33, 70}		
Type	Estimate	Percent
Housing Occupancy		
Total housing units	10,639	100%
Occupied housing units	9,958	93.6%
Vacant housing units	681	6.4%
Homeowner vacancy rate		7%
Rental vacancy rate		0.0%

Table 37: Bainbridge Island Housing / residential structures.

Infrastructure

Transportation, Communications, and Utilities

Bainbridge Island is served by the Washington State Ferries system, which docks in the downtown Winslow area. State Route (SR) 305 connects the ferry terminal with SR 3 in Poulsbo^{9, 70}. The island also has an extensive system of arterials, suburban, and local public streets. Kitsap Transit operates a commuter system in the City, which is coordinated with the ferry schedule; Kitsap Transit also offers a dial-a-ride service. There are several designated transit stops in Winslow, but, for the rest of the island, transit “stops” are generally wherever riders flag down buses on their routes.

Units & Occupancy

10,639

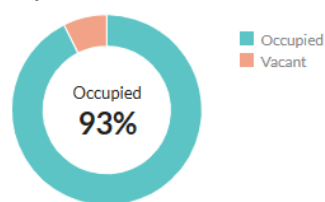
Number of housing units

the Bremerton-Silverdale-Port Orchard, WA

Metro Area: 113,930

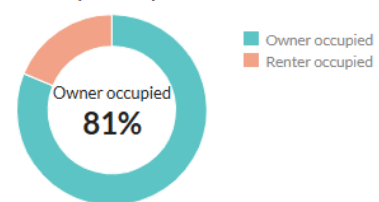
Washington: 3,216,243

Occupied vs. Vacant



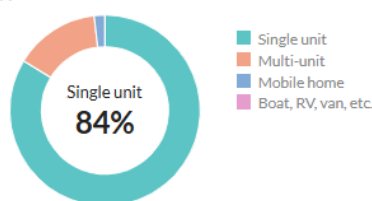
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Ownership of occupied units



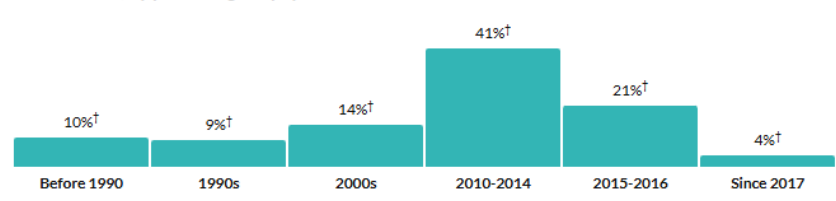
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Types of structure



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Year moved in, by percentage of population



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Figure 46: Bainbridge Island Units and Occupancy 2023.

Bainbridge Island is connected to the Kitsap Peninsula by the Agate Pass Bridge, carrying SR 305 over Agate Passage. The Agate Pass Bridge, built in the 1950s, is the only fixed transportation route to the island. The island is not serviced by any other bridge and therefore must rely on maritime service should the bridge be damaged. The only other public way off of the island is by the Seattle–Bainbridge ferry, the Washington State Ferries service from the dock at Winslow in Eagle Harbor to Colman Dock (Pier 52) in Seattle^{9, 70}.

The City is provided electrical service by the City. The City provides sewer service to approximately 6,000 residents within two separate areas known as the Winslow Sewer Service Area and the South Island Sewer Service Area. Sewer District 7 operates the South Island wastewater treatment plant. The rest of the City is provided sewer service by on-site septic systems. The City provides water service to approximately 6,000 residents within four separate water service areas known as the Winslow, Rockaway Beach, Public Works, and Casey Street Water Systems.

Residents are also provided water service by several other water systems operated by providers known as Kitsap Public Utilities District, Washington Water, and Northwest Water. There is also

a multitude of smaller water systems and individual wells operated by homeowners' associations and individuals who serve the remaining residents in the city.

Critical Facilities

A list of critical City-owned and non-City-owned facilities can be found at the end of this section in Table 38.

Critical City-owned facilities include:

- City Hall
- Public Works facilities
- Police station
- Fire Stations
- Main wastewater treatment facility
- Reservoir facilities at High School Road, Old Creosote Road, and Knechtel and Grand
- Well fields at the Head of the Bay, Fletcher Bay, and Rockaway Beach
- 17 sewage pumps stations

Critical non-City-owned facilities include:

- Agate Pass bridge and Winslow Ferry Terminal
- Five elementary schools
- Three middle/intermediate schools
- Two high schools
- Three alternate schools
- Four medical centers
- Senior assistance centers
- Various parks and a nature preserve

Cultural Resources

The City of Bainbridge Island has seven historic properties registered with the federal register and 35 historic properties registered with the local historic register. There are 19 heritage trees on the island.¹¹⁴

The island has two museums: Kids Discovery Museum (KiDiMu) and the Bainbridge Island Historical Museum.^{70, 72} The island is also home to the Japanese American Exclusion Memorial, an outdoor exhibit commemorating the internment of Japanese Americans from Bainbridge Island in the state of Washington. Bainbridge Island also has several parks, learning centers, religious centers, and a nature preserve. Table 38 below includes some of the most critical cultural facilities.

Bainbridge Island Critical Facilities			
#	Name	Address	Description
City-Owned			
1	City Hall	280 Madison Ave	City Hall
2	Police Department	625 Winslow Way East	Police Department
3	Fire Department	8895 Madison Ave NE	Fire Department Station 21 - Headquarters
4	Fire Department	7934 NE Bucklin Hill Road	Fire Department Station 22

5	Fire Department	12985 Phelps Road	Fire Department Station 23
6	Senior Center/Commons	Water Front Park	Senior Center/Commons
7	Public Works Facility	7305 Hidden Cove Road	Public Works Facility
8	Municipal Court	10255 NE Valley RD	Municipal Court
9	Head of Bay Well Site	7290 Wyatt Way	Wells, treatment, booster pumps
10	Sands Avenue Well Site	8499 Sands Avenue NE	Wells, treatment, booster pumps
11	Fletcher Bay Well Site	5579 N.E. Foster Road	Well, treatment, booster pump
12	Commodore Well Site		Well, treatment, booster pumps
13	1.0 Million Gallon Reservoir	1755 Lewis Place NW	1,000,000 gal above ground tank
14	1.5 Million Gallon Reservoir	1755 Lewis Place NW	1,500,000 gal above ground tank
15	Grand Avenue Reservoir	Cherry Avenue	300,000 gal above ground tank
16	Rockaway Reservoir	1100 Old Creosote Road	132,000 gal above ground tank
17	Rockaway Treatment Facility	1100 Old Creosote Road	Treatment
18	Rockaway Taylor Avenue Well	Taylor Avenue	Well
19	Erickson Avenue PRV	Ericson and Wyatt	Underground PRV station
20	Cherry Avenue PRV	851 Cherry Avenue	Underground PRV station
21	Grow Avenue PRV	Grow and Wyatt	Underground PRV station
22	Madison/Knechtel PRV	Madison and Knechtel	Underground PRV station
23	Weaver PRV	Weaver between HS & Wyatt	Underground PRV station
24	Madison Avenue PRV	Madison and Madrona	Underground PRV station
25	Ferncliff Avenue PRV	Ferncliff and Wing Point	Underground PRV station
26	Cave Avenue PRV	Cave Avenue	Underground PRV station
27	Highway 305 South	400 Harborview Drive SE	Dry pit pump station
28	Island Terrace	1174 Ferncliff Avenue NE	Dry pit pump station
29	Klickitat	692 Klickitat Place NE	Dry pit pump station
30	Lower Hawley	1195 Irene Place NE	Dry pit pump station
31	Lower Lovell	426 Lovell Avenue SW	Dry pit pump station
32	Lynwood Center	4573 Point White Drive NE	Wet pit pump station
33	North Town Woods	9665 NE North Town Loop	Dry pit pump station
34	Old Treatment Plant	310 Madison Avenue S	Dry pit pump station
35	Sunday Cove	691 Winslow Way West	Dry pit pump station
36	Village	920 Hildebrand Lance NE	Dry pit pump station
37	Wing Point	6481 Wing Point Drive NE	Dry pit pump station
38	Sakai Village	1879 Sakai Loop	Wet pit pump station
39	Ferry Terminal	Olympic Drive	Wet pit pump station
40	Rockaway	3900 Rockaway Beach Road	Wet pit pump station
41	Vineyard Lane	682 State Highway 305	Wet pit pump station
42	Woodward School	9125 N.E. Sportsman Club	Wet pit pump station
43	Madrona	Madison and New Brooklyn	Wet pit pump station
44	Wastewater Treatment Plant	1220 Donald Place	Wastewater treatment facilities
45	Vincent Road Landfill	6400 Don Palmer Avenue	Closed landfill
46	Stormwater Decant Facility	6401 Don Palmer Avenue	Stormwater spoils handling facility
47	Fort Ward Wastewater Treatment Plant	1220 Donald PI NE	Wastewater Treatment Plant
Non-City Owned			
48	Agate Pass Bridge	Bainbridge Island, WA 98110	Agate Pass Bridge
49	Winslow Ferry Terminal	Bainbridge Island, WA 98110	Winslow Ferry Terminal

50	Washington State Ferry Maintenance Yard	Bainbridge Island, WA 98110	Washington State Ferry Maintenance Yard
51	Blakey Elementary School	4704 Blakely Ave NE	Elementary School
52	The Island School	8553 NE Day Rd	Elementary School
53	Montessori Country School	10994 Arrow Point Dr. NE,	Elementary School
54	Ordway Elementary School	8555 Madison Ave NE	Elementary School
55	Wilkes Elementary School	12781 N Madison Ave NE	Elementary School
56	Sakai Intermediate School	9343 Sportsman Club Rd NE	Intermediate School
57	HYLA Middle School	7861 Bucklin Hill Rd NE	Middle School
58	Woodward Middle School	9125 Sportsman Club Rd	Middle School
59	Bainbridge High School	9330 High School Rd	High School
60	Eagle Harbor High School	9530 NE High School Rd	High School
61	Commodore Options School	9530 High School Rd	Options School
62	Madrona School	219 Madison Ave S	School
63	St. Cecilia Catholic School	1310 Madison Ave N	Catholic School
64	Swedish Primary Care - Bainbridge Island	945 Hildebrand Ln NE Suite 100	Medical Center
65	Virginia Mason Medical	1344 Wintergreen Lane Northeast	Medical Center
66	CHI Franciscan/City MD	1344 Wintergreen Lane Northeast Suite 100	Medical – Urgent Care
67	Bainbridge Island Health and Rehabilitation	835 Madison Ave N	Island Health and Rehabilitation
68	Bainbridge Island Historical Museum	215 Ericksen Ave NE	Historical Museum
69	Kitsap Regional Library – Bainbridge Branch	1270 Madison Ave N	Regional Library
70	Madrona House	8800 Madison Ave N	Senior Living
71	Winslow Manor	234 Wood Ave SW	Senior Living
72	Wyatt House	186 Wyatt Way NW	Senior Living
73	Island Wood	4450 Blakely Ave NE	Learning Center
74	Bloedel Reserve	7571 NE Dolphin Dr	Nature Reserve
75	Island Church	9624 Sportsman Club Rd	Church
76	Battle Point Park	11299 Arrow Point Dr. NE	Park
77	Ft. Ward Park	2241 Pleasant Beach Dr. NE	Park
78	Hubs (shelter) Locations	Various	Hubs (shelter) Locations
79	Two high power transmission lines across Agate Pass	Agate Pass Bridge	Two high power transmission lines across Agate Pass
80	Port Madison PSE Sub-stations	N/A	PSE Substation
81	Winslow PSE Sub-stations	N/A	PSE Substation
82	Murden Cove PSE Sub-stations	N/A	PSE Substation

Table 38: Bainbridge Island Critical Facilities.

Future Development

The City of Bainbridge Island has been undertaking its Comprehensive Plan Update in accordance with the Washington State Growth Management Act (GMA) governed by RCW 36.70A. Comprehensive Plans establish the vision for how a community wishes to grow and the features it wishes to preserve for the next 20 years^{70, 71}. The plan can be found here:

<https://www.bainbridgewa.gov/615/Navigate-Bainbridge-Comprehensive-Plan-U>.

From 2009 through 2018, a new supply of residential units, of all types, has been limited. In April of 2009, there were 10,469 units on Bainbridge Island^{70, 71}. In April of 2018, there were 11,061 units. This translates into an average growth of 66 residential units per year^{70, 71}. This represents a cumulative annual growth rate of .63 percent per year (less than 1 percent per year). This limited supply on Bainbridge Island is well below demand in a way that increases housing costs.

A handful of projects are planned along the Madison Avenue corridor over the next few years. Housing projects abound along the roadway, and the city is planning to make some improvements to the road's intersection with Wyatt Way in the coming years. The city's plans include sidewalk and bicycle lanes along a portion of Wyatt Way.

Natural Environment

Bainbridge Island shorelines border the main body of Puget Sound, a large, protected embayment, Port Orchard Bay, and two high-current tidal passages, Rich Passage and Agate Pass.

The Island is characterized by an irregular coastline of approximately 53 miles, with numerous bays and inlets and a significant diversity of other coastal landforms, including spits, bluffs, dunes, lagoons, cusped forelands, tide flats, streams, tidal deltas, islands, and rocky outcrops. The highest point is 425-foot Toe Jam Hill⁷¹. The topography is generally of low rolling hills with several ridges oriented mostly north to south at 250 to 300 feet elevation⁴².

The waters of Puget Sound surround Bainbridge Island. There are numerous streams and creeks, in addition to Gazzam Lake, a year-round freshwater lake. Environmentally sensitive areas on Bainbridge Island include wetlands, aquifer recharge areas, geologically hazardous areas, continuous and seasonal streams and waters including the waters of Puget Sound, and fish and wildlife habitat. There are over 170 documented wetlands, although more exist that are unmapped. The following figure illustrates the topography of the Island, noting the rolling hills and valleys of Bainbridge Island¹⁰.

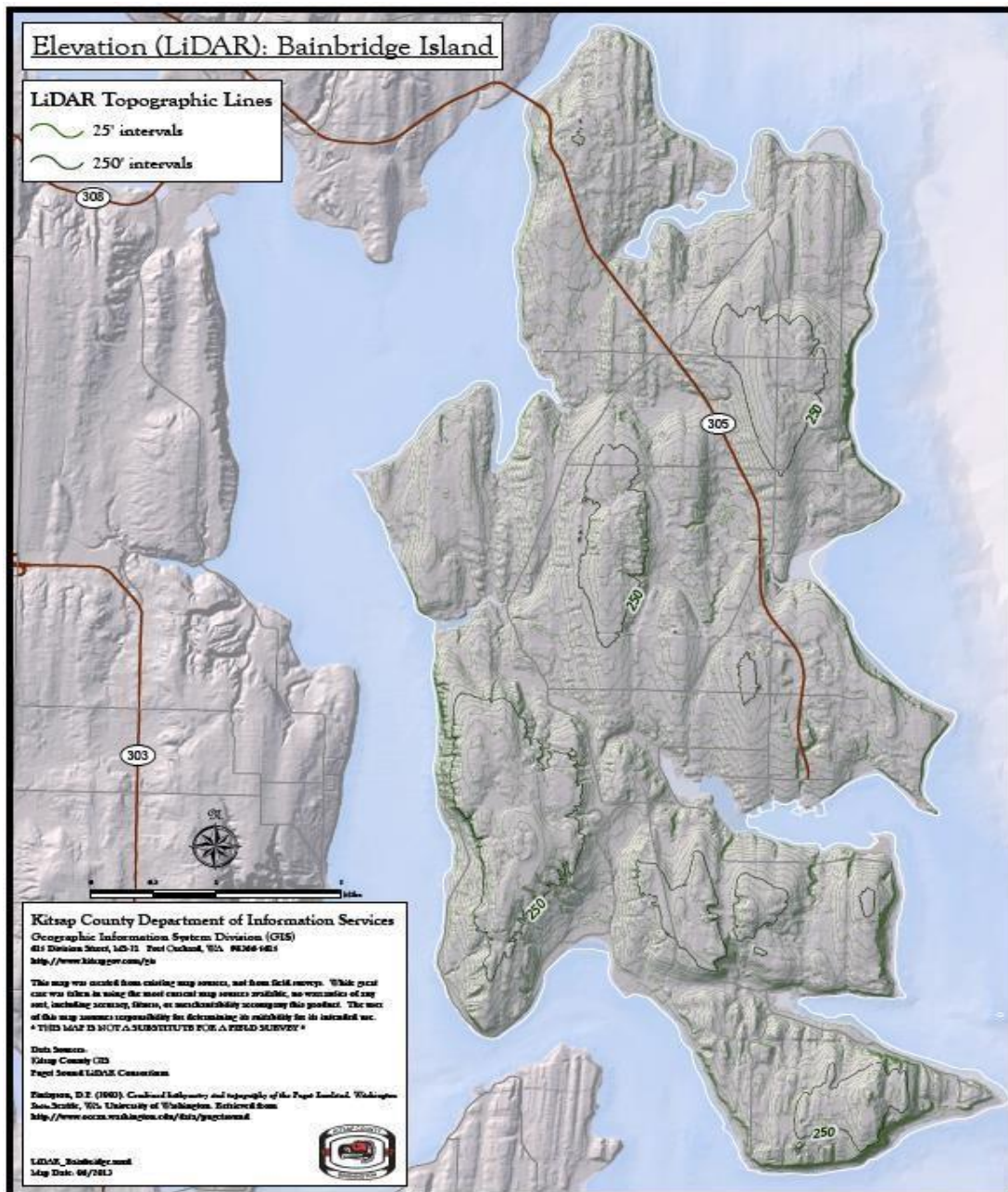


Figure 47: Topography of Bainbridge Island.

History of Disasters

Bainbridge Island, through recent studies, shows historical signs of past earthquakes. The island is obviously vulnerable to earthquakes, but also tsunamis and landslides. Table 39 outlines the history of events on Bainbridge Island⁹⁴. As noted in the last 10 years, Bainbridge Island has been mostly affected by severe winter storms, most of which were not serious enough to reach the Public Assistance (PA) threshold for federal assistance.

Event Date	Type of Event	Declaration	Comments
------------	---------------	-------------	----------

December 2022	King Tides, Low Atmospheric pressure	No	Did not meet the PA Threshold
2020	2 Biological Disasters	Federal Declaration	COVID and MPOX
February 2019	Severe winter storm	Local, State, Federal	Local PA threshold not met. Local SBA declaration.
December 2018	Severe Winter Storms - Tornado	Local, State, Federal	Local Public Assistance threshold not met.
December 2018	Wind and rain	No	Did not meet PA threshold
January-February 2017	Snow, heavy rain, wind	State	No assistance
December 2015	Wind and rain	No	
November 2015	Wind and rain	State	No assistance
August 2015	Wind and rain	No	
November 2012	Heavy rain	No	
December 2010	Heavy rain	No	
Dec 2008	Severe wind and rain	Local	No assistance
Dec 2007	Severe wind and rain	Local, State, and Federal	Yes
Jan 2006	Severe wind and rain	Local	Did not meet PA threshold
Dec 2006	Severe wind and rain	Local	Did not meet PA Threshold
Oct 2003	Severe wind and rain	Local, state, and Federal	Local PA Threshold not met. IA paid out
Jan 2002	Severe wind and rain	Local and State	State Only; presidential denied
Feb 2001	Nisqually Earthquake	Local, state, and Federal	YES
June 1997	Rolling Bay mudslide	Local	No assistance
Dec 1996	Severe rain and snow runoff storm	Local, State, and Federal	Yes
Nov 1995	Severe wind and rain	Local, State, and Federal	Local PA threshold not met
Jan 1993	Severe wind and rain	Local, State and Federal	No record on file
Jan 1992	Severe wind and rain	Local	No assistance
Dec 1990	Severe wind and rain	Local, State and Federal	Yes
Dec 1982	Severe wind and rain	Local	No assistance
May 1965	Earthquake	Local, state, and Federal	No record on file
Oct 1962	Severe wind and rain	Local, state and Federal	No record on file

Table 39: Emergency/Disaster History for Bainbridge Island.

Mitigation Planning

Risk Assessment

The Kitsap County Profile Section of this plan provides a thorough assessment of hazards associated with Kitsap County and its incorporated cities. Although each city is affected differently, risks significant to the City of Bainbridge Island are floods, earthquakes, landslides, tsunamis, and winter storms. The Kitsap County Profile Section provides a synopsis of the County and cities, while this profile provides additional information specific to Bainbridge Island.

Rating System

The rating system for the City of Bainbridge Island is consistent with the general plan. A rating for each hazard is defined as high, moderate, and low based on the information provided in The Planning Process Section to this plan. Additional ratings are applied for priority mitigation strategies and Cost analysis.

Overview

As noted earlier, the City of Bainbridge Island has a history of severe storms, landslides, and earthquakes. These vulnerabilities can cause serious damage and isolate the island should the Agate Pass Bridge become impassable. Although other alternatives are possible, mitigation strategies can provide improvement to the city infrastructure and minimize the loss of life from such events. Major east/west fault lines in the Puget Sound Region intercept the southern end of the Island. Bainbridge Island is also vulnerable to potential inland and ocean tsunamis depending on the earthquake magnitude and location. The City of Bainbridge Island contributes and uses the County Hazard Identification and Vulnerability Assessment (HIVA) to set priorities on natural hazardous events. Although annually the City is hit by severe winter storms, the greatest threat to Bainbridge Island is an earthquake and potentially associated tsunami. This catastrophic event, possibly along the Seattle fault, would cause significant damage to the island and possibly isolate the City from the mainland.

Integrated Planning Process

As noted in the basic MHMP Plan Update, the City of Bainbridge Island assigned personnel to the mitigation plan update and through the planning update process were assigned to the Multi-Hazard Mitigation Planning Committee. Personnel also attended monthly Planning Committee webinar conference calls as well as completed the HIVA and MHMP RFI Trackers, reviewed drafts of the document, and communicated via emails and one-on-one discussions.. Additionally, The City solicited for inputs from City Departments, City Council, and the citizens of Bainbridge Island.

Every effort should be afforded to incorporate mitigation strategies into city ordinances and plans where appropriate. The mitigation plan and its strategies should be reviewed when other plans are up for revision. As noted below, each plan provides mitigation strategies for capital improvement and land use.

Plans and Ordinances

In an effort to maximize hazard mitigation planning, the following city plans are used to support and mandate mitigation efforts throughout the city:

1. Comprehensive Land Use Plan

The plan guides the growth and long-range vision of the community towards it's five overriding principals listed below.

- a. Preserve the special character of the Island.

- b. Protect fragile water resources.
- c. Foster diversity.
- d. Consider costs and benefits to property owners when making land-use decisions.
- e. Promote sustainable development.

The Comprehensive Plan also includes a Land Use Map linked to the land use and environmental policies that establish areas of the City for residential, commercial, industrial, and other land uses.

2. Zoning Ordinances

Changes and updates to Zoning Ordinances are the responsibility of Planning and Community Development. Its mission to coordinate and manage land use activity. Mitigates against building in hazardous locations

3. Critical Areas Ordinances (includes flood damage prevention and geologically hazardous areas provisions).

This ordinance defines critical areas (wetlands, areas of critical recharging effect on aquifers used for water, fish, and wildlife habitat.) as required by the Growth Management Act. This ordinance regulates, protects and defines these Areas under Bainbridge Island Municipal Code Section 16.20. It prohibits developments in ecologically sensitive areas or adjacent to sensitive areas that may be affected by hazards from those sites.

4. Capital Facilities Plan

This 6-year plan approved in 2024 identifies and prioritizes Parks, Open Spaces and Shoreline Improvements and mitigation between 2024 and 2029. It is part of the Comprehensive Land Use Plan required by the Growth Management Act. Effective use of lands to mitigate developments in flood zones and areas associated with natural or manmade hazards.

5. Surface and Storm Water Management Plan and Ordinance

The SSWMP divides the duties and responsibilities into four areas Regulatory Program Activities, Local Storm Water Activities, Program Overhead & CID and Equipment and Technical Memos. This 5-year Plan defines staffing, funding, and mitigation goals. Mitigates runoff from roads and potential damage from winter-storm or flooding. Mitigates runoff of hazardous materials into ecological sensitive systems.

6. International Building and Fire Codes

Establish codes and regulations for building structures for safe occupancy. Mitigates against accidents and natural or human-made causes.

7. Bainbridge Island Municipal Code

These plans and policies regulate the infrastructure, environment, and building codes for the City of Bainbridge Islands. The city follows these codes to mitigate potential damage

during catastrophic events. Mitigate seismic events and other hazards through building structures to withstand or minimize the effects of these hazards.

Hazard Assessments

Flooding

Probability of Occurrence: High

Bainbridge Island is prone to some flooding, mostly due to significant rainfall. The Island does not have any significant rivers or streams but does have rolling hills and lowlands susceptible to urban flooding. Comprehensive land management has helped in years to reduce urban flooding. Changes to the National Flood Insurance Program and coastal studies have defined changes to shoreline management aiding building codes and regulations. Some areas are coastal, but all inland areas are remote with no critical facilities affected and minimal residential housing.

The City of Bainbridge has the largest number of buildings in the SFHA (1-percent-annual-chance flood zone) and has the highest loss ratio which compares the losses due to flooding to the overall building value within the community. Not all of the buildings within the floodplain experience damage due to the level of flooding as well as current floodplain regulations. In addition, the number of buildings is highlighted, which are located in the 1-percent-annual-chance flood zone.¹¹⁶

In conclusion, it is anticipated that every 10 years, Bainbridge Island may experience severe storms enough to cause flooding and possibly Landslide resulting in private and public losses. Bainbridge Island has been modernizing its stormwater systems to mitigate urban flooding throughout the Island.

National Flood Insurance Program (NFIP)

The City of Winslow entered the Emergency Program on August 14, 1975, then converted to the National Flood Insurance Program (NFIP) effective February 5, 1986. The Island was incorporated in 1991 and became the City of Bainbridge Island with an NFIP Effective Date of March 1, 1991. The most recent review of the city's participation in the NFIP was conducted in 2004. During this Community Assistance Visit (CAV) the summarized findings from the CAV included the need for an amendment to the City's flood chapter 15.16, preparation of procedures to implement Chapter 15.16, and additional information on eleven specific cases that were cited in their fieldwork. As of February 2005, all these items were cleared, and our CAV was closed.

In 2019, the City updated the Flood Damage Protection Ordinance (FDPO) to update the requirements for FEMA compliance related to the NFIP. The City has also been involved with a Community Assistance Visit (CAV) process as FEMA has audited for compliance measures of the City's Flood Ordinance as adopted. The City continues to enforce regulations related to our FDPO and compliance with the National Flood Insurance Program (NFIP) related to the potential for flooding events. Table 40 identifies Bainbridge Island's special flood hazards area assessment noting the number of buildings in the area and the 1% loss estimates.

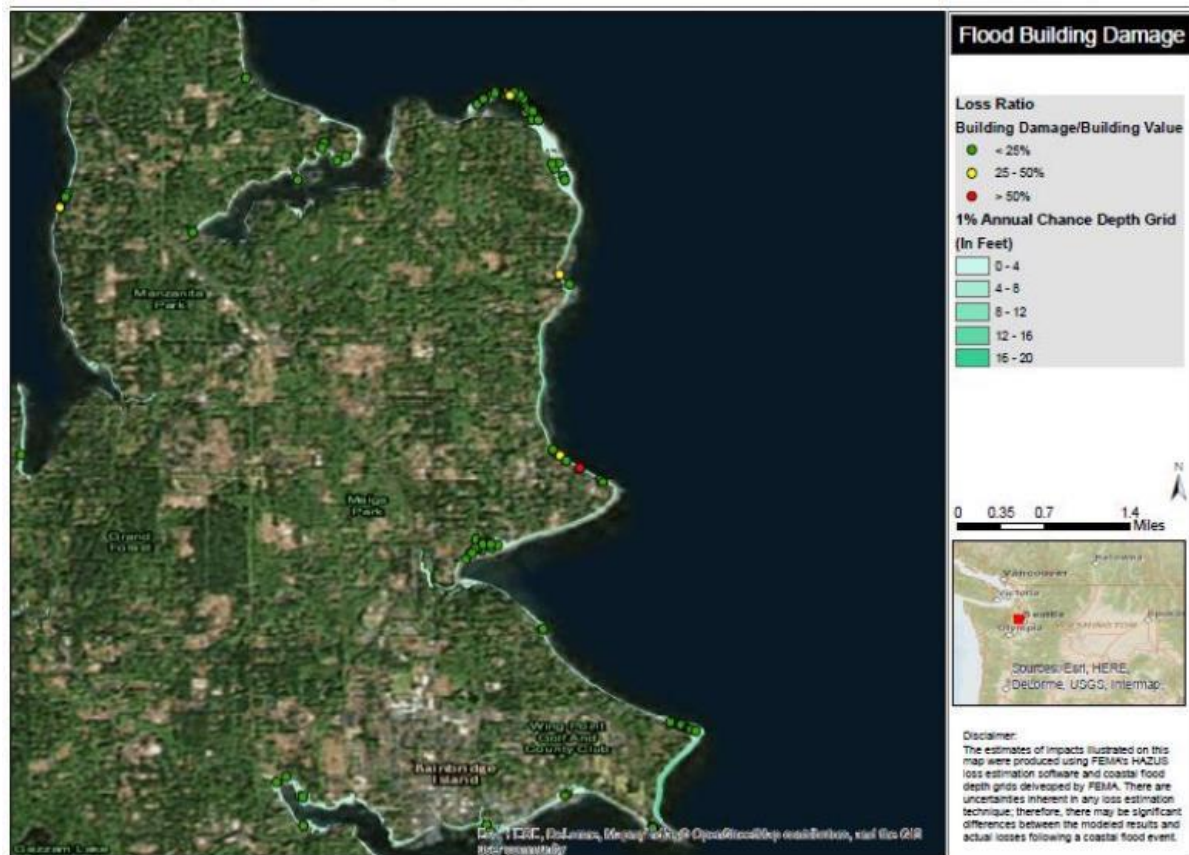
More NFIP information can be found in the Kitsap County Profile section.

Special Flood Hazard Area Assessment for Bainbridge Island ^{42, 43}					
Total Estimated Building Value	Percentage of Buildings in the Special Flood Hazard Area	Building Dollar Loss For a 1% Annual Chance Flood Event	Loss Ratio (Dollar Losses/Total Building Value)	Number of Buildings in Zones AE, A	Number of Buildings in Zone VE
\$3.8 Billion	1.5%	\$5.26 Million	1.4%	136	8

Note: Loss information is included for communities in the coastal floodplain. The table includes both dollar losses and a loss ratio, which is calculated as total losses/total building value. Also included is a count of the buildings in Zone VE, which is the 1-percent-annual-chance coastal flood zone with wave action, and in Zones A and AE, which are riverine or coastal 1-percent-annual-chance floodplains. The loss information for the county is only for coastal SFHAs; the rest of the county's SFHAs are identified as Zones AE or A.

Table 40: Special Flood Hazard Area Assessment for Bainbridge Island.

Figure 48 shows building damage percentage (Loss Ratio) and Figure 49 show Flood Zones for the City of Bainbridge Island.



Note: The loss ratio is calculated by the total building loss divided by the total building value. This percentage easily highlights those buildings which will have the most building damage in the community.

Figure 48: Building Damage Percentage (Loss Ratio) for Bainbridge Island.



Figure 49: Flood Zones: Bainbridge Island.



Figure 50: Streams and Surface Water, City of Bainbridge Island, (Kitsap County GIS Department).

Severe Storms/Tornados

Probability of Occurrence: High

The City of Bainbridge Island is vulnerable to severe weather, typically in the winter months^{13, 1494}. High winds, significant rainfall, and snow can cause some urban flooding as well as damage from falling trees and the potential for landslides due to saturated soils. This can result in loss of life, damage to homes, and significant power outages. Although earthquakes have the potential for significant damage and loss of life, severe storms are annual occurrences, and any mitigation can also minimize the loss of life and damage from other hazards.

Severe storms affect the entire City of Bainbridge Island. Although the island does not have any major rivers or contributories, urban flooding from over-taxed stormwater systems can cause damage to residential and retail outlets⁹⁴. The Island is heavily wooded with significant old-growth timber. The location of the island is ideal for being in the Puget Sound convergent zones during significant weather events and vulnerable to strong winds as weather fronts move over the Olympic Mountains. This results in falling trees and significant power outages. Over the past couple of years, the City of Bainbridge Island and Puget Sound Energy have been working to reduce the number and length of power outages on the Island. Additionally, community programs have been established to reduce power consumption. 100% of the island has the potential for damage and loss of life from severe storms. More information on severe storms/tornados can be found in the Severe Storms/Tornados Mitigation Strategies section.

Landslides & Erosion

Probability of Occurrence: High

The City of Bainbridge Island is vulnerable to landslides and erosion,^{5, 11} as identified in Figure 51, with mostly coastal cliffs potentially vulnerable during an earthquake or significant rainfall when the ground is saturated. Previous LIDAR studies noted numerous areas on the Island that are vulnerable to landslides. The City of Bainbridge Island has 27 known areas that have the potential to slide based on USGS LIDAR studies^{5, 11}. These areas are known to City Planners. Additional studies of building stock located in these areas will be conducted in the future. Initial estimates define residential stock in these locations and critical facilities. Long term mitigation efforts include restrictions on developing these areas for use, while in the short term, areas are monitored by Public Works during significant weather events.

Bainbridge Island also contains a significant number of buildings that are exposed to the effects of landslides. Several landslides have affected Kitsap County over the last 20 years, causing deaths, injury, damage to properties, and loss of land use. The following accounts were documented by McKenna and others (2008). Several landslides were triggered by storms throughout the winter of 1996-1997^{94, 95}. One of these storm events caused a landslide in the Rolling Bay area of Bainbridge Island, which forced a house off its foundation and down a hill into Puget Sound. Several other landslides severely damage homes, roads, 17 and utilities along the bluffs of Bainbridge Island. One of these events resulted in the death of a family of four and destroyed millions of dollars of both public and private property. This deadly landslide demonstrates the unpredictability and destructiveness of landslides in Kitsap County. The scar of the slide was nearly 15 meters wide and 15 to 20 meters high. While assessing the damage from this incident, the USGS also observed numerous other scars from many previous landslides that occurred on the steep bluffs of Bainbridge Island.

Building Exposure to Landslides ¹¹⁸		
Community	Buildings within Landslide Zone	Building Value with Landslide Zone
Bainbridge Island	177	\$55 Million

Table 50: Building Exposure to Landslides

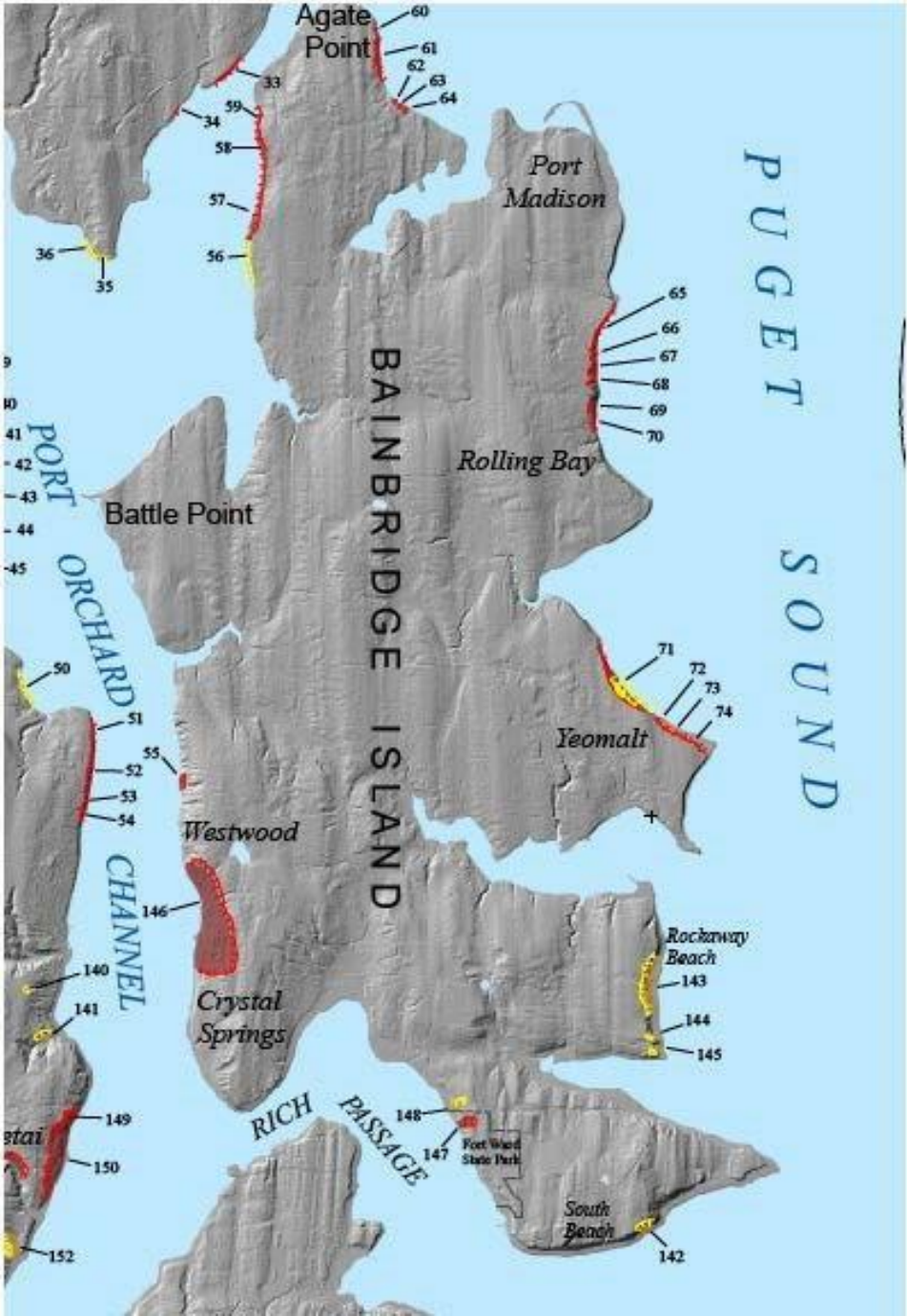


Figure 51: LIDAR Data on Landslide: Bainbridge Island (USGS).

Earthquakes

Probability of Occurrence: High

All communities in Kitsap County would be affected if a Seattle Fault event were to occur. The Cities of Bainbridge Island and Port Orchard have the largest percentage of buildings located in the moderate-high liquefaction zone, while unincorporated areas of the county have the highest total number of buildings located in these zones⁵.

Bainbridge Island is affected by known faults including the east/west Seattle Fault. Earthquake modeling shows Bainbridge vulnerable to numerous Puget Sound faults should there be an earthquake. A significant Puget Sound earthquake could potentially cause significant damage to the Island, including isolation to the mainland should the Agate Pass Bridge be lost. This includes the possibility of Landslides, infrastructure damage, and transportation disruptions. Although the Island has very few older structures and the majority of the island is wood structures. Some areas are vulnerable to liquefaction, including the urban downtown formerly the city of Winslow. The entire population and building stock are potentially at risk of damage from an earthquake depending on the size and location of the event^{5, 16}.

Bainbridge Island contains a substantial number of buildings that would experience building loss ratios of greater than 25 percent during an earthquake event of 7.2 magnitude, table 41 below shows the data related to buildings pre and post 1975 building code, table 42 shows the estimated dollar value for these units. Bainbridge Island has the third-highest average building loss ratio of 34 percent after the City of Bremerton at 45 percent and Port Orchard at 39 percent^{41, 70}.

Pre-Code versus Moderate Code Building on Bainbridge Island				
Community	Number of Pre-Code Buildings (before 1975)	Percent Pre-Code Buildings	Number of Moderate Code Buildings (after 1975)	Percent of Moderate Code Buildings
Bainbridge Island	3,082	34%	6,012	66%
Note: Pre-code buildings are those that are built prior to 1975. Moderate code are those built after 1975. These dates were chosen based on when the seismic provisions were incorporated into the building code statewide which was 1975. Please note that the analysis in Hazus used the following dates: Pre-code are any buildings prior to 1941. Moderate Code were any buildings after 1941, which is the default Hazus methodology. Please refer to the appendix for additional information.				

Table 41: Pre-Code versus Moderate Code Building in Bainbridge Island.

Earthquakes continue to be the number one priority for mitigation strategies due to the significant losses that may occur during an event. Ongoing land use and building regulation help manage vulnerability to earthquakes.

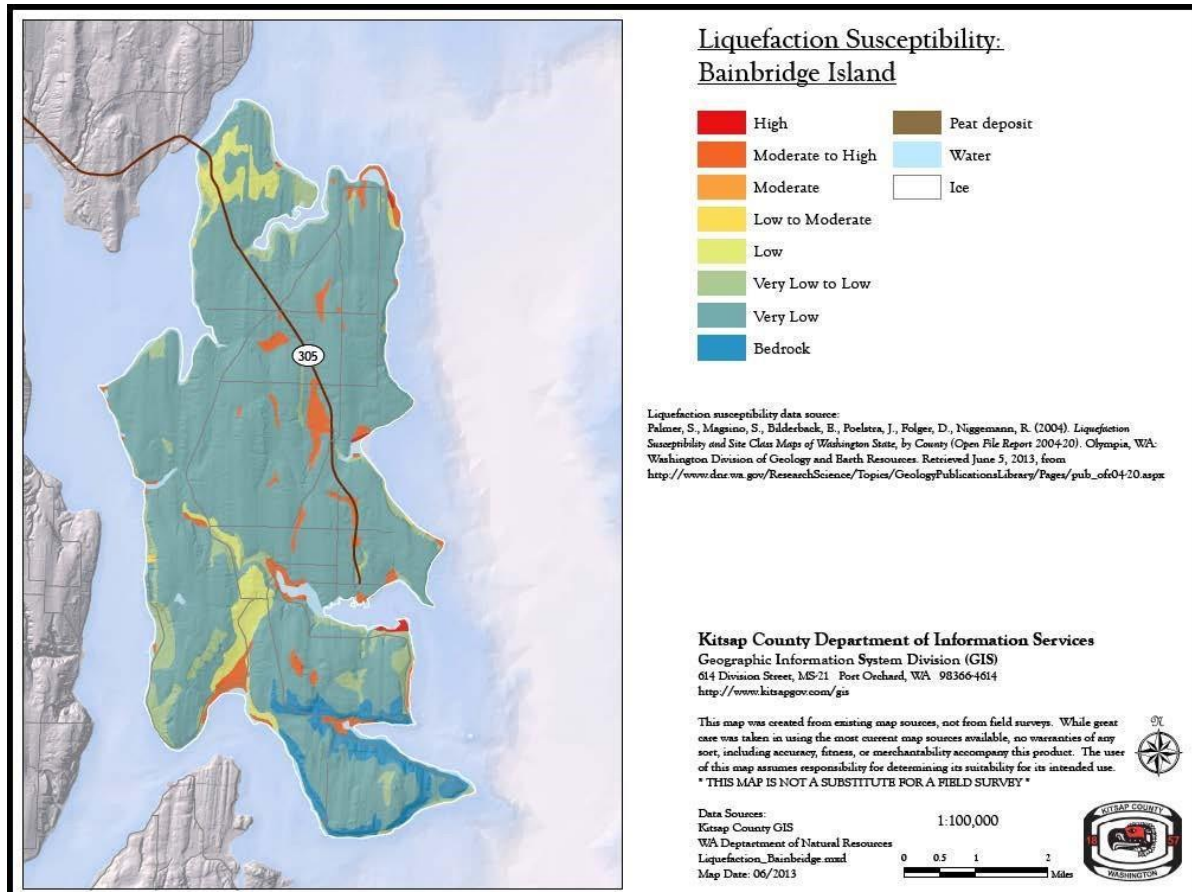


Figure 52: Liquefaction on Bainbridge Island.

Hazus Earthquake Results for a Seattle M 7.2 Earthquake Bainbridge Island ¹²²						
Community	Total Estimated Building Value	Total Number of Buildings	Number of Buildings in the Moderate-High Liquefaction Zone	Percentage of Buildings in the Moderate-High Liquefaction Zone	Building Dollar Loss for a Seattle 7.2 Event	Loss Ratio (Dollar Losses/Total Building Value)
Bainbridge Island	\$3.8 Billion	9,094	384	4%	\$785 Million	21%

Table 42: Estimated dollar value for damages from a M7.2 Seattle Fault Earthquake, Bainbridge Island.

Note: The above table shows the estimated total building value by community, total number of buildings by community, total number of buildings within the moderated to high liquefaction zone, and percentage of buildings within the moderate to high liquefaction zone. In addition, building losses are reported for a Seattle Fault 7.2 magnitude event as well as a loss ratio. A loss ratio is calculated by dividing the dollar loss by the total building value. The loss values are for building losses only; additional damages to infrastructure and building contents are not captured in this table. *Information from the military base was not included in the assessment for the City of Bremerton. **No building data was available for the Port Gamble S'Klallam Indian Reservation from Kitsap County, so the results are shown as unknown.

Tsunamis & High Waves

Probability of Occurrence: Moderate

The City of Bainbridge Island is susceptible to tsunamis depending on the magnitude and location of any given earthquake^{5, 16, 41, 44, 48}. In recent years, USGS and other organizations have studied locations throughout the Puget Sound Region to better define the impact of tsunamis in the region. The USGS and the National Weather Service have installed a warning system to warn the public of a potential tsunami and reduce the risk of loss of life. Warning systems are our best bet to save lives, but due to the short time to respond, may not be able to mitigate the loss of life.

An ocean generated tsunami significant enough to travel the length of the Strait of Juan De Fuca's inland may generate a wave that will cause damage to coastlines. On the other hand, an inland tsunami from a large magnitude earthquake in the Puget Sound would have devastating effects on the City's urban center^{5, 16, 41, 44, 48, 70}.

Bainbridge Island is vulnerable to subduction as well as to fracture faults. The Island lies within Seismic Risk Zone 3, which requires buildings to be designed to withstand major earthquakes measuring 7.5 in magnitude^{5, 16, 41, 44, 48}. It is anticipated, however, that earthquakes caused from subduction plate stress in the region could reach a magnitude greater than 8.0. The Seattle fault is recognized as a significant seismic hazard; evidence has indicated that it was the cause of a major 7.0 magnitude earthquake approximately 1,100 years ago^{94, 95}. The potential effects of a comparable 7.2 magnitude earthquake were modeled for the Seattle Fault zone by the Washington State Department of Natural Resources (WADNR). The scenario predicts that thousands of injuries and fatalities would occur throughout the region, and thousands of buildings would collapse or be in imminent danger of collapse. The Seattle Fault cuts across Puget Sound (through Seattle and Bainbridge Island) and can create a tsunami that affects the island immediately. The northern portion of the island subsides, increasing the level of flooding in Eagle Harbor and other coastal regions to the north. The southern portion of the island is uplifted, and very little inundation is observed in these regions. However, very strong currents are observed in many locations all around the island; see Figures 17, and 29. Other potential sources have not been considered in this study. In particular the smaller Seattle Fault event SF-S that has been used in some past tsunami studies in Puget Sound was found to have negligible impact and was not modeled in detail. Several other fault zones cross Puget Sound, but potential sources from these faults have not been considered in the WA DNR and WSU studies.

Drought

Probability of Occurrence: Low

Drought is most likely to affect the entire county. Hazard assessment information on drought can be found in the Drought Mitigation Strategies section.

City of Bainbridge Island (COBI) Asset Profile

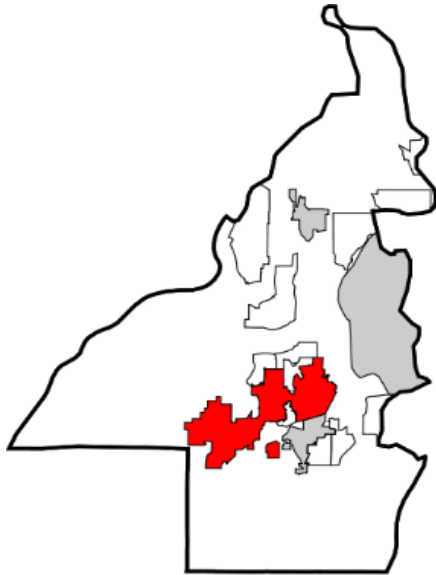
Location COBI Facilities: (Critical Facilities: High, Medium and Low)	Zip Code	Prop. Value	Contents	Year Built	Type of Construction	Stories	Square Footage	Type of Protection	Critical Facility (Yes/No)
280 Madison Ave, Bainbridge Island, WA City Hall (High)	98110	\$ 2,461,605	\$10,906,441	1999	Wood	2	19,051 ft2	Alarm System	Yes
1220 Donald Place, Bainbridge Island, WA Wastewater Treatment Plant	98110	\$ 425,640	\$13,000,000	2009	Cinderblock	1	12,000 ft2	Intrusion Alarm, Fenced	Yes
Bainbridge Island, WA Fletcher Bay Pump Station	98110	\$ 90,000	\$ 300,000	1977	Wood	1	475 ft2	Intrusion Alarm, Fenced	Yes
Bainbridge Island, WA Sands Ave Pump Station	98110	\$ 82,860	\$ 1,361,014	1988	Wood	1	390 ft2	Intrusion Alarm, Fenced	Yes
Bainbridge Island, WA Head of the Bay Pump Station	98110	\$ 118,480	\$ 270,983	1970	Wood	1	651 ft2	Intrusion Alarm, Fenced	Yes
Bainbridge Island, WA Taylor Ave Pump Station	98110		\$ 872,930	1994	Cinderblock	1	247 ft2	Intrusion Alarm, Fenced	Yes

Bainbridge Island, WA Grand Ave Tank	98110	\$ 43,045	\$ 126,817	1979	Steel			Fenced	Yes
Bainbridge Island, WA High School Tank	98110	Leased	\$ 529,216	1990	Steel			Fenced	Yes
Bainbridge Island, WA High School Tank	98110	Leased	\$ 303,528	1977	Steel			Fenced	Yes
Bainbridge Island, WA Commodore Pump Station	98110	Leased	\$ 731,000	1995	Cinderblock	1	260 ft2	Intrusion Alarm	Yes
Bainbridge Island, WA Creosote Rd Tank	98110		\$ 500,000	1995	Concrete, Cinderblock			BLD has intrusion Alarm	Yes
Bainbridge Island, WA Public Works Yard	98110	\$ 1,471,516	\$ 2,928,540	1998	Steel, T1-11	2	3,426 ft2	Gate	Yes
Water Front Park, Bainbridge Island, WA Senior Center/Commons/ Health District (Medium)	98110	\$ 110,240	\$ 482,274	1996	Wood	1	5,640 ft2	Alarm System	Yes
Bainbridge Island, WA Telemetry Building	98110	\$ 119,700	\$ 183,000		Steel, T1-11	1	190 ft2	Gate	Yes

Bainbridge Island, WA Weaver RD Pump Station	98110	\$ 105,520	\$ 50,000	1950' s	Wood	1	153 ft2	None	No
10255 NE Valley RD, Bainbridge Island, WA Municipal Court	98110	Leased	Leased		Wood	1	2,362 ft2	None	Yes
TOTAL		\$ 8,002,336	\$33,490,423						

Table 43: City of Bainbridge Island (COBI) Asset Profile.

Bremerton



The City of Bremerton lies east of the Olympic Mountains directly across Puget Sound from Seattle. For over a century, Bremerton has been the home to Puget Sound Naval Shipyard that continues to service U.S. Navy ships and its 9,000 civilians and many active-duty personnel^{5, 16, 41, 44, 48}.

The City was incorporated on October 14, 1901 and operates as a charter city with a Mayor/Council form of government⁷¹. The current form of government was established by a 1983 charter that eliminated a decade old city commission composed of a mayor, public works commissioner and finance commissioner. Each member of the Kitsap County Board of Commissioners represents a portion of the city of Bremerton. The City's downtown core underwent a comprehensive revitalization with the building of a new conference center, parking garage, hotel on the waterfront, and a public safety and headquarters fire station.

People

Population Overview

The population of the City of Bremerton is 43,983, table 44 shows Bremerton's population and population data,¹²³ making it the largest city in Kitsap County. during the day Bremerton's population swells with another 9,000 employees coming in to work at the Puget Sound Naval Shipyard and support organizations. This population is expected to increase by of 13,000 – 15,000 by end of year 2025. ^{5, 16, 41, 44, 48}

Bremerton Population Information ^{5, 9, 35}				
Population	Population Density	Number of Households	Median Household Income	Under 65 with a Disability
43,983 (2022)	1,547 per sq. mi (2022)	17,740 (2022)	\$68,556 (2022)	15.6% (2022)

Table 44: Bremerton Population Information.

Age Distribution, Vulnerable Population, and Population Density

Figure 53 shows the distribution of age in Bremerton, figure 54 identifies The City's vulnerable populations, and figure 55 shows a graphic of The City's population density^{5, 9, 35}. The senior population has grown consistent with statistics nationwide³⁴.

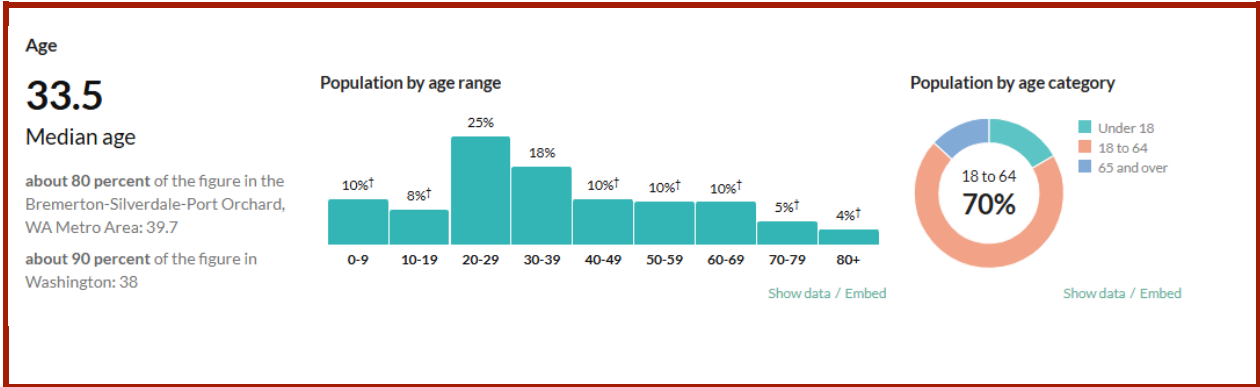
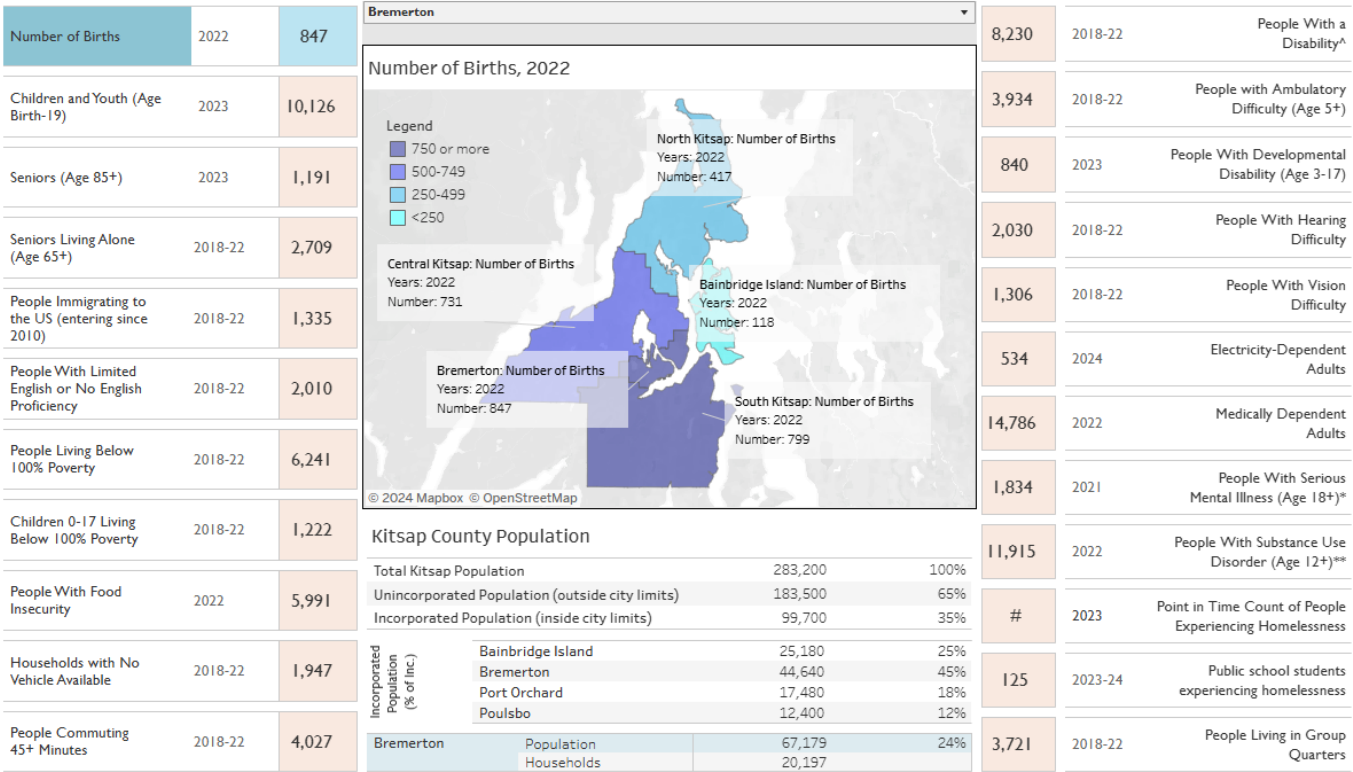


Figure 53: Bremerton Population Distribution.



Notes: All counts are estimates. When available, 95% confidence intervals are provided in the popup when you hover over the data. [^] Civilian, noninstitutionalized only; * County estimate based on U.S. national estimates; **County estimate based on Washington State estimates; # The number is suppressed due to unreliability and/or data is not available. When the number is highly unreliable, the confidence interval in the tooltip will also be suppressed/blank.

Figure 54: Bremerton's vulnerable populations.

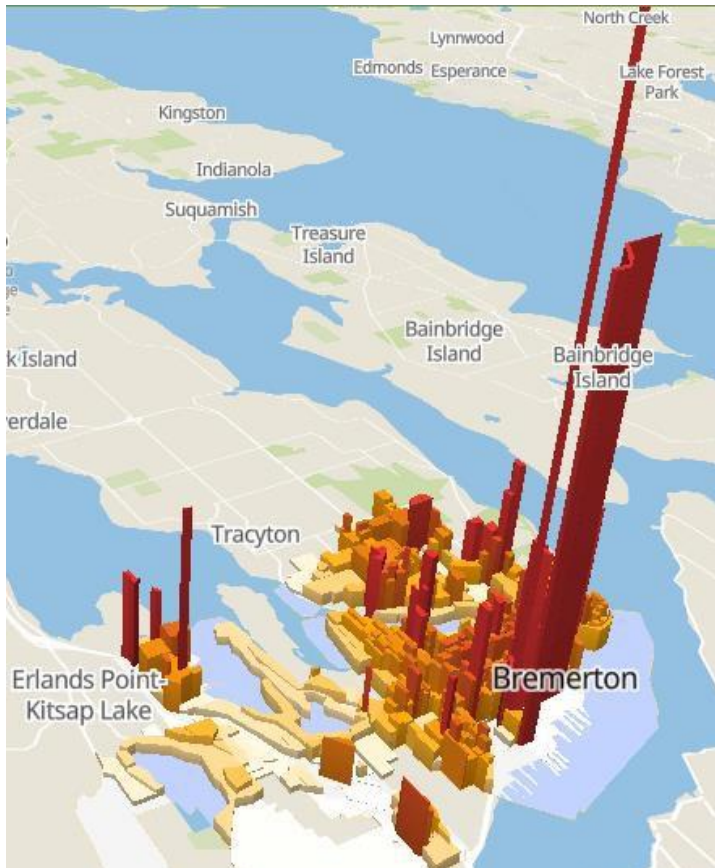


Figure 55: Bremerton Population Density.

Economy

Business and industry are mostly composed of retail and service-oriented organizations like the Bremerton Conference Center. The city also includes contractors that support the Shipyard and is the primary county hub for medical and health services, including Virginia Mason Franciscan Medical Center's Northwest Washington Family Medicine Residency center⁷¹.

Built Environment

Existing Structures

80% of Bremerton's structures were built before modern building codes, increasing the risk of significant damage during an earthquake. Bremerton has 312 buildings in the Special Flood Hazard Area, representing \$8.2M in loss after a 1- percent annual chance flood.^{37, 38}

Based on the 2015 Hazus risk assessment, the table below highlights some of the buildings in Bremerton that are affected by flooding, tsunami, earthquake, and landslide.

City of Bremerton Areas of Mitigation Interest ⁷¹						
Community Building Name		Address	Building Value	Loss Value	Loss Ratio	Hazard Type
Bremerton Office	Post	602 Pacific Ave. Bremerton	\$461,360	\$440,920	96%	Earthquake
Kitsap Library	Regional	612 5th St. Bremerton	\$1.6 Million	\$1.54 Million	96%	Earthquake
Bremerton School (Multiple buildings)	High (Multiple)	1313 Ohio Ave. Bremerton	\$14.02 million	\$8.5 million	61%	Earthquake
Fire Station #2		5005 Kitsap Way Bremerton	\$639,480	\$390,082	61%	Earthquake

Table 45: City of Bremerton Areas of Mitigation Interest.

Land Use

Land use in Bremerton includes residential, commercial, industrial, and open space. The city includes the Bremerton School District and Olympic College^{5, 71}.

Housing

The following table shows housing units in the city of Bremerton, which represent a high density of older homes that were built pre-earthquake code requirements. A relatively large number of units were built earlier than 1949^{1, 71, 32, 35}.

Residential Structures ^{1,9}		
Type	Estimate	Percent
Housing Occupancy		
Total housing units	18,930	100%
Occupied housing units	17,794	94.0%
Vacant housing units	2,025	10.9%
Homeowner vacancy rate		(6%)
Rental vacancy rate		(1.2%)

Table 46: Bremerton Housing Characteristics 2020-2024 (US Census, 2022).

Units & Occupancy

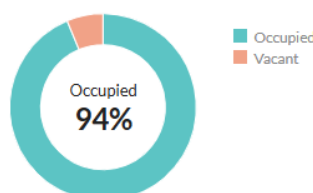
18,930

Number of housing units

the Bremerton-Silverdale-Port Orchard, WA
Metro Area: 113,930

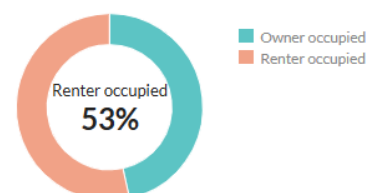
Washington: 3,216,243

Occupied vs. Vacant



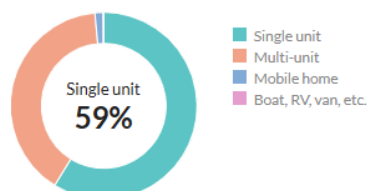
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Ownership of occupied units



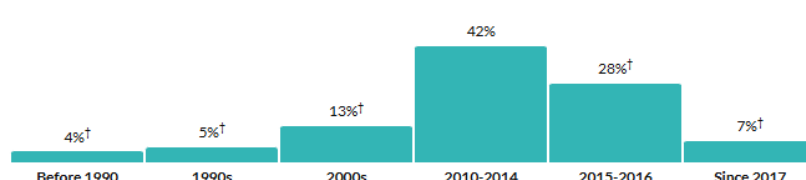
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Types of structure



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Year moved in, by percentage of population



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Figure 56: Housing units and Occupancy rates, Bremerton 2023.

Infrastructure

Transportation, Communications, and Utilities

The City of Bremerton is serviced by numerous State Routes including SR 3, Kitsap Way, and Hwy 303 to the east. The city has two bridges (Manette and Warren Ave) that connect East and West Bremerton^{9, 71}. The city also has ferry service via Washington State Ferries to downtown Seattle and local service to Port Orchard. Bremerton is connected to downtown Seattle by two ferries: a 60-minute ferry that carries both vehicles and walk-on passengers, and a 28-minute fast ferry that takes passengers and a limited number of bicycles.

City Infrastructure

The city has many government and non-government structures, including libraries, dams, medical and health facilities, and City and County government buildings.

Critical Facilities

Critical structures include:

1. The Norm Dicks Building, housing City government and Kitsap Public Health
2. Public Works campus
3. Olympic College
4. Bremerton School District: As of 2019, the old East High/Junior High School was demolished, and 10,000 square feet was added to the STEM West Hills Elementary School.
5. The East Bremerton Boys and Girls club, which was a portion of the old East High/Junior high School.
6. Casad Dam
7. Bremerton Fire Department and facilities
8. Bremerton Police Department and Courthouse
9. Kitsap Mental Health Services
10. American Red Cross

Both fire stations in Bremerton are brick, and have been inspected, and show they should not sustain significant damage in earthquake.

Cultural Resources

The Bremerton Arts Commission represents the community during the creative phase of new city development or improvement projects. Bremerton has one of the largest and most diverse official fine arts districts in the northwest. There are several city parks including Blueberry Park, Evergreen Rotary Park, and other parks throughout the Bremerton. Golf resources include Gold Mountain Golf Club, disc golf courses, and other golf courses in the Bremerton area. Bremerton includes various aquatic, athletic, and recreational opportunities⁷¹.

Future Development

Bremerton has a Comprehensive Plan that is a 20-year vision and roadmap for its future. The plan guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and parks. The Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving its neighborhoods and can be found at <https://www.bremertonwa.gov/185/Comprehensive-Plan>.

Natural Environment

The City of Bremerton is 28.44 square miles⁹. The topography in the area is low rolling hills, generally trending north to south. There are few streams and wetlands, some high liquefaction areas to the East, and many shoreline areas. The Casad Dam provides water for the city of Bremerton. The map on the following page shows the elevation and topography of the city.

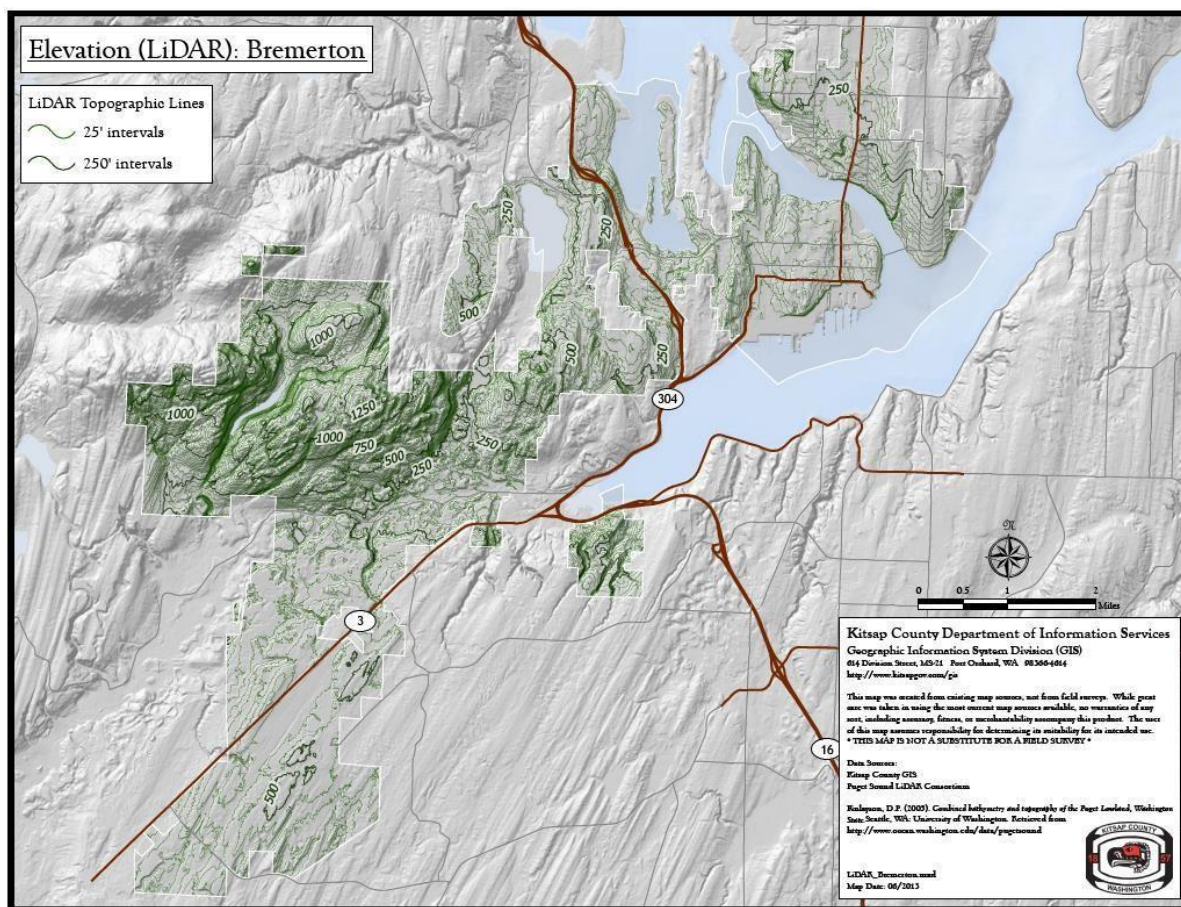


Figure 57: Topographical Feature, City of Bremerton.

History of Disasters

Bremerton's history of emergency/disasters is much like the remainder of the county^{94, 95}. Kitsap is a micro-climatic region in which winds, rain, and temperatures can differ throughout the County. Although, like other cities, Bremerton is susceptible to earthquakes, tsunamis, urban flooding, and Landslides. As noted below, typical issues are winter storm events, although, Bremerton experienced the Nisqually earthquake and suffered damages greater than other cities in the County.

Event Date	Type of Event	Declaration	Declared Disaster
December 2022	King Tides, Low Atmospheric pressure	No	Did not meet the PA Threshold
2020	2 Biological Disasters	Federal Declaration	Yes. COVID and MPOX
February 2019	Severe Winter Storm	Local (was undeclared locally), State	Local Public Assistance threshold not met. Local SBA declaration.
December 2018	Severe Winter Storms - Tornado	Local, State, Federal	Local Public Assistance threshold not met.

November 2012	Mud Slide, Illahee	Local	Did not meet PA threshold
Dec 2008	Severe wind and rain	Local	No assistance
Dec 2007	Severe wind and rain	Local, State, and Federal	Yes
Jan 2006	Severe wind and rain	Local	Did not meet PA threshold
Dec 2006	Severe wind and rain	Local	Did not meet PA Threshold
Oct 2003	Severe wind and rain	Local, state, and Federal	Local PA Threshold not met. IA paid out
Jan 2002	Severe wind and rain	Local and State	State Only; presidential denied
Feb 2001	Nisqually Earthquake	Local, state, and Federal	YES
June 1997	Rolling Bay mudslide	Local	No assistance
Dec 1996	Severe rain and snow runoff storm	Local, State, and Federal	Yes
Nov 1995	Severe wind and rain	Local, State, and Federal	Local PA threshold not met
Jan 1993	Severe wind and rain	Local, State and Federal	No record on file
Jan 1992	Severe wind and rain	Local	No assistance
Dec 1990	Severe wind and rain	Local, State and Federal	Yes
Dec 1982	Severe wind and rain	Local	No assistance
May 1965	Earthquake	Local, state, and Federal	No record on file
Oct 1962	Severe wind and rain	Local, state and Federal	No record on file

Table 47: Emergency/Disaster History for Bremerton.

Mitigation Planning

Risk Assessment

The Kitsap County Profile Section of this plan provides a thorough assessment of hazards associated with Kitsap County and its incorporated cities. Although each city is affected differently, risks significant to the City of Bremerton are floods, earthquakes, landslides, tsunamis, and severe storms. The Kitsap County Profile Section provides a synopsis of the County and cities, while this profile provides additional information specific to Bremerton.

Rating System

The rating system for Bremerton is consistent with the general plan. A rating for each hazard is defined as high, moderate, and low based on the information provided in The Planning Process Section to this plan. Additional ratings are applied for priority mitigation strategies and Cost analysis.

Overview

The purpose of this profile is to assess the vulnerability of the City of Bremerton in regard to the various natural hazards previously identified in this Plan. In addition, mitigation strategies that are

currently in place relating to these natural hazards, as well as newly proposed mitigation strategies, have been included in this mitigation profile.

As part of the vulnerability assessment process, the City of Bremerton government completed an inventory of all critical facilities and has considered these critical facilities in our planning and mitigation strategy development process. The City of Bremerton has no repetitive loss properties.

Planning Process

As noted in the basic MHMP Plan Update, the City of Bremerton assigned personnel to the mitigation plan update and through the planning update process were assigned to the Multi-Hazard Mitigation Planning Committee. Personnel also attended monthly Planning Committee webinar conference calls as well as completed the THIRA and MHMP RFI Trackers, reviewed drafts of the document, and communicated via emails and one-on-one discussions. Records can be found in Appendix C: Stakeholder and Public Engagement. Additionally, the City solicited for inputs from City Departments, City Council, and the citizens of Bremerton.

The analyses conducted by City of Bremerton staff were based on the best currently available information, and data regarding the characteristics of the neighborhoods identified, the natural hazards that threaten the people, property, and environment of these neighborhoods as well as the impacts these neighborhoods have suffered in past disasters. This information includes, when available, United States Census data, local tax records, local and national geographic information system data, Flood Insurance Rate Maps, hazard-specific analyses, and other environmental and demographic facts, however, very often authoritative or current information simply was not available for the planning effort. In these cases, the experience, knowledge, and judgment of local officials representing the City of Bremerton government were used in the planning⁷¹, including assumptions and approximations that were believed to be reasonable. As the planning continues in future years, or at the time when a proposed mitigation initiative is intended to be funded and/or implemented, the participating organizations/jurisdictions recognize that additional information and analyses may be required. In any event, mitigation strategies identified in this plan will be incorporated when appropriate into other land use or capital improvement plans. Mitigation will be addressed with each plan revision.

The City of Bremerton government is committed to the implementation of the mitigation related projects/programs described in this section of the plan when and if resources become available. City of Bremerton government is also committed to continuing the mitigation planning process that has resulted in the development of this document, and to the ongoing cooperation with other agencies, organizations, Indian tribes, and jurisdictions to make the City of Bremerton more resistant to the damages and hardships that could otherwise be the result of future natural disasters.

Plans and Ordinances

In an effort to maximize hazard mitigation planning, the following city plans are used to support and mandate mitigation efforts throughout the city:

1. Comprehensive Land Use Plan 2016

Bremerton's Comprehensive Land Use Plan is a policy and legal document that reflects the community's desires, goals, and the needs of the future within the context of the Growth Management Act. The plan was adopted in June of 2016 and is updated yearly as part of the annual amendment process. Bremerton's comprehensive land use plan is in

revision as of November 2024.

2. Comprehensive Transportation Plan

This transportation plan provides the framework to guide short- and long-term development and maintenance of the multi-modal transportation system within the city of Bremerton. It addresses the mandates of the Growth Management Act under the Revises Code of Washington, Title 36.70A.070.

3. Comprehensive Water System Plan 2012

This plan includes goals and policies to protect the natural environment and mitigate the impacts of future growth. It is in compliance with the Growth Management Act and the Critical Areas Ordinance.

4. Comprehensive Sewer System Plan

Responsible for collection, treatment, and disposal of all sanitary sewer waste from commercial and residential customers. Operates the City's Wastewater Treatment Plant and maintains 33 pump stations in the City. The plan is designed to identify, design and implement mitigation and upgrades for the wastewater system for the City of Bremerton.

5. Comprehensive Stormwater System Plan 2009

This responsibility includes the protection and preservation of the natural resources of the area that play such a large role in sustaining the City's quality of life. Within the City, the responsibility for storm and surface water management and the protection of groundwater have been entrusted to the Department of Public Works and Utilities. It is the mission of the Stormwater Program within the Department to control flooding, enhance water quality, protect sensitive habitat areas, and optimize the recharge of local aquifers.

6. Capital Improvement Plan 2019

The purpose of the Capital Facilities Plan is to demonstrate that all capital facilities serving Bremerton have been addressed. The plan covers roads, parks, water and sewer lines, police facilities, and administrative buildings. It is compliant with the Growth Management Act.

7. International Building and Fire Code

The City of Bremerton adopted the 2021 International Fire Codes with state amendments under Chapter 15.04 of the Building Code. These codes define building, fire, and mitigation practices.

8. Municipal Code

The Bremerton Municipal Code are plans and policies regulate the infrastructure, environment, and building codes for the city. The city follows these codes to mitigate potential damage during catastrophic events.

9. Zoning Ordinance

The zoning code contains regulations to manage the community's growth in a manner that ensures efficient use of land, preserves regulated critical areas and encourages good urban design. Specifically, the code supports the vision of the city and is designed to implement the comprehensive plan and by reference the requirements of the Washington

State Growth Management Act.

10. Subdivision Ordinance

The purpose of this title is to implement the comprehensive plan in accordance with the Growth Management Act; to regulate the subdivision of land and to promote the public health, safety, and general welfare.

11. Critical Areas Ordinance

This ordinance defines critical areas (wetlands, areas of critical recharging effect on aquifers used for water, fish and wildlife habit, frequently flood areas and geologically hazardous areas) as required by the Growth Management Act. This ordinance regulates, protects and defines these areas under Bremerton Municipal Code Chapter 16.20.

12. Participation in National Flood Insurance Program

Bremerton's participation in the NFIP allows them to use the resources of FEMA to use mitigation planning is to identify policies and actions that can be implemented over the long term to reduce risk and future losses.

13. Participation in the Community Rating System Program

Bremerton's involvement in The Community Rating System (CRS) through FEMA NFIP allows them to benefit in reduced insurance rates and by using the CRS floodplain management system enhances public safety, reduce damages to property and public infrastructure, avoid economic disruption and losses, reduce human suffering, and protect the environment.

Hazard Assessments

Flooding

Probability of Occurrence: Moderate

The City of Bremerton does not have any rivers or large tributaries that cause significant flooding in the City limits^{9, 71}. There are creeks and streams that can be overwhelmed during periods of heavy rain and will overflow their banks. Additionally, significant rain will cause urban flooding in areas noted for poor drainage. Except for earthquakes, flooding is the next costly event, and mitigation efforts can help reduce the effect of life and property^{9, 94, 95}. Efforts to reduce stormwater overflows have been successful, and there are areas that need attention. Flooding may also occur along the shoreline of the City of Bremerton due to high tides. Recent changes to the National Flood Program have incorporated these areas to include the requirement for flood insurance. All residents and housing units are susceptible to urban flooding. Figure 58 shows the flood zones for Bremerton.

National Flood Insurance Program (NFIP)

The City of Bremerton entered the National Flood Insurance Program on May 27, 1975^{104, 105}. The most recent review of the city's participation in the NFIP was conducted on July 23, 2008. During the visit, the City issued two permits that were properly conditioned for the flood elevation certificates; however, the final Elevation Certificate was inadvertently missed. The corrective action taken by the city was to modify the permitting system computer software to more

definitively request flood zone information at the time of initial application for a building permit and at construction inspection stages including prior to framing and prior to the release of final inspection certification.

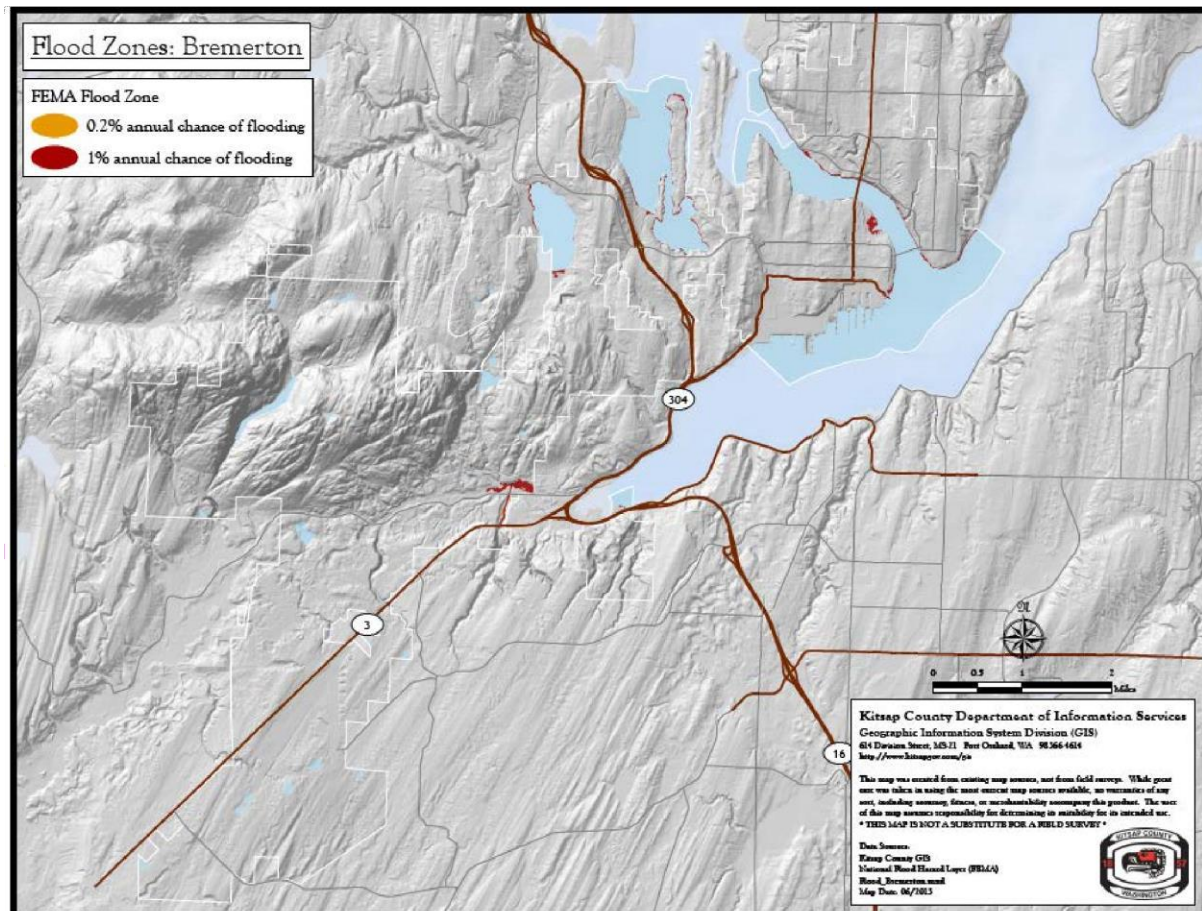


Figure 58: Bremerton Flood Zones.

Like most communities in Kitsap County, after the last major flood, 2007, we reviewed our flooding issues and once again determined we have no repetitive loss areas in the City of Bremerton. The City of Bremerton has amended its processes as recently as August 2007 resulting in a successful CAV in July 2008. Bremerton Municipal Code Chapter 17.60

Floodplain Management was updated under Ordinance #5231 to maintain compliance with the NFIP on December 7, 2013. More information regarding the NFIP can be found in the Kitsap County Profile section.

Special Flood Hazard Area Assessment ¹²⁸						
Community	Total Estimated Building Value	Percentage of Buildings in the Special Flood Hazard Area	Building Dollar Loss for a 1% Annual Chance Flood Event	Loss Ratio (Dollar Losses/Total Building Value)	Number of Buildings in Zones AE, A	Number of Buildings in Zone VE
Bremerton*	\$2.48 Billion	<1%	\$589,840	<1%	21	0
Note: Loss information is included for communities in the coastal floodplain. The table includes both dollar losses and a loss ratio, which is calculated as total losses/total building value. Also included is a count of the buildings in Zone VE, which is the 1-percent-annual-chance coastal flood zone with wave action, and in Zones A and AE, which are riverine or coastal 1-percent-annual-chance floodplains. The loss information for the county is only for coastal SFHAs; the rest of the county's SFHAs are identified as Zones AE or A. *Information from the military base was not included in the assessment for the City of Bremerton. **No building data was available from Kitsap County for the Port Gamble S'Klallam Indian Reservation, so the results are listed as unknown.						

Table 48: Special Flood Hazard Area Assessment.

Flood Risk Community Characteristics ¹²⁹						
Community	Total Population	CRS Community	Flood Claims	Repetitive Loss Properties	Total Policies	Total Insurance Coverage
Bremerton*	37,729	No	5	0	52	\$15 Million
Note: The community overview summarizes characteristics at the community level. Data were obtained from FEMA and the U.S. Census and were current as of November 23, 2015						

Table 49: Flood Risk Community Characteristics.

Watercourse & Surface Water Map of Bremerton

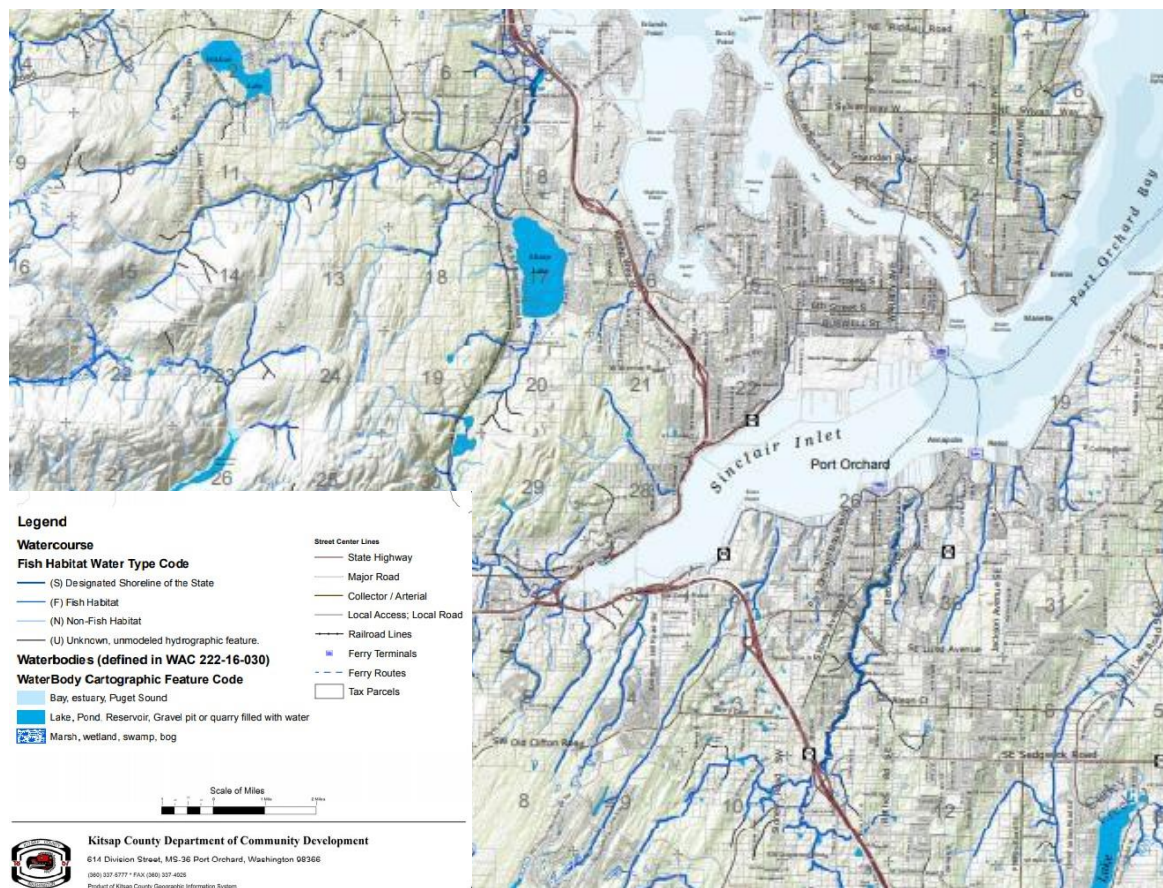


Figure 59: Watercourse & Surface Water Map of Bremerton (Kitsap GIS Department).

Severe Storms/Tornados

Probability of Occurrence: High

Flooding and severe storms work hand-in-hand. Severe winter storms are the typical event that has the highest probability of cause damage to property. These events which occur annually results in a variety of mixed events of snow, rain, low temperatures, and severe winds. The combination of these events generally results in significant power outages, urban flooding, and loss of work and revenue to the economy. Should the event become significant with long-term heavy rainfall, major creeks like Gorst Creek, and low-lying areas like Mannette, would overflow and flood with areas downstream along the shoreline. 100% of the Bremerton has the potential for damage and loss of life from severe storms.

Landslides & Erosion

Probability of Occurrence: High

The city of Bremerton has some areas vulnerable to landslides and erosion. These areas are mostly in East Bremerton along Puget Sound. Landslides may be caused by earthquakes, or significant prolong rainfall and ground saturation. These areas are known to the City Planner.

There are no critical facilities in these areas. Building stock is mostly residential based on initial estimates. The graphic below shows LIDAR data on landslides in Bremerton.

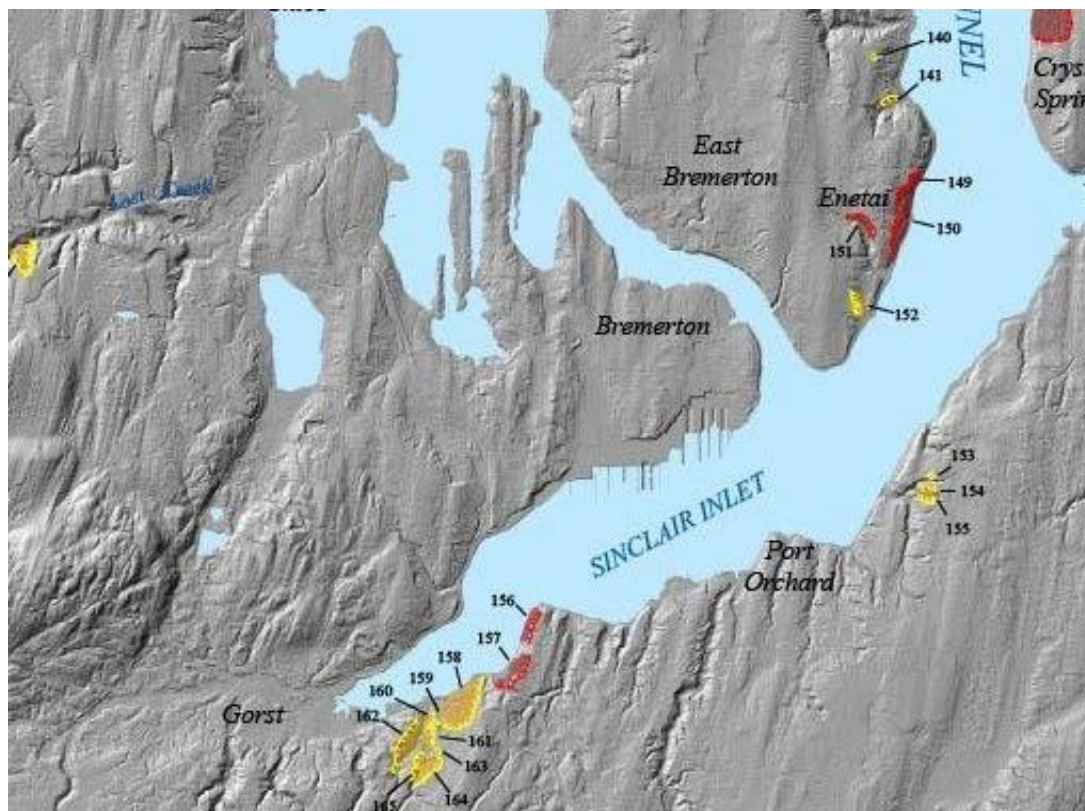


Figure 60: LIDAR Data on Landslide, Bremerton (USGS).

Earthquakes

Probability of Occurrence: High

The city of Bremerton's greatest danger is an earthquake. Like other cities in Kitsap, it is vulnerable to the known faults that run east/west through the Puget Sound Region^{5, 16}. Bremerton has many older buildings, storefronts, and residents as well as historical buildings. Some homes and businesses have gone through retrofitting or brought up to earthquake codes established in the 1980s. Over 80% of the homes were built before 1989. A significant Puget Sound earthquake could potentially cause significant damage to the city and affect their primary economic base, merchants and the Naval Shipyard, as well as city infrastructure. A significant earthquake could also damage the only airport in the area, Bremerton Airport, as well as the Casad Dam, a facility built in the 1930s as the city water supply. Damage to the dam could result in flooding to the west into a residence near the dam but also down the Union River and into Mason County⁴. As noted in the figure below, few areas have a high degree of liquefaction susceptibility. These areas are mostly areas that have few residences and no critical facilities.

Earthquakes continue to be the number one priority for mitigation strategies due to the significant losses that may occur during an event. Ongoing land use and building regulation help to manage vulnerability to earthquakes.

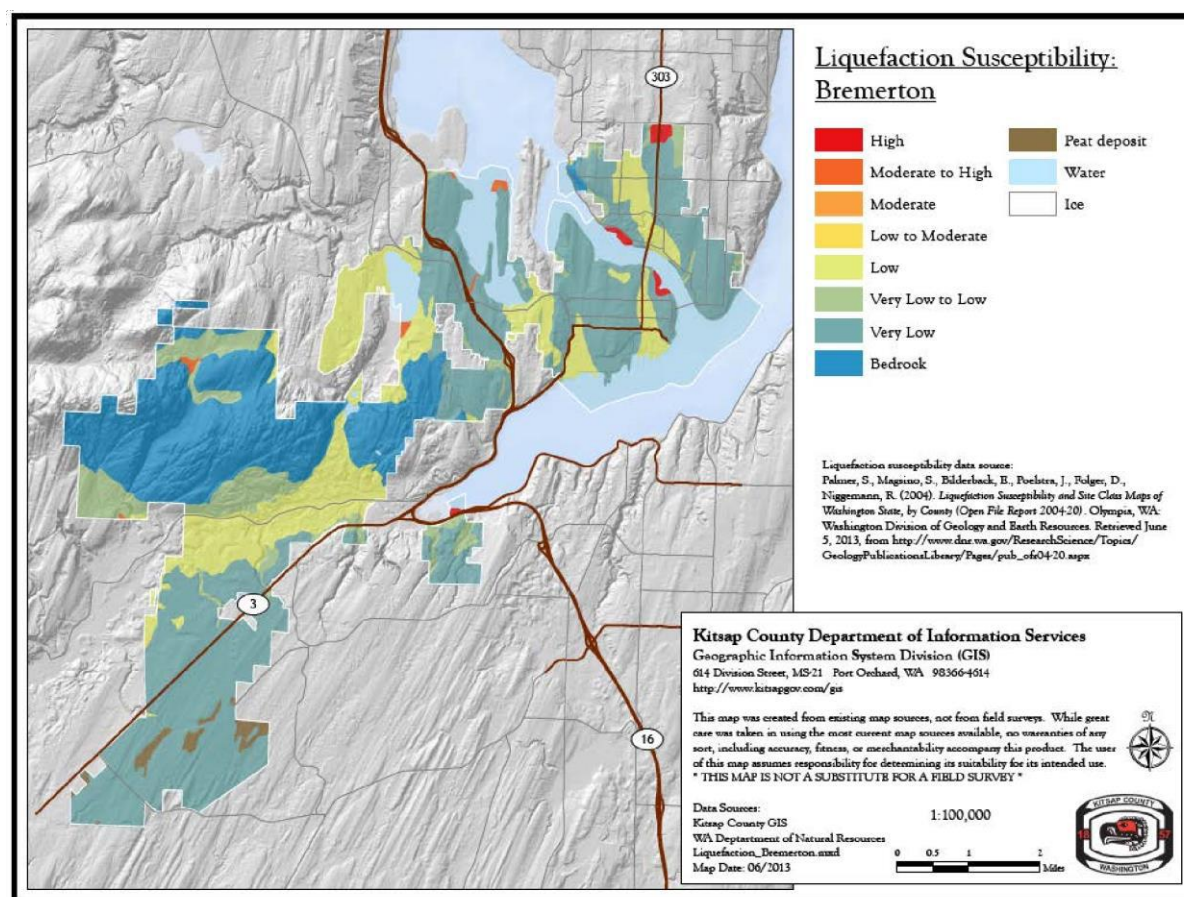


Figure 61: Liquefaction Areas, City of Bremerton (Kitsap County GIS Department).

Hazus Earthquake Results for a Seattle M 7.2 Earthquake ¹³⁰						
Community	Total Estimated Building Value	Total Number of Buildings	Number of Buildings in the Moderate-High Liquefaction Zone	Percentage of Buildings in the Moderate-High Liquefaction Zone	Building Dollar Loss for a Seattle 7.2 Event	Loss Ratio (Dollar Losses/Total Building Value)
Bremerton	\$2.49 Billion	10,899	116	1%	\$1.1 Billion	45%
Note: The above table shows the total estimated building value by community, total number of buildings by community, total number of buildings within the moderated to high liquefaction zone, and percentage of buildings within the moderate to high liquefaction zone. In addition, buildings losses are reported for a Seattle Fault 7.2 magnitude event as well as a loss ratio. A loss ratio is calculated by dividing the dollar loss by the total building value. The loss values are for building losses only; additional damages to infrastructure and building contents are not captured in this table. *Information from the military base was not included in the assessment for the City of Bremerton. **No building data was available for the Port Gamble S'Klallam Indian Reservation from Kitsap County, so the results are shown as unknown.						

Table 50: Hazus Earthquake Results for a Seattle M 7.2 Earthquake.

Pre-Code versus Moderate Code Building in Bremerton				
Community	Number of Pre-Code Buildings (before 1975)	Percent Pre-Code Buildings	Number of Moderate Code Buildings (after 1975)	Percent of Moderate Code Buildings
Bremerton	12,694	67.1%	6236	32.9%
Note: Pre-code buildings are those that are built prior to 1975. Moderate code are those built after 1975. These dates were chosen based on when the seismic provisions were incorporated into the building code statewide which was 1975. Please note that the analysis in Hazus used the following dates: Pre-code are any buildings prior to 1941. Moderate Code were any buildings after 1941, which is the default Hazus methodology. Please refer to the appendix for additional information.				

Table 51: Pre-Code versus Moderate Code Building in Kitsap County.

Tsunamis & High Waves

Probability of Occurrence: Moderate

Bremerton can be affected by tsunamis, mostly in the area along the shipyard³⁸. The greatest threat is inland tsunamis caused by an earthquake and subsequent tsunami in the Puget Sound waters. Such a tsunami would have little warning and may cause loss of life and significant damage to areas noted in Figure 62. Although there may be a surge of water, a Pacific Ocean subduction zone earthquake may force a higher than normal surge in the area causing unexpected flooding in the City of Bremerton. Such a surge would disrupt transportation lines and ferries and other potential hazards.

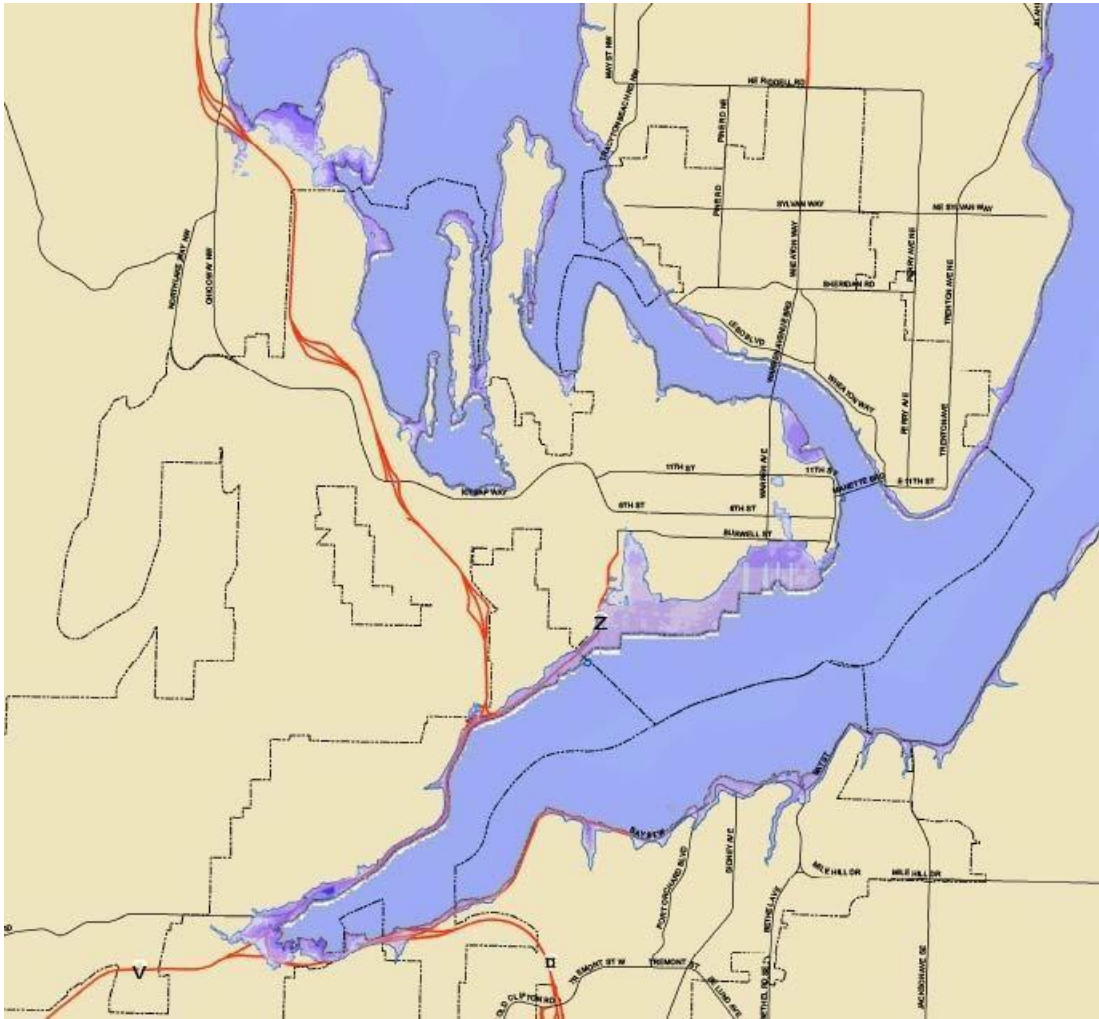


Figure 62: Tsunami Inundation, City of Bremerton.

Drought

Probability of Occurrence: Low

Drought is most likely to affect the entire county. Hazard assessment information on drought can be found in the Drought Mitigation Strategies section.

City of Bremerton Asset Profile^{57, 71}

Description	Building Value	Content Value	Content w/ Bldg	Const Type	# of Stories	SQ. FT.	Year Built	Flood Plain	Zip Code	Responsible Dept.
<i>Ted Tillet Fire Station 3031 Olympus</i>	10,610,793	1,725,124	No	<i>Masonry Joisted</i>	1	7,782	1979	No	98310	Fire
<i>M. Meigs Fire Station 5005 Kitsap Way</i>	10,577,765	1,225,124	No	<i>Masonry Joisted</i>	1	7,621	1981	No	98312	Fire
<i>Golf Course Maintenance Sheds 7263 W Belfair Valley Rd</i>	989,255	625,238	No	<i>Masonry Joisted</i>	1	9,600	1990s	No	98312	Parks
<i>Sheridan Park Headquarters 680 Lebo Boulevard</i>	3,668,135	271,843	No	<i>Masonry Joisted</i>	2	30,000	1940s	No	98310	Parks
<i>Storage Shed and Contents 680 Lebo Blvd</i>	117,456	N/A	Yes	<i>Frame</i>	1	2,100	1940s	No	98310	Parks
<i>Police Special Operations Bldg 3029 Olympus Drive</i>	802,578	108,737	No	<i>Steel Frame</i>	1	7,200	1980s	No	98310	Police
<i>Reservoir #4 4801 Roosevelt Blvd</i>	9,835,321	N/A	Yes	<i>Fire Resistive</i>	1		1921	No	98312	Water
<i>Reservoir #5</i>	3,217,662	N/A	Yes	<i>Fire Resistive</i>	1		1954	No	98311	Water
<i>Reservoir #6</i>	446,898	N/A	Yes	<i>all steel</i>	1		1950	No		Water

Reservoir #21	2,681,385	N/A	Yes	all steel	1		1983	No		Water
Reservoir #8	2,502,626	N/A	Yes	all steel	1		1970	No		Water
Reservoir #11	1,644,583	N/A	Yes	Fire Resistive	1		1930s	No		Water
Reservoir #12	2,046,282	N/A	Yes	Fire Resistive	1		1930s	No		Water
Reservoir #13	893,795	N/A	Yes	Fire Resistive	1		1930s	No		Water
Reservoir #15	1,275,814	N/A	Yes	all steel	1		1960s	No		Water
Reservoir #16	1,161,934	N/A	Yes	all steel	1		1970s	No		Water
Reservoir #17	1,258,854	N/A	Yes	all steel	1		1970s	No		Water
Reservoir #18	1,235,325	N/A	Yes	all steel	1		1970s	No		Water
Reservoir #19	1,889,595	N/A	Yes	all steel	1		1970s	No		Water
Reservoir #20	1,220,334	N/A	Yes	all steel	1		1980s	No		Water
Glen Jarstad Aquatic Center 500 Magnuson Way	4,946,275	84,660	No	Fire Resistive	2	21,000	1970s	No	98310	Parks
Senior Citizens Center 1140 Nipsic	1,200,552	210,120	No	Frame	1	5,000	1940s	No	98310	Parks
Reservoir #10	1,488,904	N/A	No	all steel	1		1970s	No		Water
Anderson Creek Well #8	156,632	N/A	No	Masonry Joisted	1	104	1970s	No		Water

<i>Bridle Ridge Well #9</i>	317,524	N/A	No	<i>Masonry Joisted</i>	1	140	1970s	No		Water
<i>Pump Station #2</i>	1,125,612	405,821	No	<i>Masonry Joisted</i>	1	1,128	1980s	No		Water
<i>Residence: Pump Station #2</i>	52,397	N/A	No	<i>frame</i>	1	936	1930s	No		Water
<i>Gorst Creek Pump Station #1</i>	334,279	131,572	No	<i>Fire Resistive</i>	1	2,700	1940s	No		Water
<i>Forestry Division Office</i>	277,076	26,393	No	<i>Mobile</i>	1	1,375	1970s	No		Water
<i>Forestry Garage Building 4398A W Old Belfair Highway</i>	112,618	30,900	No	<i>frame</i>	1	2,000	1960s	No		Water
<i>5572 Imperial Way</i>	99,246		No	<i>Metal</i>	1	3,200	2002	No		Water
<i>Pump Station #3</i>	112,618	N/A	Yes	<i>Masonry Joisted</i>	1	180	1990s	No		Water
<i>Pump Station #8</i>	880,405	N/A	Yes	<i>Masonry</i>	1	950	2003	No		Water
<i>Pump Station #11</i>	112,618	N/A	Yes	<i>Masonry Joisted</i>	1	225	1991	No		Water
<i>Pump Station #12</i>	112,618	N/A	Yes	<i>Masonry Joisted</i>	1	323	1966	No		Water
<i>Pump Station #14</i>	112,618	N/A	Yes	<i>Masonry Joisted</i>	1	160	1995	No		Water
<i>Pump Station #4</i>	71,761	N/A	Yes	<i>Frame</i>	1	187	1950s	No		Water
<i>10151 W McKenna Falls Rd</i>	178,759	127,805	No	<i>Masonry Joisted</i>	1	323	1983	No		Water

<i>Chlorine Facility McKenna Falls Intake</i>	256,290	73,899	No	<i>Masonry Joisted</i>	1	768	1996	No		Water
<i>50 NE Vena Ave</i>	505,888		Yes	<i>Masonry</i>	1	520	1975	No		Water
<i>Residence/Laboratory McKenna Falls</i>	176,555	21,114	No	<i>Masonry Joisted</i>	2	2,200	1940S	No		Water
<i>408 Lebo Blvd</i>	76,791	-		<i>Frame</i>	1		1950s	No	98310	Parks
<i>Eastside Treatment Plant 2475 Stephenson Avenue</i>	7,419,412	-	Yes	<i>Fire Resistive</i>	1	3,981	2002	No	98310	WW
<i>3027 Olympus Drive</i>	1,688,007	343,000	No	<i>Fire Resistive</i>	2	15,200	1980s	No	98310	Utilities
<i>Well #14 5853 S Central Valley Rd NE</i>	115,413	71,920	No	<i>Masonry Joisted</i>	1	104	1982	No		Water
<i>Sewage Treatment Plant 1600 Oyster Bay Avenue</i>	54,582,393	10,112,285	No	<i>Fire Resistive</i>	3	100,082	1984	No	98312	WW
<i>Well #17 7001 W Belfair Valley Rd</i>	115,413	30,446	No	<i>Masonry Joisted</i>	1		1986	No		Water
<i>Louis Mentor Boardwalk Park - no longer Overwater Park 2nd & Washington Ave</i>	4,356,357	46,757	No	<i>Fire Resistive</i>	-		1980s	No		Parks
<i>Casad Dam 2920 Upper Union River Rd</i>	36,824,358	N/A	No	<i>Fire Resistive</i>			1940S	No		Water
<i>Pump Station CE1</i>	9,892,550	N/A	Yes	<i>Fire Resistive</i>	2	4,182	1984	No		WW

Pump Station WB3	8,795,029	N/A	Yes	Fire Resistive	2	2,050	1984	No		WW
2304 19th Street	4,121,896		Yes	Fire Resistive	2	1,302	1984	No		WW
Watershed Bridges	627,740	N/A		Fire Resistive		1,200	2000	No		Water
Public Works Complex 100 Oyster Bay	4,286,772	984,629	No	Masonry Joisted	2	32,300	1990s	No	98312	Street/Storm
589 Lebo Blvd	92,955		Yes	Masonry Joisted	1	256	1992	No		Water
Pump Station #13	109,043	N/A	Yes	Fire Resistive	1		1942	No		Water
Pump Station #17 4398D W Belfair Valley Rd	303,890	N/A	Yes	Masonry Joisted	1	480	1991	No		Water
Well #2R	115,413	N/A	No	Fire Resistive	1	30	1980	No		Water
Well #3	115,413	N/A	No	Fire Resistive	1	30	1950	No		Water
Well #7	148,388	N/A	No	Fire Resistive	1		1992	No		Water
Well #13	117,100	15,056 -	No	Frame	1	80	1990	No		Water
Well #15	115,413	N/A	No	All Steel	1	80	1992	No		Water
Well #18 8301B W. Old Belfair Highway	115,413	N/A	No	Fire Resistive	1	336	1988	No		Water

<i>Equipment Storage Building (Biosolids App. Area - Gorst) McKenna Falls Head Tank</i>	23,239	2,060	No	Steel	1	800	1994	No		Water
<i>Well #16</i>	123,657	N/A	Yes	Fire Resistive	1		1981	No		Water
<i>Gorst Production Well</i>	63,036	N/A	Yes	Fire Resistive	1		1993	No		Water
<i>Booster Station #6</i>	35,752	N/A	Yes	Fire Resistive	1		1992	No		Water
<i>Booster Station #7 1527 Cook Rd SW</i>	35,752	N/A	Yes	Fire Resistive	1		1992	No		Water
<i>Pump Station CE-2</i>	839,657	N/A	Yes	All Steel	1	36	1970s	No		WW
<i>Pump Station CE-3</i>	1,648,758	N/A	Yes	Fire Resistive	2	450	1970s	No		WW
<i>Pump Station CE-4</i>	7,419,412	N/A	Yes	Fire Resistive	2	3,906	1980s	No		WW
<i>Pump Station CE-6</i>	3,832,723	N/A	Yes	Fire Resistive	2	966	1980s	No		WW
<i>Pump Station CW-2</i>	1,321,891	N/A	Yes	Fire Resistive	0	264	1940s	No		WW
<i>Pump Station CW-3</i>	700,602	N/A	Yes	All Steel	1	36	1970s	No		WW
<i>Pump Station CW-4</i>	824,379	N/A	Yes	Fire Resistive	0	100	1960s	No		WW

<i>Pump Station EB-2</i>	5,602,577	N/A	Yes	<i>Fire Resistive</i>	2	400	1970s	No		WW
<i>Pump Station EB-3</i>	2,473,137	N/A	Yes	<i>Fire Resistive</i>	2	480	1970s	No		WW
<i>Pump Station EB-4</i>	350,301	N/A	Yes	<i>All Steel</i>	0	48	1960s	No		WW
<i>Pump Station EB-5</i>	700,602	N/A	Yes	<i>All Steel</i>	1	36	1970s	No		WW
<i>Pump Station EB-6</i>	1,541,325	N/A	Yes	<i>Fire Resistive</i>	1	144	1940s	No		WW
<i>Pump Station EB-8</i>	736,053	N/A	Yes	<i>All Steel</i>	1	36	1970s	No		WW
<i>Pump Station EB-9</i>	726,071	N/A	Yes	<i>All Steel</i>	0	12	1970s	No		WW
<i>Pump Station KL-1</i>	1,541,325	N/A	Yes	<i>Fire Resistive</i>	2	675	1970s	No		WW
<i>Pump Station KL-2</i>	1,541,325	N/A	Yes	<i>Fire Resistive</i>	2	630	1970s	No		WW
<i>Pump Station KL-3</i>	1,071,693	N/A	Yes	<i>Fire Resistive</i>	2	450	1970s	No		WW
<i>Pump Station KL-4</i>	1,071,693	N/A	Yes	<i>Fire Resistive</i>	2	450	1970s	No		WW
<i>Pump Station PB-1</i>	1,236,569	N/A	Yes	<i>All Steel</i>	1	64	1970s	No		WW
<i>Pump Station PB-2</i>	1,648,758	N/A	Yes	<i>All Steel</i>	1	64	1970s	No		WW

Pump Station OB-1	7,561,264	N/A	Yes	Fire Resistive	2	1,260	1970s	No		WW
Pump Station OB-2	2,473,137	N/A	Yes	Fire Resistive	2	480	1970s	No		WW
Pump Station OB-3	2,473,137	N/A	Yes	Fire Resistive	2	450	1970s	No		WW
Pump Station OB-4	2,473,137	N/A	Yes	Fire Resistive	2	450	1970s	No		WW
Pump Station OB-5	824,379	N/A	Yes	Fire Resistive	2	480	1970s	No		WW
Pump Station OB-7	824,379	N/A	Yes	Masonry Joisted	1	240	1990s	No		WW
Pump Station MD-1	824,379	N/A	Yes	Fire Resistive	1	56	1990s	No		WW
Pump Station WB-4 432 Constitution Ave	736,053	N/A	Yes	All Steel	1	36	1970s	No		WW
Odor Control Station #3	494,627	N/A	Yes	Fire Resistive	1	120	1990s	No		WW
Odor Control Station #1	494,627	N/A	Yes	Fire Resistive	1	240	1990s	No		WW
Odor Control Station #2 200 High Ave	494,627	N/A	Yes	Fire Resistive	1	336	1990s	No		WW
Composite Sampling Station SS-1	123,657	N/A	Yes	Fire Resistive	1	100	1980s	No		WW
Composite Sampling Station SS-2	123,657	N/A	Yes	Fire Resistive	1		1980s	No		WW
Corrosion Control Facility 1650 3rd Ave	1,716,150	N/A	Yes	Masonry	2	1,290	1998	No		WW
Generator Storage Facility at Well 14 5853 S Central Valley Rd NE	19,278	N/A	Yes	Frame	1	240	1997	No		Water

W Branch Water Intake Facility 5200 Rd Bremerton Watershed	1,045,834	N/A	Yes	Fire Resistive	1		1990s	No		Water
McKenna Falls Water Intake Facility 5000 Rd Bremerton Watershed	1,016,473	N/A	Yes	Masonry Joisted	1		1990s	No		Water
Booster Station #10 5785 Imperial Way SW	175,313	N/A	Yes	Masonry Joisted	1	504	1970s	No		Water
Fire Department Warehouse 3031 Olympus	290,540	105,060		Steel Frame		5,000	2003	No		Fire
Pump Station WB-6 299 Callow Avenue S	5,602,577	N/A	Yes	Fire Resistive	1	900	2003	No		WW
Conference Center 100 Washington Avenue	10,985,445	420,240	No	Masonry	1		2004	No		Econ Devel
Government Center 345 6th Street	10,000,000	2,000,000		Steel Frame	5		2004	No	98337	Finance
Fire Station # 1 911 Park Avenue	4,508,867	650,000		Wood Frame/Steel	1		2004	No	98337	Fire
BPD Building B 1025 Burwell Street	377,477	110,000		wood /Brick	1		1980			
Pistol Range Building	95,329	5,000		Masonry	1		1970s			
6851 W Belfair Valley Road										
TOTAL	\$139,536,051	\$4,526,872								

Table 52: Asset Profile City of Bremerton.

Port Orchard



The City of Port Orchard was first established along the south shore of Sinclair Inlet and has grown southward for more than 100 years^{9, 90}. As the county seat, The City has been an important urban area for Kitsap County, and particularly South Kitsap. The City is served by a Mayor and seven Council members and is classified as a second-class City⁹⁰. Its proximity along Sinclair Inlet provides an easily accessible saltwater shoreline and stunning views of the Olympic Mountains. Natural ravines protect blackjack Creek and Ross Creek and maintain a rural belt in an urban area. There is convenient access to Port Orchard with regularly scheduled passenger ferry service, with connections to Seattle via the Washington State Ferry system. The marine Park and downtown waterfront host numerous community activities, concerts, and the weekly farmer's market. Boating is supported by the Port Orchard Marina and numerous other marinas and boating services.

People

Population Overview

Port Orchard has a diverse population of 15,820.^{1, 33} Many professionals' transit daily to downtown Seattle. The city is characterized by professional, scientific employment, construction, and education. Table 53 shows the City's population density and urbanization figure 63 shows a breakdown by age of The City's population.

Port Orchard Population Information				
Population	Population Density	Number of Households	Median Household Income	Under 65with a Disability
15,820 (2022)	1,640 per sq. mi (2022)	6,269 (2022)	\$82,650 (2022)	12.9% (2022)

Table 53: Port Orchard Population Information.

Age Distribution, Vulnerable Population, and Population Density

Figure 63 shows the distribution of age in Port Orchard, figure 64 identifies The City's vulnerable populations, and figure 65 shows a graphic of The City's population density.

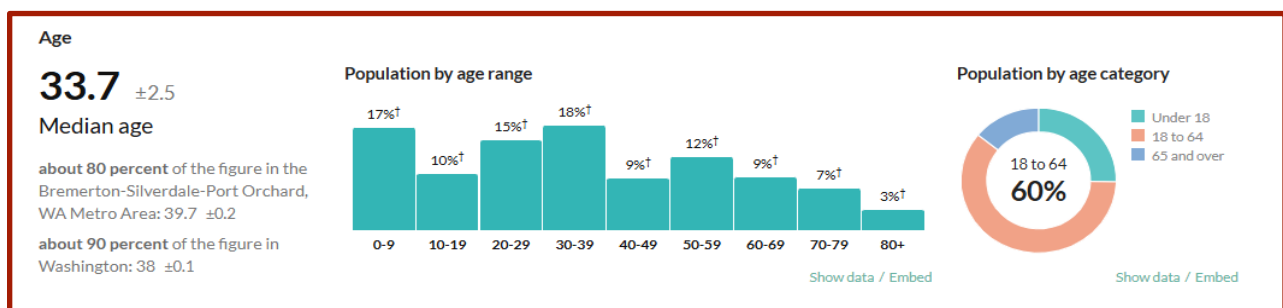
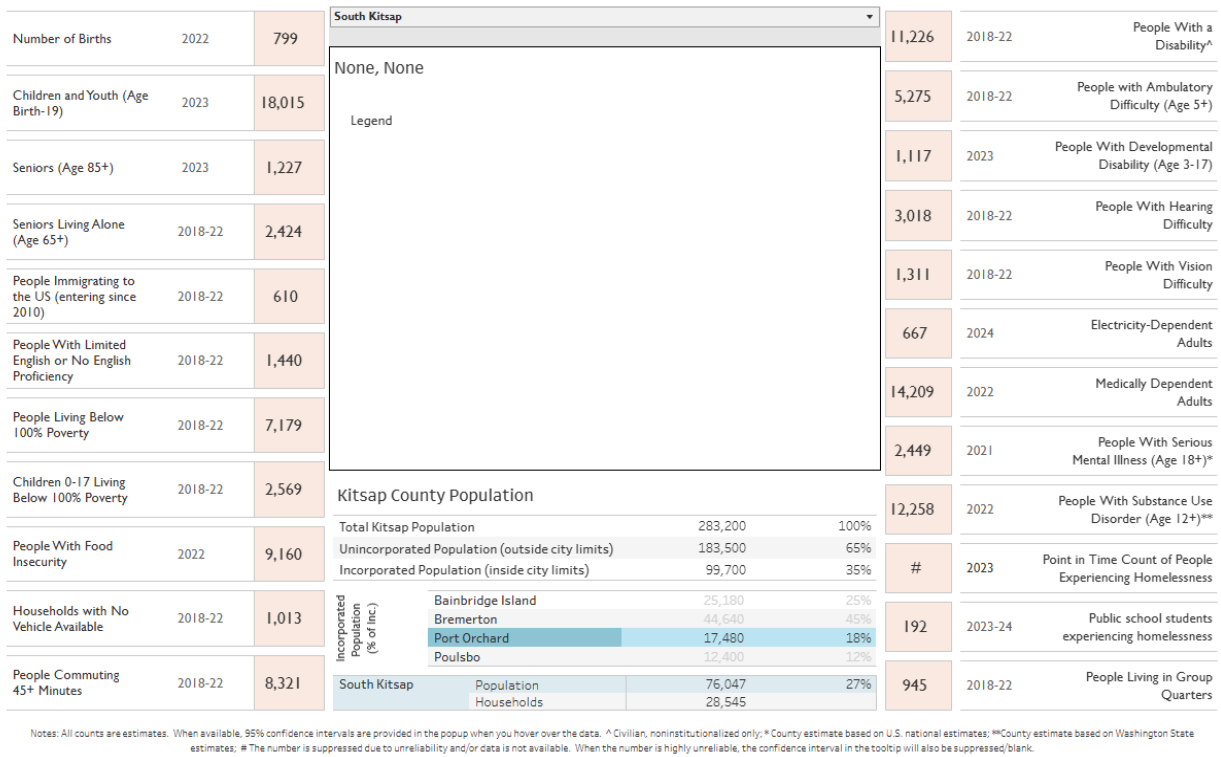


Figure 63: Port Orchard population distribution by age.



July 2024 Kitsap Public Health District, Public Health Emergency Preparedness and Response Program, prepare@kitsappublichealth.org

1

Figure 65: South Kitsap Vulnerable Population, includes Port Orchard.

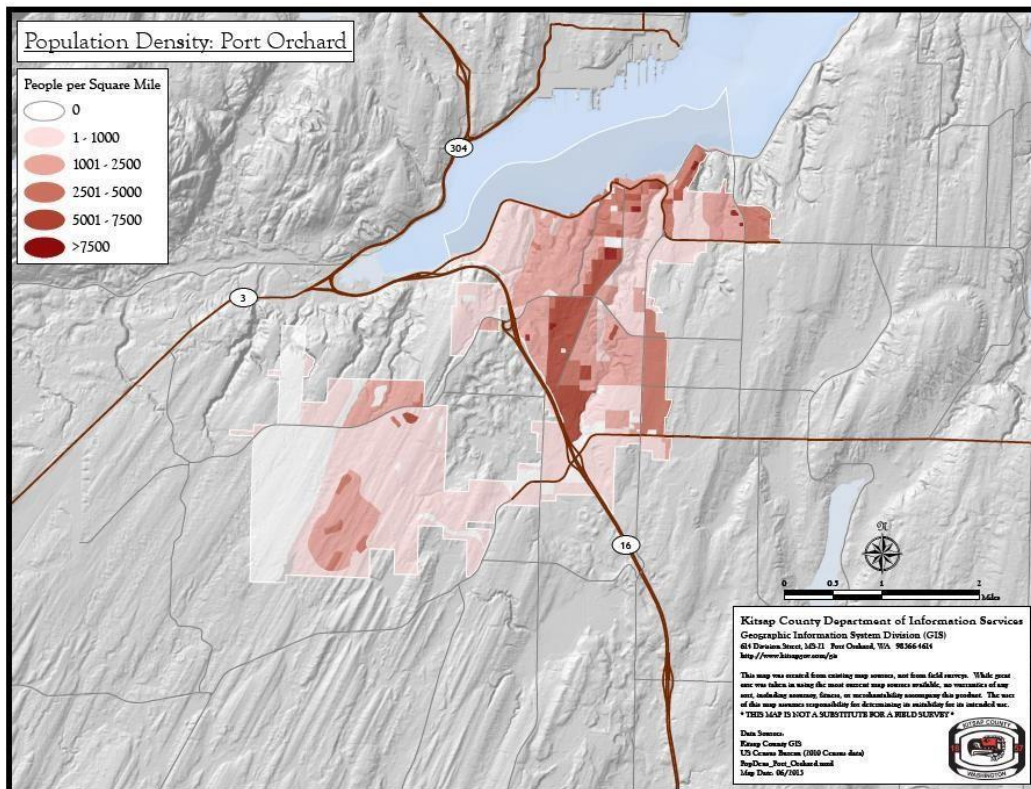


Figure 64: Port Orchard Population Density.

Economy

The 2020 economic census data show the economy based (by annual revenue, highest first) in retail trade, health care, and social assistance, wholesale trade, and real estate. Based on the number of establishments (highest first), the economy is based on retail trade, professional, scientific and technical services, health care and social assistance, accommodation and food service, and other services except for public administration.^{9, 90}

The City's economy also supported by the Puget Sound Naval Shipyard, local commerce as seen on the Port Orchard Industrial Park, and employment in the Seattle-Tacoma area. The City's downtown corridor is characterized by working private shipyards, marinas, and merchants providing a variety of retail services to the citizens⁹⁰. The economic base also includes multiple federal defense agencies: Naval Station Port Orchard, Puget Sound Naval Shipyard, Naval Submarine Base Banger, Naval Keyport Center, and support facilities. The dominance of Federal employment (the Navy) drives all other economies in the county^{9, 90}. The dominance of service industries in Port Orchard indirectly supports the Federal economic base.

Built Environment

Existing Structures

Land use in Port Orchard is primarily residential housing, government, retail, and waterfront marinas. As part of the Management Growth Act, Port Orchard has annexed land in recent years to accommodate city growth⁹⁰. Because it is the County seat, Port Orchard includes the Kitsap County Administration Building, courthouse, and adjoining Corrections Center. These facilities are part of the County's Damage Assessment Program. Land use also includes include numerous residential areas and commercial zones.

Port Orchard has 6% of its buildings located in the moderate-high liquefaction zone, with 725 of them built before modern building codes, increasing the risk of significant damage to an earthquake.¹³⁴ Based on the 2015 Hazus risk assessment, the table below highlights some of the buildings in Port Orchard that are affected by flooding, tsunami, earthquake, and landslide^{9, 96, 97}.

City of Port Orchard Areas of Mitigation Interest ⁵⁶					
Community Building Name	Address	Building Value	Loss Value	Loss Ratio	Hazard Type
General Retail	205 Bethel Ave.	\$76,000	\$50,000	66%	Earthquake, Landslide
Cedar Heights Junior High School	336 Lippert Dr. W.	\$2.9 million	\$1.6 million	56%	Earthquake
Kitsap County Government Building	507 Austin Ave.	\$5.0 million	\$2.9 million	57%	Earthquake
Single Family Home	1699 Bay St.	\$61,000	\$26,000	42%	Flood
Multiple Single-Family Homes	SW Bay St.	\$676,000	N/A	N/A	Landslide

Table 54: City of Port Orchard Areas of Mitigation Interest.

Housing

Out of just under 5,500 units in the City, over half were built before 1989. There are a significant

number of structures that were constructed pre-earthquake code requirements^{1, 56}.

Residential Structures		
Type	Estimate	Percent
Housing Occupancy		
Total housing units	6,728	100%
Occupied housing units	6,257	93%
Vacant housing units	471	7%
Homeowner vacancy rate		6%
Rental vacancy rate		5.3%

Table 55: Port Orchard Housing Characteristics 2017-2022 (US Census, 2022).

Units & Occupancy

6,728

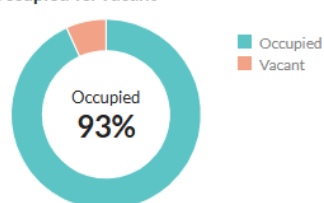
Number of housing units

the Bremerton-Silverdale-Port Orchard, WA

Metro Area: 113,930

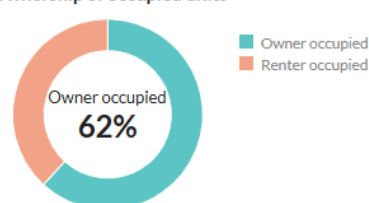
Washington: 3,216,243

Occupied vs. Vacant



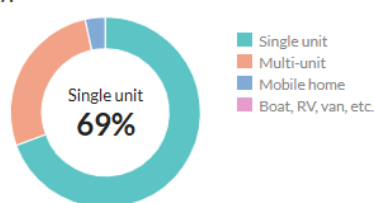
Show data / Embed

Ownership of occupied units



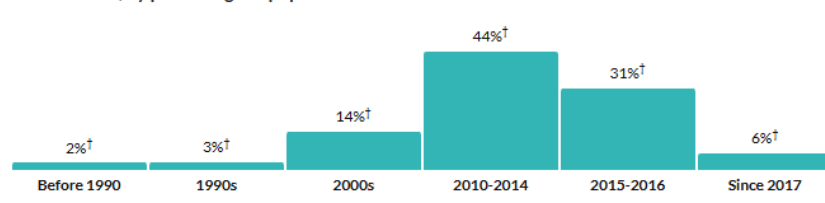
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Types of structure



Show data / Embed

Year moved in, by percentage of population



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Figure 66: Port Orchard Housing, Units and Occupancy.

Infrastructure

Transportation, Communications, and Utilities

Major thoroughfares include State Highway 16, Bay Street, Tremont Street, Sidney Avenue, Sedgwick, Port Orchard Blvd, and Bethel⁵⁶. The City has an extensive system of local public streets with commuter service provided by Kitsap Transit. The City of Port Orchard is serviced by Puget Sound Energy, West Sound Utilities Districts, and Wave Cable for internet and television service. Xfinity also serves Port Orchard for cable television.

The City Hall was built in 1999 and serves as City administration, courts, and was the former Emergency Operations Center (EOC). Port Orchard's EOC has been relocated to South Kitsap Fire and Rescue, Station 31, which resolves the critical vulnerabilities that were inherent with the previous EOC location, both the new EOC and City Hall have been updated and retrofitted over the past 5 years⁵⁶.

Critical Facilities

Critical structures⁵⁶ include:

1. City of Port Orchard City Hall and Public Works shop.
2. South Kitsap School District: South Kitsap High School, Cedar Heights Jr. High.
3. Givens Community Center.
4. Kitsap County Courthouse Complex and county jail.
5. Fire District #7 – Fire Station #31, (Port Orchard EOC).
6. Health Facilities: Group Health Coop of Puget Sound, Harrison Memorial.
7. Joint wastewater treatment facility wells: 5 wells and one transmission main from the City of Port Orchard.

Cultural Resources

Port Orchard has various cultural resources that involve the community in many ways. Some of them include The Masonic Hall on the National Register of Historic Places⁷², The Sidney Museum and Arts Association⁷³ with cultural assets such as a gallery, art museum, and log cabin museum, The Western Washington Center for the Arts⁷⁴ which acts as a community theater, The Veteran's Living History Museum⁷², and The Fathoms 'O' Fun Festival⁷⁵, which is considered a valued community tradition.

Future Development

The City's Comprehensive Plan and the Kitsap County Countywide Planning Policies include growth targets for 2036 that indicate a future Port Orchard population of 20,558 people, <https://portorchardwa.gov/city-comprehensive-plan/>. As of 2020, the City had sufficient land capacity to accommodate a population of 22,681 people. Port Orchard grows annually adding about 300 new residents to the city every year. Figure 67 shows Port Orchard's City growth through annexation since 2008, Port Orchard continues to evaluate its city limits and will grow as

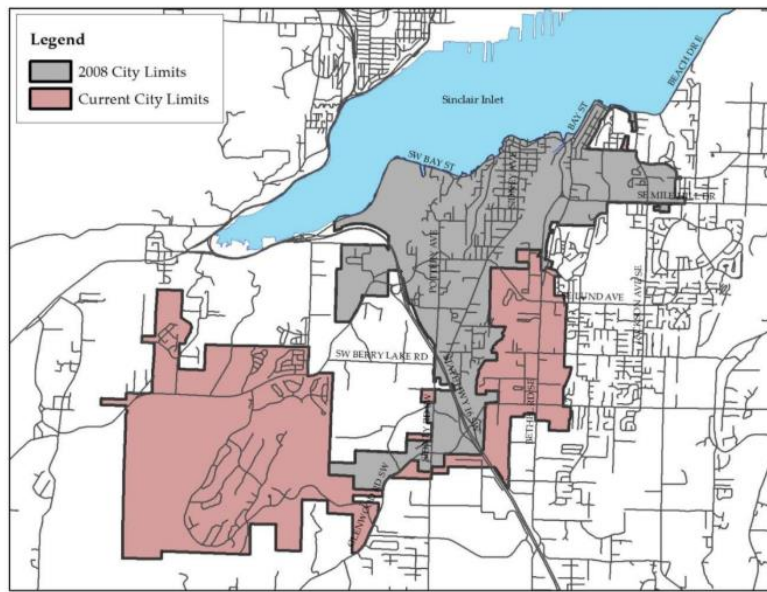


Figure 67: Port Orchard City Limit growth due to annexation since 2008.

needed and able.

Natural Environment

The city is characterized by a typical port bordered by hills and cliffs above the downtown corridor. The city is currently 5,500 acres as seen in figure 68 below^{9, 21}. Marinas, merchants, and parking areas border the waterfront. The city includes some waterways.

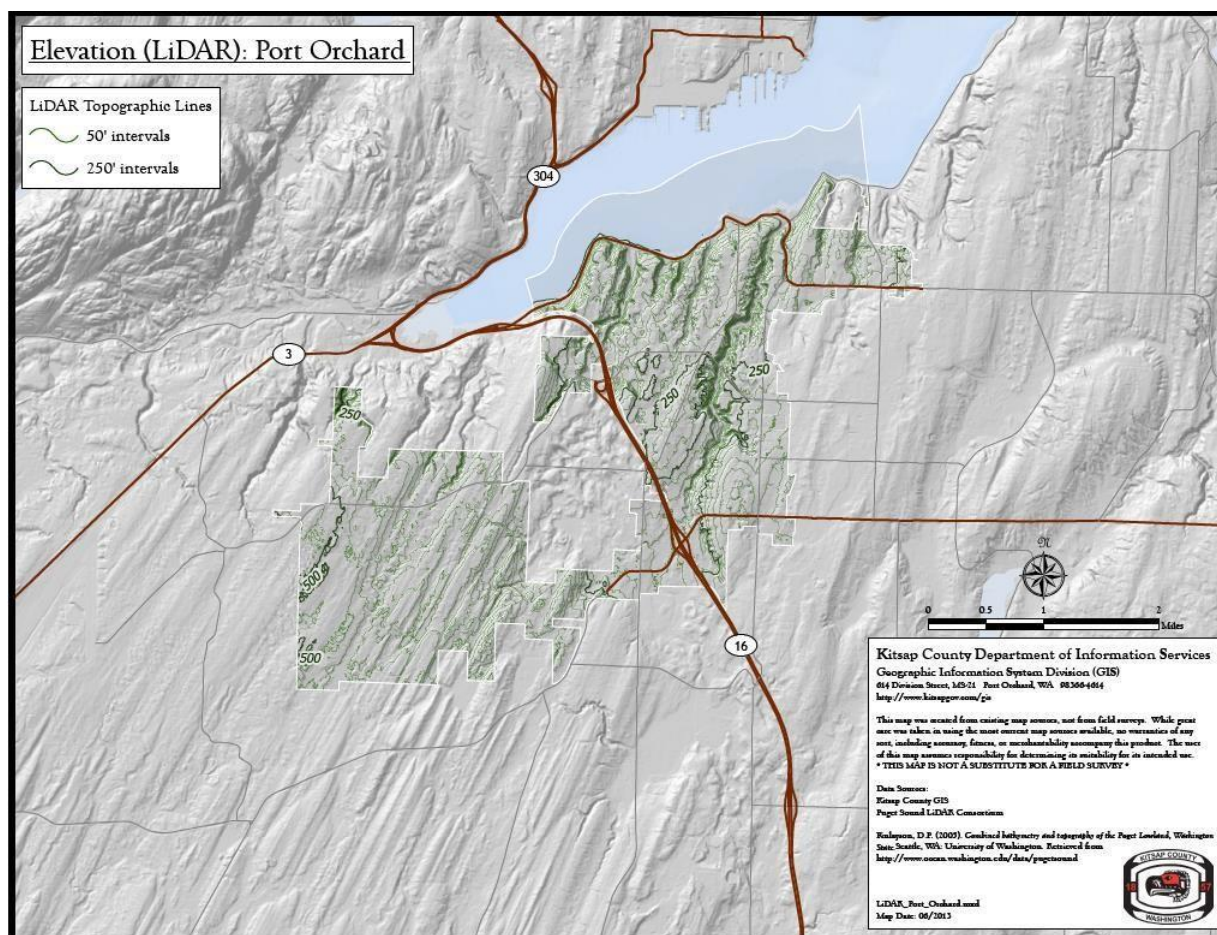


Figure 68: Elevation (LiDAR): Port Orchard.

History of Disasters

Table 56 below shows the history of natural hazards in Port Orchard^{94, 95}. Most damage that has occurred has been associated with heavy rains, high tides, or landslides. The downtown area is prone to flooding during significant rainfall and tides. Some mitigation has been performed, but more is needed to improve the situation.

Event Date	Type of Event	Declaration
December 2022	King Tides, Low Atmospheric pressure	No, Did not meet the PA Threshold
February 2021	Severe Winter Storm	Local

Dec 2020	2 Biological Emergencies	Federally declared
February 2019	Severe Winter Storm	Local (was undeclared locally), State
December 2018	Severe Winter Storms - Tornado	Local, State, Federal
12/11/2008	Severe Winter Shelter	Local
12/03/2007	Severe Winter Storm	Local, State
12/16/2006	Severe Storm	Local
01/30/2006	Severe Storm	Local
12/05/2005	Severe Winter Storm	Local, State, Federal
08/29/2005	Hurricane	Federal
10/20/03	Flooding	Local, State, Federal
07/02	Flooding	Local, State
09/11/2001	Terrorist Attack	Federal
02/01 02/28/01	Earthquake – Nisqually	Local, State, Federal
03/97	Flooding	Local, State, Federal
12/96	Severe Storm	Local, State, Federal
04/96	Mudslide	Local
02/96	Flooding	Local, State, Federal
11/95	Severe Storm –Wind/flooding	Local, State, Federal
12/94	Flooding	Local
01/93	Windstorm	Local, State, Federal
01/92	Severe Storm	No declaration
12/90	Severe Storm	Local, State, Federal
12/82	Severe Storm	Local, State, Federal
05/80	Mt. St. Helens, volcano	State, Federal
01/74	Severe Storm	Local, State, Federal
05/65	Earthquake	Local, State, Federal
10/62	Severe Storm – Wind	Local, State, Federal

Table 56: Emergency/Disaster History for Port Orchard.

Mitigation Planning

Risk Assessment

The Kitsap County Profile Section of this plan provides a thorough assessment of hazards

associated with Kitsap County and its incorporated cities. Although each city is affected differently, risks significant to the City of Port Orchard are floods, earthquakes, landslides, tsunamis, and severe storms. The Kitsap County Profile Section provides a synopsis of the County and cities, while this profile provides additional information specific to Port Orchard.

Rating System

The rating system for Port Orchard is consistent with the general plan. A rating for each hazard is defined as high, moderate, and low based on the information provided in The Planning Process Section to this plan. Additional ratings are applied for priority mitigation strategies and cost analysis.

Overview

As noted earlier, the City of Port Orchard has a history of severe storms, landslides, and earthquakes. These vulnerabilities can cause serious damage and, in some cases, limit the mobility of the city around these hazards. Major east/west faults line in the Puget Sound Region intercept the southern end of the Island as well as being vulnerable to potential inland and ocean tsunamis.

As part of the vulnerability assessment process, the City of Port Orchard government completed an inventory of all critical facilities and has considered these critical facilities in our planning and mitigation strategy development process. The City of Port Orchard has no repetitive loss properties.

Planning Process

As noted in the basic MHMP Plan Update, Port Orchard assigned personnel to the mitigation plan update and through the planning update process were assigned to the Multi-Hazard Mitigation Planning Committee. Personnel also attended monthly Planning Committee webinar conference calls as well as completed the THIRA and MHMP RFI Trackers, reviewed drafts of the document, and communicated via emails and one-on-one discussions. Records can be found in Appendix C: Stakeholder and Public Engagement. Additionally, The City solicited for inputs from City Departments, City Council, and the citizens of Port Orchard

Plans and Ordinances

In an effort to maximize hazard mitigation planning, the following city plans are used to support and mandate mitigation efforts throughout the city:

- 1. Comprehensive Land Use Plan adopted December 2024 (Ordinance 014-16), most recently amended on June 14, 2019, by Ordinance 014-16.**

This 20-year plan is a vision for the City of Port Orchard, which guides the development of the City into the future. The Plan's goals and policies give direction for managing future growth consistent with citizens' desired future and quality of life.

The Comprehensive Plan also includes a Land Use Map linked to the land use and environmental policies that establishes areas of the City for residential, commercial, industrial and other land uses

These actions will work to strengthen the natural environmental and the quality of the built environment and provided a plan for mitigation during natural or other disasters.

- 2. Transportation Improvement Plan approved each July (projected 6-year plan)**

The Transportation element identifies future system improvements. The Transportation Improvement Plan (6-year TIP) is adopted by reference into the City's Comprehensive Plan. It is amended annually as part of the annual Comprehensive Plan amendment process.

3. Capital Facilities Plan

The purpose of the Capital Facilities Plan is to provide policy direction to decision-makers regarding development regulations and expenditures for capital facilities associated with fire protection and emergency medical services, law enforcement, parks, schools, water, sewer, stormwater, and solid waste collection and disposal.

The plan also identifies and prioritizes Parks, Open Spaces and Shorelines and mitigation needs to the year 2036. It is an element of the Growth Management Act, which plans for effective use and development in flood zones and areas associated with natural or man-made disasters.

4. Surface Water Management Plan and/or Stormwater Management Code

This Stormwater Management Program (SWMP) is intended, along with the City's Comprehensive Stormwater Management Plan, to assist the City in planning, funding, and implementing a comprehensive program for addressing current and future regulatory and policy requirements for managing and mitigating stormwater runoff, water quality, flooding problems, and the City's natural resources. The Stormwater Plan is being updated and new standards were adopted in 2016.

5. Uniform Building and Fire Code

The Uniform Building and Fire Code establishes codes and regulations for building structures for safe occupancy and mitigates against accidents and natural or man-made causes.

The City has adopted the International Building Code, International Fire Code, and International Residential Code consistent with state law. The currently adopted codes are the 2021 series. The "Uniform" series of codes (except for plumbing), hasn't been used since the early 2000s.

6. The Port Orchard Municipal Code

These plans and policies regulate the infrastructure, environment, and building codes for the City of Port Orchard. The city follows these codes to mitigate potential damage during catastrophic events. Mitigate seismic events and other hazards through building structures to withstand or minimize the effects of these hazards.

7. Unified Development Code

Title 20 of the Port Orchard municipal code contains the City's development regulations including zoning, design standards, subdivision standards, critical areas code, building codes, stormwater regulations, flood damage prevention standards (National Flood Insurance Program), and other environmental regulations.

Zoning Ordinance Updated 2012 contains changes and updates to Zoning Ordinances are the responsibility of Planning and Community Development. Its mission is to coordinate and manage land use activity. Mitigates buildings and the environment in hazardous locations.

Subdivision Ordinance Incorporated in Title 16, 2013 POMC: The purpose of this chapter is to regulate the subdivision of land within the city limits of Port Orchard and to require accurate legal descriptions. The controls, standards, and procedures set forth in this chapter shall serve to minimize any expected negative impact of the proposed property use and mitigates potential damage during catastrophic events

The Critical Areas Ordinance 18 (includes Flood Damage Prevention), and Codified as Title 18, POMC defines wetlands, areas of critical recharging area effect on aquifers used for water, fish and wildlife habitat as required by the Growth Management Act. This ordinance identifies and plans for future mitigation of these critical areas.

National Flood Insurance Program Ordinance: The most recent review of the city's participation in the NFIP was completed in 2013. The City adopted amendments to its Flood Damage Prevention Standards Chapter of the Port Orchard Municipal Code at that time. This code has since been moved into the new title 20 of the Port Orchard municipal code. On September 16, 2013, the city received written confirmation that its code was compliant with 44 CRF 60.3 and 86.16 RCW.

Port Orchard's participation in the NFIP allows them to use the resources of FEMA to use mitigation planning is to identify policies and actions that can be implemented over the long term to reduce risk and future losses.

These plans inherently include strategies, policies, and ordinances that approve mitigation strategies or deter improvements affected by hazards. In each case, mitigation planning is essential to the safety and security of the citizens of Port Orchard. As such, The City Engineers, the HMP representative for Port Orchard, will review mitigation strategies to ensure other plans are consistent with the plan.

Hazard Assessments

Flooding

Probability of Occurrence: Moderate

The city center of Port Orchard sits along Sinclair Inlet of Puget Sound and is susceptible to high tides and urban flooding during the winter months. Extreme high tides coupled with significant rainfall, can cause flooding in downtown Port Orchard as well as affect residential waterfront properties. The significant water puts significant pressure on stormwater systems forcing water on the streets and into nearby retail outlets downtown. In other areas of town, land management and improvements in stormwater systems have reduced flooding during the winter storm season, although significant events will cause urban flooding. The City of Port Orchard is affected by creeks and streams, but there are no significant tributaries in the city. There are no critical facilities inside the flood-prone areas.

National Flood Insurance Program (NFIP)

The City of Port Orchard entered the National Flood Insurance Program in 1978. The most recent review of the city's participation in the NFIP was conducted in 2005. During this Community Assistance Visit (CAV) the summarized findings from the CAV included the need for an amendment to the City's flood chapter 15.38, preparation of procedures to implement Chapter

15.38, and additional information on three specific cases that were cited in their fieldwork.

On September 16, 2005, the Floodplain Management Specialist responded to the City's transmittal of information by approving Ordinance No. 016-05 bringing the city into full compliance with Federal and State floodplain management requirements.

The City provided the Floodplain Management Specialist with additional information on the three specific cases cited during their visit which cleared all of the findings and closed the CAV for Port Orchard. Their conclusion was that the City is effectively regulating development in the City's flood hazard areas and they would notify FEMA of this certification.

The most recent review of the city's participation in the NFIP was completed in 2013. The City adopted amendments to its Flood Damage Prevention Standards Chapter of the Port Orchard Municipal Code at that time. This code has since been moved into the new title 20 of the Port Orchard municipal code. On September 16, 2013, the city received written confirmation that its code was compliant with 44 CRF 60.3 and 86.16 RCW.

Special Flood Hazard Area Assessment ^{104, 105}						
Community	Total Estimated Building Value	Percentage of Buildings in the Special Flood Hazard Area	Building Dollar Loss for a 1% Annual Chance Flood Event	Loss Ratio (Dollar Losses/Total Building Value)	Number of Buildings in Zones AE, A	Number of Buildings in Zone VE
Port Orchard	\$966 Million	<1%	\$579,000	<1%	24	0
Note: Loss information is included for communities in the coastal floodplain. The table includes both dollar losses and a loss ratio, which is calculated as total losses/total building value. Also included is a count of the buildings in Zone VE, which is the 1-percent-annual-chance coastal flood zone with wave action, and in Zones A and AE, which are riverine or coastal 1-percent-annual-chance floodplains. The loss information for the county is only for coastal SFHAs; the rest of the county's SFHAs are identified as Zones AE or A. *Information from the military base was not included in the assessment for the City of Bremerton. **No building data was available from Kitsap County for the Port Gamble S'Klallam Indian Reservation, so the results are listed as unknown.						

Table 57: Special Flood Hazard Area Assessment.

Flood Risk Community Characteristics ^{104, 105}						
Community	Total Population	CRS Community	Flood Claims	Repetitive Loss Properties	Total Policies	Total Insurance Coverage
Port Orchard	11,144	No	0	0	25	\$6.8 Million
Note: The community overview summarizes characteristics at the community level. Data were obtained from FEMA and the U.S. Census and were current as of November 23, 2022						

Table 58: Flood Risk Community characteristics.

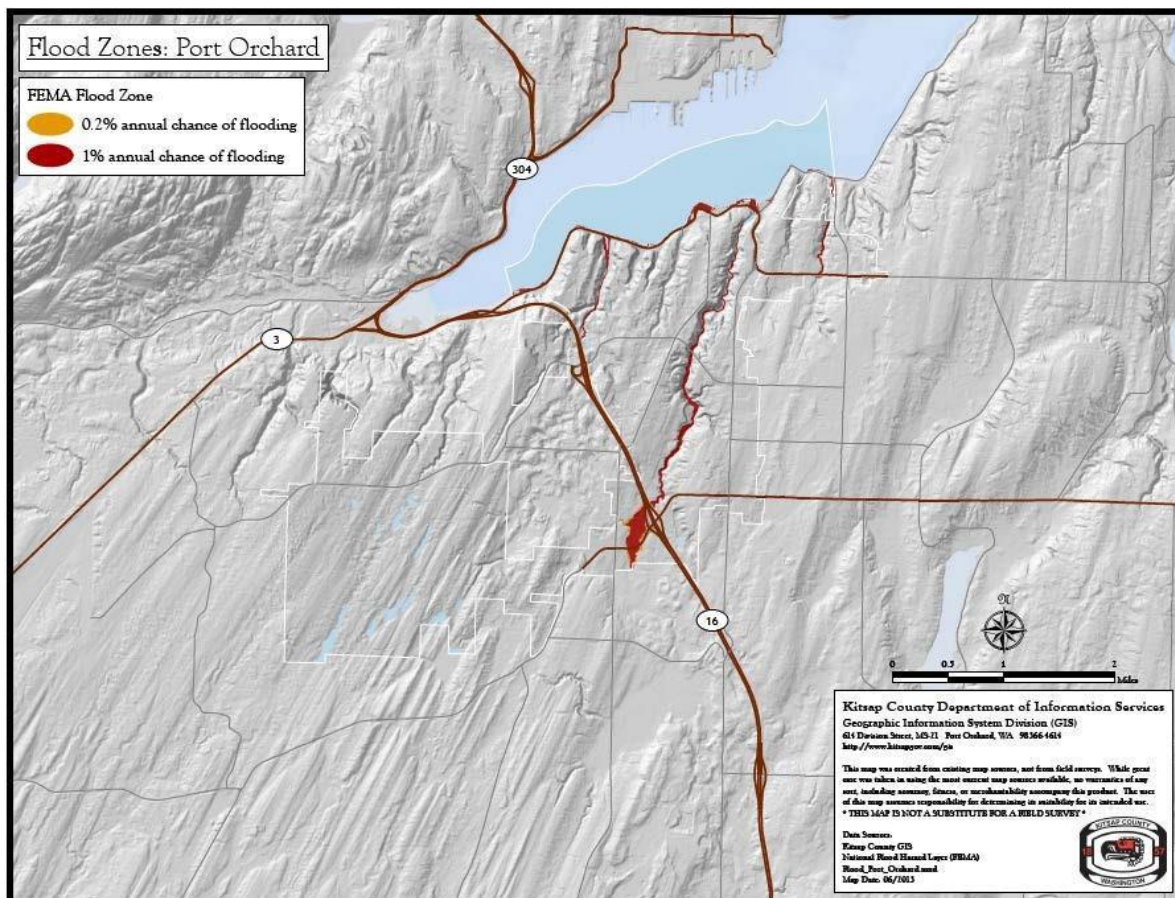


Figure 69: Flood Zones City of Port Orchard (Kitap County GIS Department 2022).

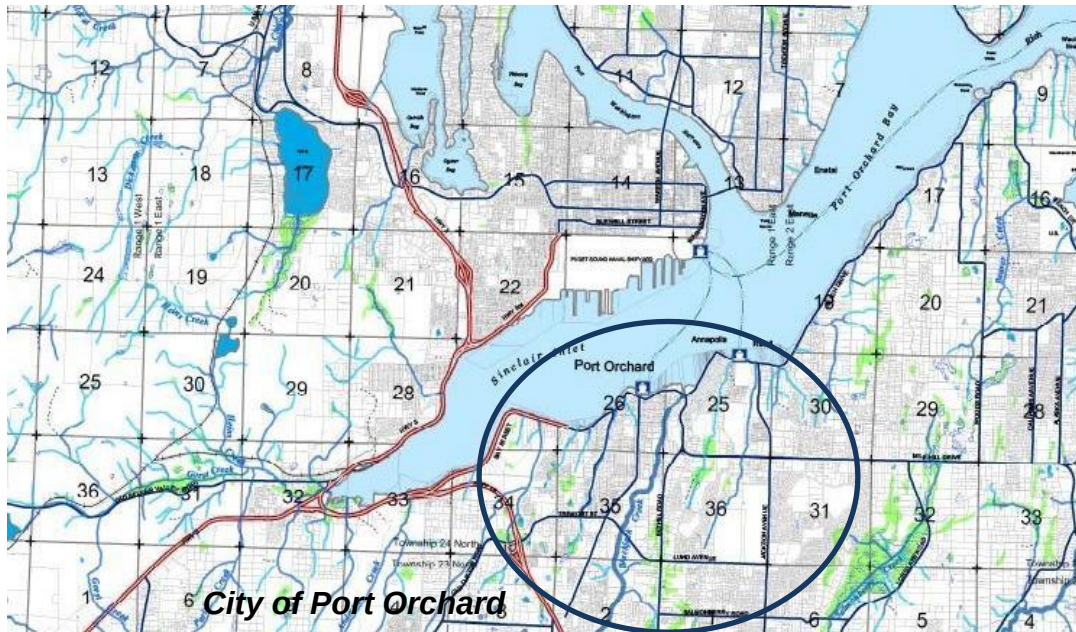


Figure 70: Streams and Surface Waters, City of Port Orchard (Kitsap County GIS Department 2022).

Severe Storms/Tornados

Probability of Occurrence: High

During severe winter weather in December 2018, an EF-2 tornado caused catastrophic damage to over 250 homes and commercial buildings^{106,107,108,109}. Tornadoes in Kitsap County are rare due to irregularities in geography and elevation of the area^{94, 95}. The geography is not typically conducive to forming tornadoes large enough to be destructive, however, according to NOAA, there have been two tornadoes in Kitsap County: one in December 2018 that hit Port Orchard and one in April 1991 that struck Tracyton, pelting the area with record-setting hail, and damaging homes.

The City of Port Orchard is vulnerable to severe weather, typically in the winter months. High winds, significant rainfall, and snow can cause some urban flooding, damage from falling trees, and the potential for landslides due to saturated soils^{5, 11, 111}. This can result in loss of life, damage to homes, and significant power outages. Although earthquakes have the potential for significant damage and loss of life, severe storms are annual occurrences, and any mitigation can also minimize the loss of life and damage from other hazards.

Severe storms affect the entire City. Although Port Orchard does not have any major rivers or contributories, urban flooding from over-taxed stormwater system can cause damage to residential and retail outlets. The location of the city is ideal for being in the Puget Sound convergent zones during significant weather events and vulnerable to strong winds as weather fronts move over the Olympic Mountains. This results in falling trees or branches and significant power outages. Downtown Port Orchard is vulnerable to flooding when heavy rains are combined with high seasonal tides, routinely in the winter months. The downtown area will experience temporary flooding of roads and some buildings while tides remain high. Some mitigation has been conducted, but significant changes to infrastructure would be necessary to reduce these symptoms 100% of the City has the potential for damage and loss of life from severe storms

Landslides & Erosion

Probability of Occurrence: Moderate

The City of Port Orchard is vulnerable to minor landslides and erosion mostly on coastal cliffs vulnerable to an earthquake or when significant rainfall saturates vulnerable landslide areas. Former LIDAR studies showed some minor vulnerable areas, noting many are within the city limits but do pose a threat to highways that lead to the downtown area. Additional studies of building stock located in these areas will be conducted in the future. Initial estimates define residential stock in these locations, but no critical facilities. Long-term mitigation efforts include restrictions on developing these areas for use. In the short term, areas are monitored by Public Works during significant weather events.

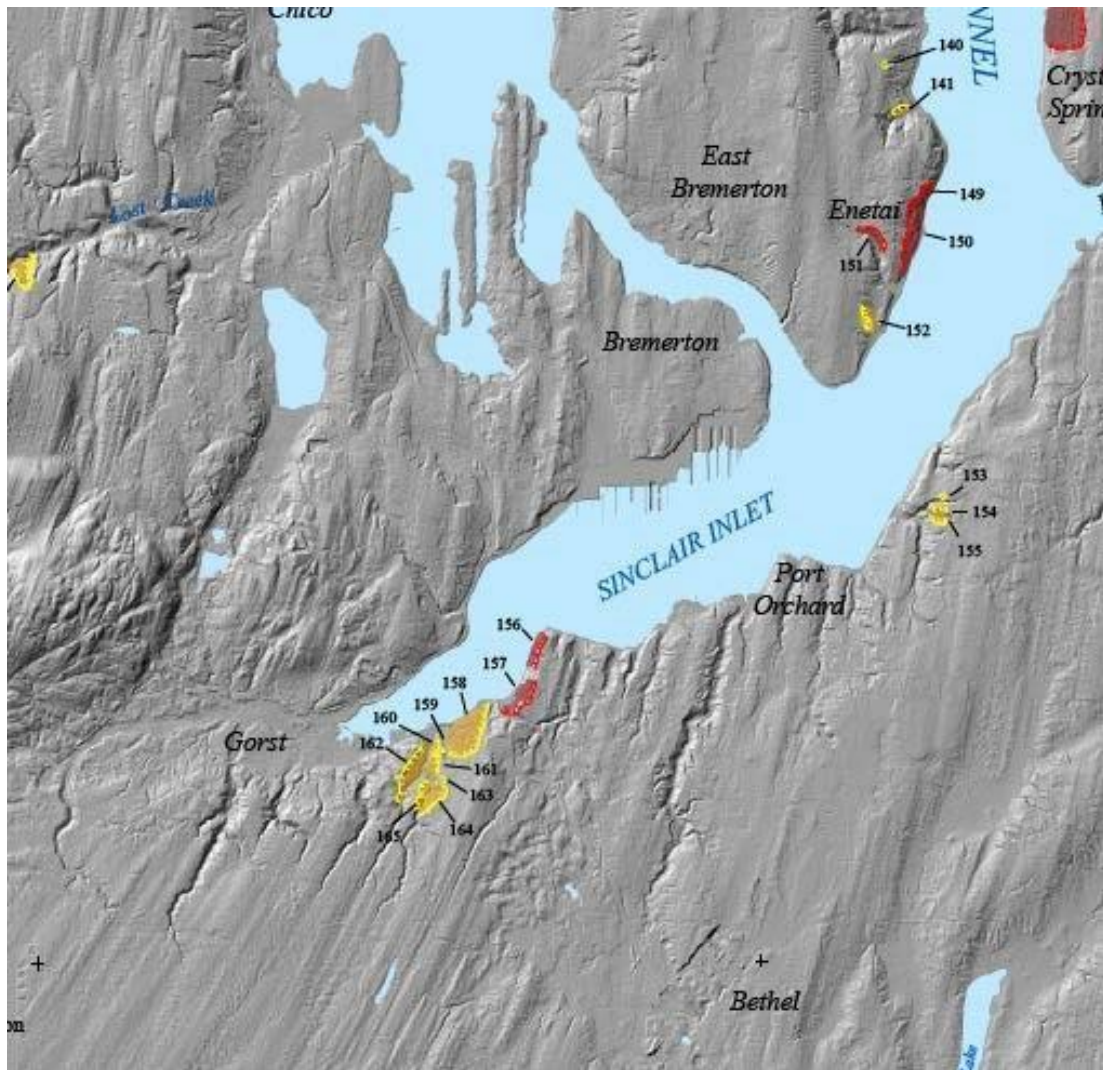


Figure 71: LIDAR Data on Landslide Port Orchard (USGS).

Building Exposure to Landslides ^{5, 90}		
Community	Buildings within Landslide Zone	Building Value with Landslide Zone
Port Orchard	66	\$8.1 Million

Table 59: Port Orchard Building Exposure to Landslides.

Earthquakes

Probability of Occurrence: High

The City of Port Orchard is vulnerable to earthquakes and associated inland tsunamis. The downtown corridor is also susceptible to liquefaction impacting merchants, waterfront marinas, and the infrastructure. Figure 72 shows liquefaction susceptibility. Red areas in downtown note the high-risk areas in Port Orchard. Liquefaction in the downtown area could damage major roads into downtown from the west, and damage residential and commercial buildings. Along this corridor are apartment complexes and senior assist facilities. Road damage would disrupt life-safety response and alternative routes into downtown.

Hazus Earthquake Results for a Seattle M 7.2 Earthquake ^{5, 90}						
Community	Total Estimated Building Value	Total Number of Buildings	Number of Buildings in the Moderate-High Liquefaction Zone	Percentage of Buildings in the Moderate-High Liquefaction Zone	Building Dollar Loss for a Seattle 7.2 Event	Loss Ratio (Dollar Losses/Total Building Value)
Port Orchard	\$966 Million	4,076	258	6%	\$377 Million	39%
Note: The above table shows the total estimated building value by community, total number of buildings by community, total number of buildings within the moderated to high liquefaction zone, and percentage of buildings within the moderate to high liquefaction zone. In addition, buildings losses are reported for a Seattle Fault 7.2 magnitude event as well as a loss ratio. A loss ratio is calculated by dividing the dollar loss by the total building value. The loss values are for building losses only; additional damages to infrastructure and building contents are not captured in this table.						

Table 60: Hazus Earthquake Results for a Seattle M 7.2 Earthquake.

Pre-Code versus Moderate Code Building in Port Orchard ^{1, 90}				
Community	Number of Pre-Code Buildings (before 1975)	Percent Pre-Code Buildings	Number of Moderate Code Buildings (after 1975)	Percent of Moderate Code Buildings
Port Orchard	1,415	35%	2,661	65%
Note: Pre-code buildings are those that are built prior to 1975. Moderate code are those built after 1975. These dates were chosen based on when the seismic provisions were incorporated into the building code statewide which was 1975. Please note that the analysis in Hazus used the following dates: Pre-code are any buildings prior to 1941. Moderate Code were any buildings after 1941, which is the default Hazus methodology. Please refer to the appendix for additional information.				

Table 61: Pre-Code versus Moderate Code Building in Port Orchard.

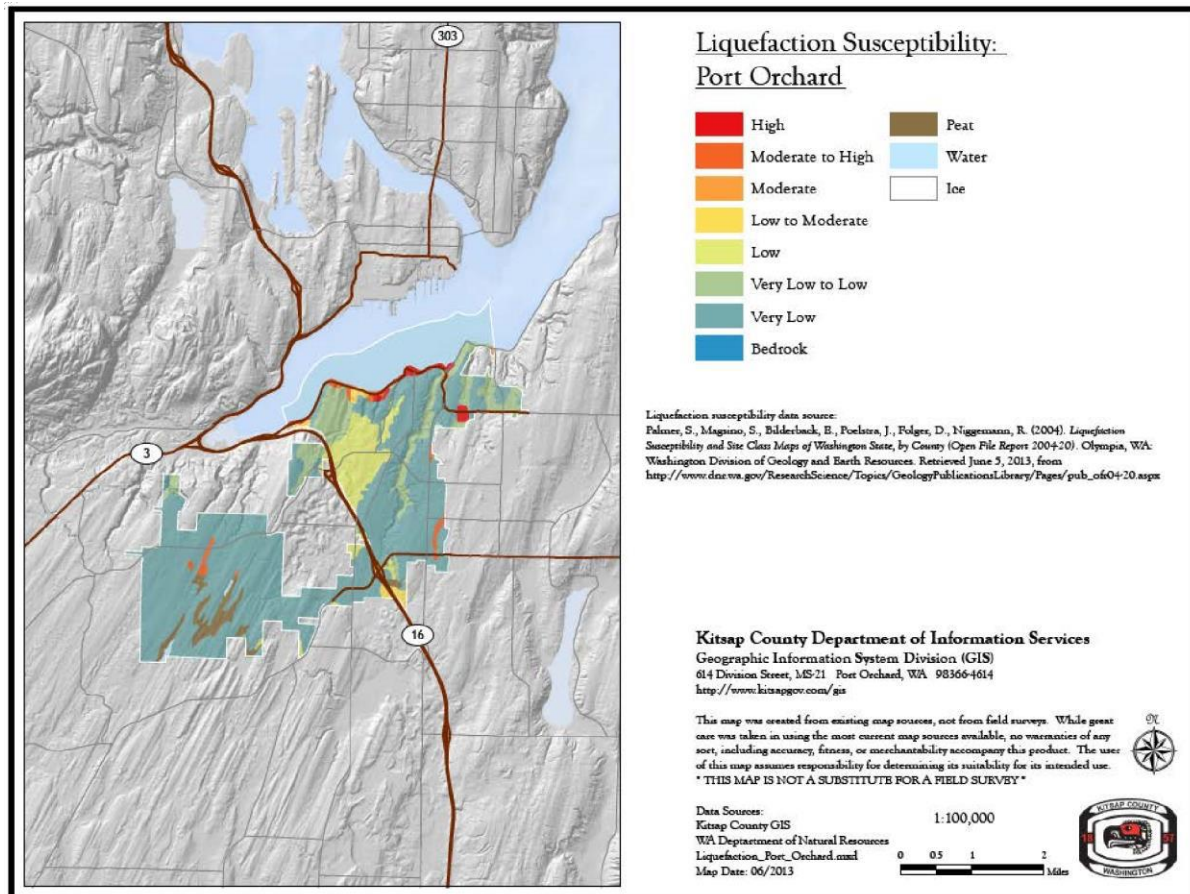


Figure 72: Liquefaction on Port Orchard (Kitsap County Department of Information Services).

Tsunamis & High Waves

Probability of Occurrence: Moderate

There is some potential for a tsunami affecting the City of Port Orchard. Recent studies have shown that a tsunami affected the area thousands of years ago. Here is the excerpt from the Kitsap Plan regarding the event:

A recent study produced by Maria E. Martin Arcos entitle *"The A.D. 900–930 Seattle-Fault-Zone Earthquake with a Wider Coseismic Rupture Patch and Postseismic Submergence:*

Inferences from New Sedimentary Evidence" suggest evidence of 4-5 m tsunami hitting the Gorst Area of Sinclair Inlet. The tsunami may have been an outcome of a Seattle fault earthquake or possibly other events cataclysmic enough to cause an 18-foot tidal wave in the Puget Sound.

Maria Arcos conclusion is

“This study reiterates the threat of multiple hazards associated with earthquakes in the Puget Lowland, of which tsunamis are prominent in the case of Sinclair Inlet. Tsunami deposits at Gorst and tsunami modeling reiterate the tsunami threat in this inlet. Evidence for a tsunami in Sinclair Inlet is not unexpected based on the proximity to the Seattle fault zone and on previous tsunami models (Koshimura et al., 2002). Simulated wave heights of 4–5 m indicate tsunamis are not only a threat to the infrastructure in Gorst but also to the naval base at Port Orchard. Tsunami simulations demonstrate that the higher uplift documented in this study results in almost a meter higher tsunami wave along Sinclair Inlet. Even an order-of-magnitude smaller Tacoma fault-generated tsunami would generate strong currents in the narrow straits and harbors near Gorst. Further tsunami simulations in the Puget Lowland, including different fault scenarios would help determine the degree of hazard posed by locally generated tsunamis.”

A four to five-meter tsunami can significantly affect the Cities of Port Orchard and Port Orchard as well as the Puget Sound Naval Shipyard. This and other studies conclude that inland tsunamis can be potentially catastrophic and need more attention by those Counties in the Puget Sound Region.

Earthquakes along the Washington coast would cause a surge of seawater along the coastal areas of the Straits of Juan De Fuca's. Such a tsunami may cause a surge of water in Puget Sound affecting the coastal water of the entire area. Considering the number of people living along the coastal water of Puget Sound, such a wave could have devastating effects on lives as well as property and infrastructure. Similar damage to life and the economy could occur in Port Orchard depending on the size of the surge. Approximately 5.2% of the population resides in potentially dangerous areas. Damage from such an event may force boats and docks up along the shoreline damaging facilities and boats.

Drought

Probability of Occurrence: Low

Drought is most likely to affect the entire county. Hazard assessment information on drought can be found in the Drought Mitigation Strategies section.

City of Port Orchard Asset Profile⁹⁰

Location Port Orchard, WA	Zip Code	Prop. Value	Contents	Year Built	Type of Construction	Number Stories	Square Footage	Type of Protection	Critical Facility (Yes/No)
Givens Active Club 1025 Tacoma	98366	\$750,000	\$50,000	1962	Wood	2	7,500	Locked	No
City Hall 216 Prospect Street	98366	\$10,000,000	\$500,000	1999	Steel	4	28,000	Sprinkled	Yes
Public Works Facility 1535 Vivian Court	98366	\$2,000,000	\$500,000	2001	Steel	1	10,000	Alarmed	Yes
Port Orchard Library 87 Sidney Avenue	98366	\$3,000,000	\$1,000,000	1975	Masonry	1	10,000	Alarmed	No
South Shed Sidney Avenue	98366	\$1,000,000	\$100,000	1960	Steel	2	2,000	Locked	No
DeKalb Pier DeKalb Waterway	98366	\$1,000,000	0	1985	Wood	1	6,000		No
Van Zee Water Tank 2 MG	98366	2,000,000	0	1976	Concrete			Locked	Yes
Sedgwick Water Tank 1 MG	98366	\$1,000,000	0	2000	Steel			Fenced	Yes
Lloyd Parkway Water Tank, 1 MG	98366	\$1,500,000	0		Concrete				Yes
McCormick Water Tank 450,000 Gal	98367	\$750,000	0	1994	Steel			Fenced	Yes

Mc Cormick Water Tank # 1 59,500 Gal	98367	500,000	0		Concrete			Fenced	Yes
Mc Cormick Water Tank #2 59,500 Gal	98367	500,000	0		Concrete			Fenced	Yes
Morton Street Water Tank, 90,000 Gal	98366	\$400,000	0	1990	Steel			Fenced	Yes
Sidney Avenue Water Tank, 125,000 Gal	98366	\$500,000		1985	Steel			Fenced	Yes
Melcher Street Water Pump Station	98366	\$1,500,000	\$100,000	1976	Masonry	1	1,000	Fenced	Yes
City Hall Pump Station Kitsap/Cline	98366	1,000,000	\$200,000	1930	Masonry	2	2,000	Locked	Yes
Port Orchard Water Pump Station, SR 16	98366	\$300,000	\$25,000	1983	Wood	1	200	Locked	Yes
Well 6 Maple Street	98366	\$1,000,000	\$50,000	1940	Wood/Concrete e	1	600	Locked	Yes
Well 8 Sidney Avenue	98366	\$500,000	\$50,000	1986	Wood	1	400	Fenced	Yes
Well 9 Van Zee Park	98366	\$500,000	\$50,000	2004	Wood	1	400	Locked	Yes
McCormick Well Field	98366	\$1,000,000	\$100,000	1992	Wood	1	800	Fenced	Yes

Marina Sewer Pump Station	98366	\$3,000,000	\$500,000	1984	Concrete	1	1,000	Locked	Yes
Cedar Heights Sewer Pump Station, Pottery Avenue	98366	\$400,000	\$35,000	1969	Concrete			Locked	Yes
Harrison Sewer Pump Station, SK Blvd	98366	\$500,000	\$50,000	1995	Concrete			Fenced	Yes
Eagle Crest Sewer Pump Station,	98366	300,000	\$50,000	1997	Concrete			Fenced	Yes
Golden Pond Sewer Pump Station	98366	\$300,000	\$50,000	1999	Concrete			Fenced	Yes
Flower Meadows Sewer Pump Station	98366	\$400,000	\$50,000	2002	Concrete			Fenced	Yes
Bravo Terrace Sewer Pump Station	98366	\$500,000	\$50,000	1998	Concrete			Fenced	Yes
McCormick Woods Sewer Pump Station #1	98367	\$1,000,000	\$100,000	1996	Concrete			Fenced	Yes
McCormick Woods Sewer Pump Station #2	98367	\$1,000,000	\$100,000	1996	Concrete			Fenced	Yes
Givens Field Restrooms	98366	100,000		2001	Masonry	1	507	Locked	No
Sander Rack Shed @ Well #6	98366	20,000		1998	Pole Bldg	1	720		No

213/215 Prospect	98366	400,000		1918	Wood	2	4888		No
Central Playfield Restroom	98366	50,000		1995	Masonry	1	1590	Locked	No
Van Zee Tennis Court	98366	100,000		1974	Asphalt	0	18000		No
Givens Tennis Court	98366	100,000		1974	Asphalt	0	18000		No
Boat Launch, 535 Bay	98366	250,000		1985	Concrete	0	555		No
Observation Deck @ Marina Pump Station	98366	20,000		1989	Concrete	2	530		No
Etta Turner/Blackjack Creek Park	98366	100,000		2005	Varies	0	18000		No
Central Park Retaining Wall	98366	50,000		2007	Concrete	0	800		No
Bay St Lift Station (Coast to Coast)	98366	1,500,000		1962	Concrete	2	100	Fenced	Yes
Tremont Place Lift Station	98366	150,000		1975	Concrete	1	100	Fenced	Yes
Annapolis Intertie Building (Wa Main)	98366	100,000		2007	Masonry	1	200	Locked	Yes
Wilkins Well	98366	100,000		1989					No
Well #7	98366	100,000		1961					Yes

Sedgwick Lift Station	98366	100,000		1995	Concrete	1	100	Fenced	Yes
MW Well #3 170ft	98367	150,000	25,300	Pchsd 1998				Fenced	Yes
MW Well #2 215ft	98367	150,000	20,200	Pchsd 1998				Fenced	Yes
MW Well #1 283ft	98367	200,000	18,200	Pchsd 1998				Fenced	Yes
Storage Bldg @ 1 MG Reservoir	98366	50,000		2004	Metal	1	200	Locked	No
WS Storage Shed	98366	25,000		2006	Wood	1	200	Locked	No
Well #10	98366	750,000		2007					Yes
The Ridge II Lift Station	98367	300,000	123,200	2007	Concrete	1	100	Fenced	Yes
Lowes Lift Station	98367	600,000	165,500	2007	Concrete	1	100	Fenced	Yes
The Ridge III Lift Station	98367	400,000	177,600	2007	Concrete	1	100	Fenced	Yes
Chemical Storage Shed	98367	30,000		2008	Wood	1	200	Locked	No
Shop Storage Canopy	98366	150,000		2002	Wood		3200	Fenced	No
Picnic Shelter @ Active Club	98366	50,000		1960	Masonry	1	720		No
Asset Profile Total Values:		\$44,195,000	\$4,250,000						

Table 62: Asset Profile City of Port Orchard.

Poulsbo



Poulsbo located in north-central Kitsap County was settled by Scandinavians who arrived on the shores of Liberty Bay more than 100 years ago. Poulsbo became a city in the early 1900s with fishing and farming as primary industries. Downtown Poulsbo is adjacent to Liberty Bay, an extension of Puget Sound. Many community and regional events, some of which celebrate the Scandinavian heritage, are hosted in Poulsbo parks and historic downtown area. Being situated among the saltwater shoreline and low hills provides exceptional views of the Cascade and Olympic Mountain ranges as well as Liberty Bay. The total land area is 3,072 acres. Poulsbo maintains a mayor-council structure but also staffs a city administrator.

People

Population Overview

The population of Poulsbo is 13,010^{1, 9}. Many professionals transit daily to downtown Seattle. The city is characterized by professional, scientific employment, construction, and education. Citizens of Poulsbo, like other nearby cities, are employed at the military installations in Kitsap County. Table 63 below shows the city’s population, density and population data.

Poulsbo Population Information				
Population	Population Density	Number of Households	Median Household Income	Under 65 with a Disability
13,010 (2023)	4.65 sq. mi (2024)	5,288 (2022)	\$85,579 (2022)	6.9% (2024)

Table 63: Poulsbo Population Information.

Age Distribution, Vulnerable Population, and Population Density

The city’s population is consistent with other cities in the county with a number of senior/assist facilities in the city mostly located in the city’s urban center^{1, 33}. The senior population has grown consistent with statistics nationwide.

Figure 73 shows the distribution of age in Port Orchard, figure 74 identifies The City's vulnerable populations, and figure 75 shows a graphic of The City’s population density^{1, 33}

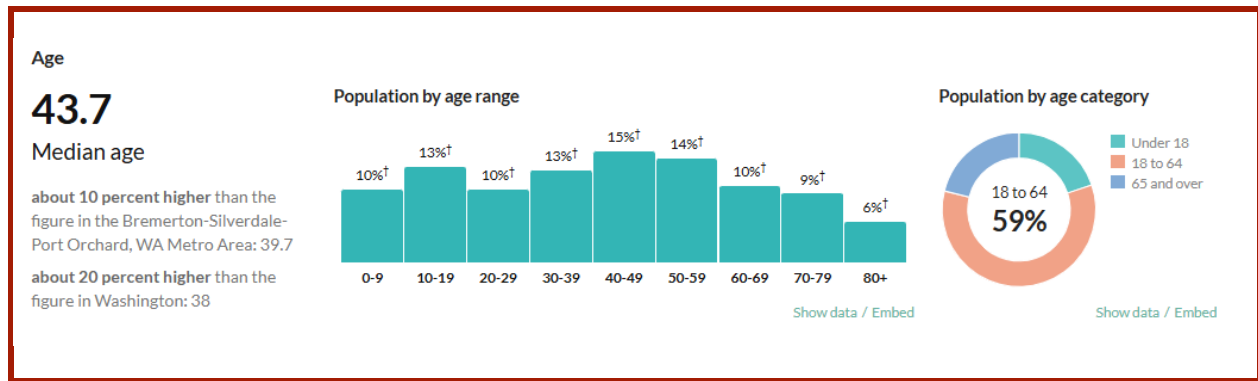
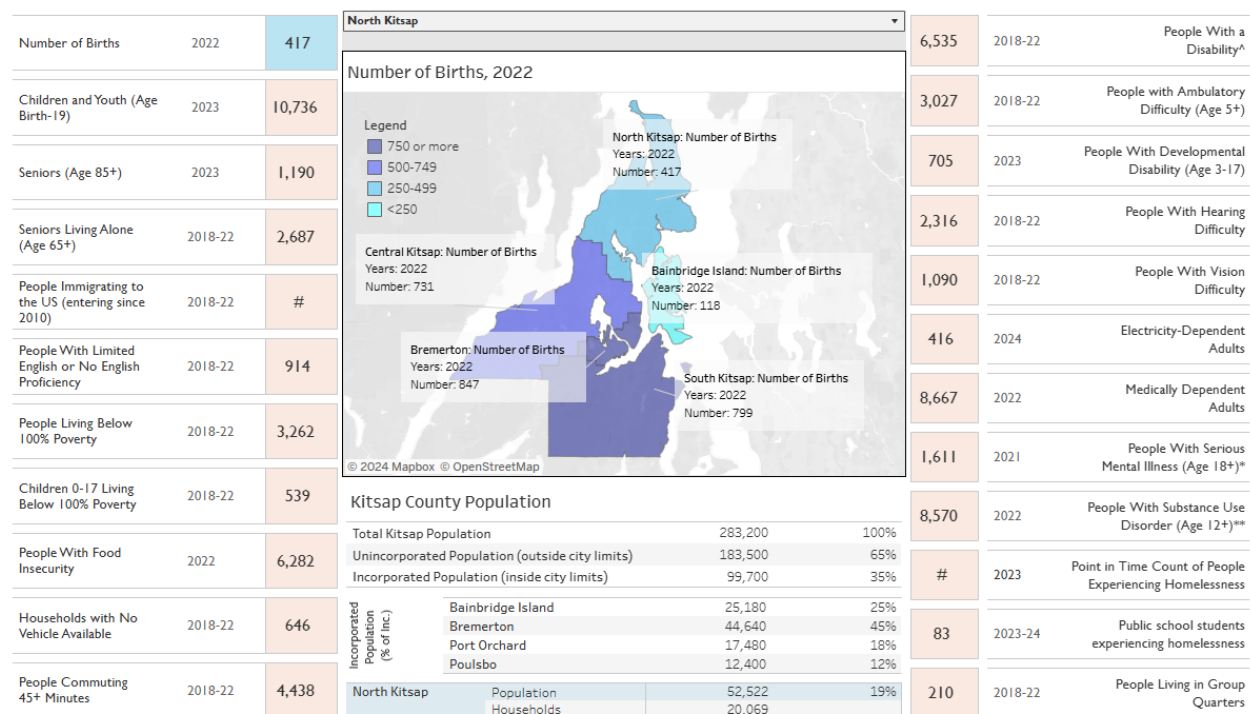


Figure 73: Poulsbo Population Distribution.



Notes: All counts are estimates. When available, 95% confidence intervals are provided in the popup when you hover over the data. ^ Civilian, noninstitutionalized only; * County estimate based on U.S. national estimates; ** County estimate based on Washington State

Figure 74: North Kitsap Vulnerable Population, including Poulsbo.

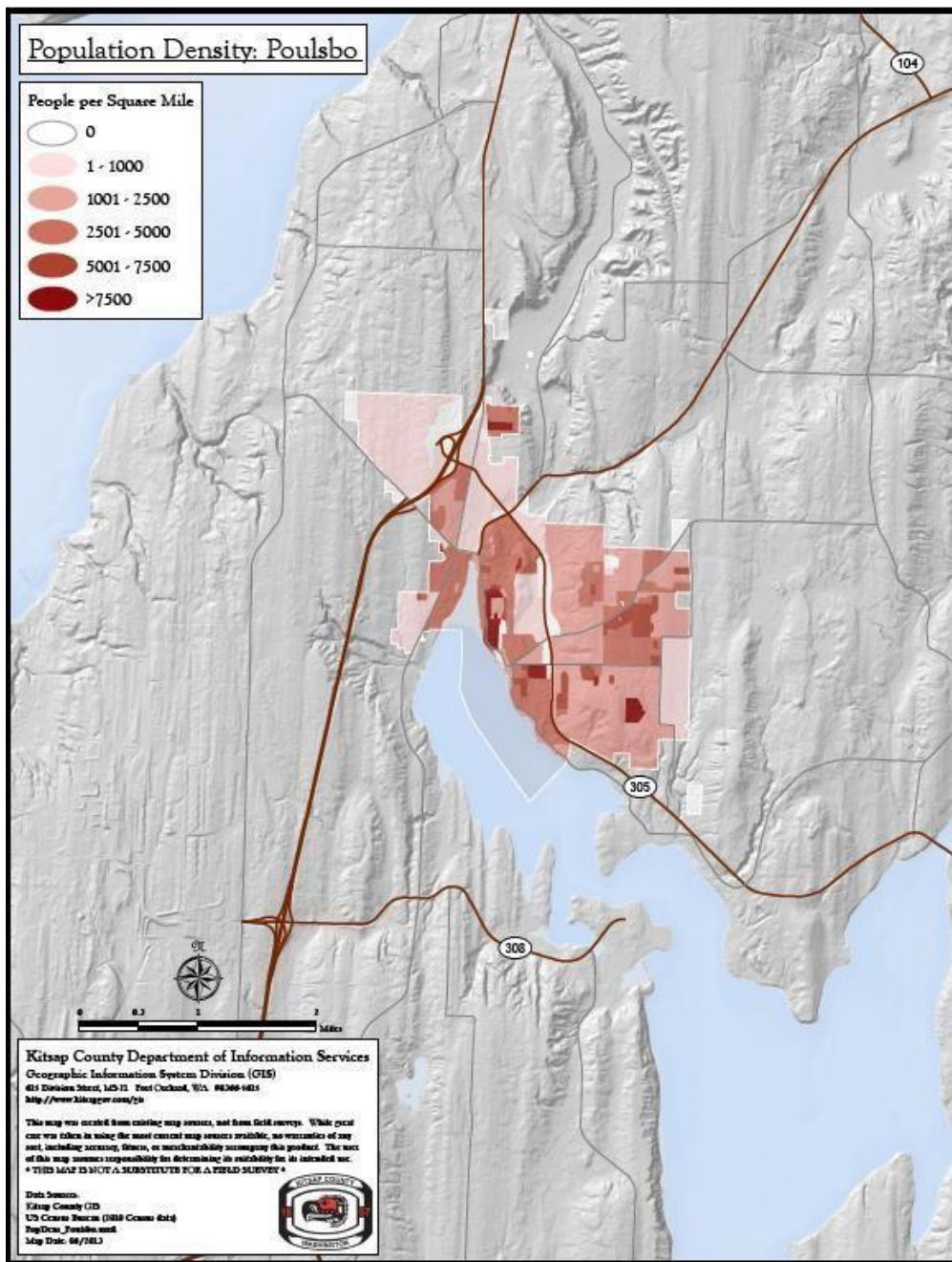


Figure 75: Population Density: City of Poulsbo.

Economy

Community leaders, residents, and business interests strive to maintain a small-town character while continuing to thrive and grow⁹⁰. Both residential and commercial development continues. College Marketplace, which includes the Poulsbo Branch of Olympic College, continues to develop business and residential uses. Poulsbo Place, a winner of numerous local and national awards, is one of several residential areas that continue to develop. A new city hall is one of the current public projects. North Kitsap School District is also centered in Poulsbo⁹⁰. The city is primarily residential with commercial businesses in the city core and College Marketplace, which

is home to several big-box stores. The principal economic base is retail outlets/offices, North Kitsap School District, and light industry. Some citizens, like those on Poulsbo, commute to Seattle daily for work others are part of the military or work at military installations noted below.

Federal defense agencies include Naval Base Kitsap (NBK) Bangor, (NBK) Keyport, (NBK) Poulsbo, Puget Sound Naval Shipyard, and support facilities. Commercial entities include Home Depot, Wal-Mart, and Town and Country Market.

Built Environment

Existing Structures

Land use in Poulsbo includes residential, commercial, light industrial, and open space. North Kitsap School District is also centered in Poulsbo. Commercial enterprises have increased significantly to the west with the development of the Olhava property, which includes Wal-Mart and Home Depot. This property and adjoining areas were annexed by the City as part of the County's comprehensive land growth and management program.

Poulsbo has 7 buildings in the Special Flood Hazard Area, representing \$740,000 in loss from a 1-percent annual chance flood. It also has 40 buildings within the landslide zone representing \$9.8M in value⁹⁰.

Based on the 2015 Hazus risk assessment, table 64 below highlights some of the buildings in Poulsbo that are affected by flooding, tsunami, earthquake, and landslide.

City of Poulsbo Areas of Mitigation Interest ⁹⁰					
Community Building Name	Address	Building Value	Loss Value	Loss Ratio	Hazard Type
Commercial Office Buildings	17791 Fjord Dr. NE	\$1.2 million	\$473,000	38%	Flood
Commercial – General Retail	18969 Front St. NE	\$126,000	\$63,000	50%	Earthquake
Multiple Single-Family Homes	West side of 11th Ave. NE	\$2.6 million (12 Homes)	N/A	N/A	Landslide
Multiple Single-Family Homes	Rosebud Pl. NE	\$2.1 million (9 Homes)	N/A	N/A	Landslide

Table 64: City of Poulsbo Areas of Mitigation Interest.

Housing

Most building stock is residential homes of wood frame construction³³. Poulsbo is part of the County's Damage Assessment Program for disasters and has identified critical facilities as part of the program.

Residential Structures		
Type	Estimate	Percent
Housing Occupancy		
Total housing units	5,288	100%
Occupied housing units	4,126	95.7%
Vacant housing units	186	4.3%
Homeowner vacancy rate	1.2	(X)
Rental vacancy rate	6.3	(X)

Table 65: Poulsbo Housing Characteristics 2017-2022 (US Census, 2022).

Units & Occupancy

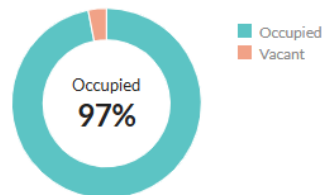
5,288

Number of housing units

the Bremerton-Silverdale-Port Orchard, WA
Metro Area: 113,930

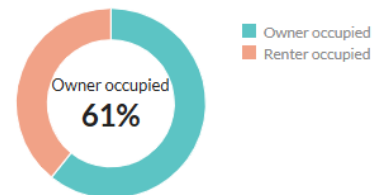
Washington: 3,216,243

Occupied vs. Vacant



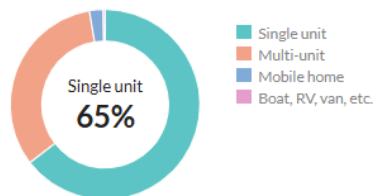
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Ownership of occupied units



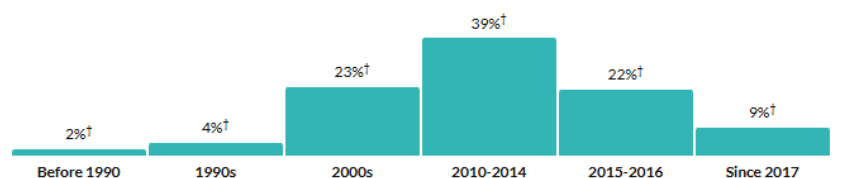
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Types of structure



Show data / Embed

Year moved in, by percentage of population



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Figure 76: Poulsbo Housing Units and Occupancy (US. Census, 2022)

Infrastructure

Transportation, Communications, and Utilities

Poulsbo is served by SR 305, the main corridor to Poulsbo, and the Washington State Ferry System. SR 305 provides cross-country traffic to and from Seattle to the east and SR 3 to the west providing service to the Olympic Peninsula and south to Poulsbo. The City has an extensive system of local public streets with commuter service by Kitsap Transit^{1, 9, 33, 90}.

The City is serviced by Puget Sound Energy and maintains its own sewer and water system with nine sewer lift stations and five water pump stations. Kitsap Public Utilities District One provides

water service. Communications are provided through a variety of cell phone providers, Comcast, and CenturyLink.

Critical Facilities

The City of Poulsbo has identified 62 critical facilities, including:

1. City of Poulsbo City Hall
2. City of Poulsbo Public Works office and shop
3. North Kitsap School District:
 - a. Administration Building
 - b. North Kitsap Senior High School
 - c. Poulsbo Junior High School
 - d. Poulsbo and Vinland Elementary Schools
 - e. The building formerly known as Spectrum Alternative School has been repurposed after being closed in 2010. As of 2019, it is a new alternative learning program.
4. Olympic College Poulsbo Branch Campus
5. Fire District #18 Headquarters/Fire Station #71
6. Health facilities:
 - a. Poulsbo Village Medical Center with Regional Hospitals as backup
 - b. North Kitsap Medical Center
7. Wastewater treatment plant: Brownsville via pressurized pipe under Liberty Bay
8. There are six operational wells.
9. There are nine sewer lift stations and five water pump stations.

Cultural Resources

Parks, recreational facilities, and open space serve as vital parts of the community's character. Poulsbo has 16 city parks totaling 137 acres – about one-half of the acreage is developed while the rest is undeveloped or in open space designation^{56, 90}. The city also has 5+ linear miles of trails. The city has been active in park development in recent years, making sure that partnerships are used to enhance park projects and activities. Volunteerism and stewardship of the natural and cultural resources within the city has helped shape many city parks projects

Future Development

Future development includes the Poulsbo Event and Recreation Center. The PERC will serve as a significant attraction for visitors in search of recreational activities; additionally the center would create an opportunity for job growth and would further cement Poulsbo's College Marketplace as an economic hub within the community⁹⁰.

Poulsbo's Comprehensive Plan is a policy and legal document that reflects the community's desires, goals, and needs for the future, within the context of the requirements of the Growth Management Act. On December 21, 2016, the Poulsbo City Council adopted the 2016 Comprehensive Plan by approving an adopting ordinance and exhibits. The plan can be found here: <https://cityofpoulsbo.com/comprehensive-plan-2/>.

Natural Environment

The topography in the area is low rolling hills, generally trending north to south. Poulsbo has areas of wetlands, aquifer recharge, and geological concern, streams, and shoreline. The highest point in Poulsbo is under 500 feet. Liberty Bay along the shoreline of Poulsbo responds to high and low tides but is 80% enclosed and isolated from Puget Sound⁹.

Natural creeks like Dogfish Creek are spawning streams for salmon and drain into Liberty Bay. Figure 64 shows topographic information on the Poulsbo area.

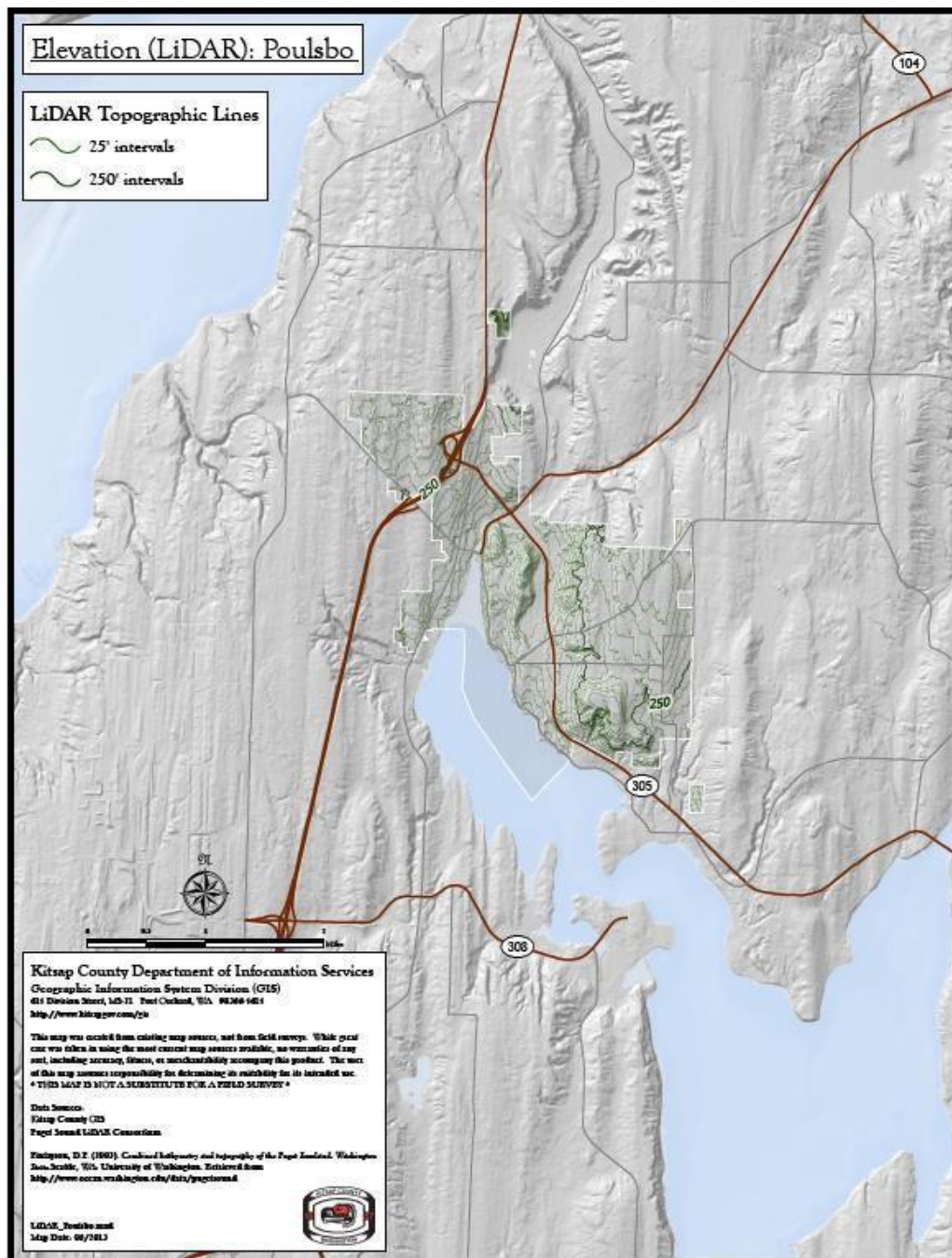


Figure 77: Poulsbo Elevation using LiDAR.

History of Disasters

The table below shows the history of natural hazards in Poulsbo^{94, 95}. Any damage that has occurred has associated with heavy rains and high tides or landslides^{109,110,111}. The downtown area is prone to flooding during significant rainfall and tides. Some mitigation has been performed, but more is needed to improve the situation.

Event Date	Type of Event	Declaration	Declared Disaster
December 2020	2 Biohazard events	Yes, Local, Federal, and State	COVID / POX
February 2019	Severe Winter Storm	Local (was Undeclared locally), State	Local Public Assistance threshold not met. Local SBA declaration.
December 2018	Severe Winter Storms - Tornado	Local, State, Federal	Local Public Assistance threshold not met.
Dec 2008	Severe wind and rain	Local	No assistance
Dec 2007	Severe wind and rain	Local, State, and Federal	Yes
Jan 2006	Severe wind and rain	Local	Did not meet PA threshold
Dec 2006	Severe wind and rain	Local	Did not meet PA Threshold
Oct 2003	Severe wind and rain	Local, state, and Federal	Local PA Threshold not met. IA paid out
Jan 2002	Severe wind and rain	Local and State	State Only; presidential denied
Feb 2001	Nisqually Earthquake	Local, state, and Federal	Yes
Dec 1996	Severe rain and snow runoff storm	Local, state, and Federal	Yes
Nov 1995	Severe wind and rain	Local, State, and Federal	Local PA threshold not met
Jan 1993	Severe wind and rain	Local, State and Federal	No record on file
Jan 1992	Severe wind and rain	Local	No assistance
Dec 1990	Severe wind and rain	Local, State and Federal	Yes
Dec 1982	Severe wind and rain	Local	No assistance
May 1965	Earthquake	Local, State, and Federal	No record on file
Oct 1962	Severe wind and rain	Local, State and Federal	No record on file

Table 66: Emergency/Disaster History for Poulsbo.

Mitigation Planning

Risk Assessment

The Kitsap County Profile Section of this plan provides a thorough assessment of hazards associated with Kitsap County and its incorporated cities. Although each city is affected differently, risks significant to the City of Poulsbo are floods, earthquakes, landslides, tsunamis,

and severe storms. The Kitsap County Profile Section provides a synopsis of the County and cities, while this profile provides additional information specific to Poulsbo.

Rating System

The rating system for Poulsbo is consistent with the general plan. A rating for each hazard is defined as high, moderate, and low based on the information provided in The Planning Process Section to this plan. Additional ratings are applied for priority mitigation strategies and Cost analysis.

Overview

As noted earlier, the City of Poulsbo has a history of severe storms, landslides, and earthquakes. Although other alternatives are possible, mitigation strategies can provide improvement to the city infrastructure and minimize the loss of life and damage to properties from such events. Major east/west fault lines in the Puget Sound Region make Poulsbo vulnerable to earthquakes. The City of Poulsbo contributes and uses the Kitsap County's THIRA to set priorities on natural hazardous events. Although annually the City is hit by severe winter storms, the greatest threat to Poulsbo is an earthquake and associated liquefaction in downtown Poulsbo. This type of event could be catastrophic to not only life-safety but the economic recovery of its downtown area.

Planning Process

As noted in the basic MHMP Plan Update, the City of Poulsbo assigned personnel to the mitigation plan update and through the planning update process were assigned to the Multi-Hazard Mitigation Planning Committee. Personnel also attended monthly Planning Committee webinar conference calls as well as completed the THIRA and MHMP RFI Trackers, reviewed drafts of the document, and communicated via emails and one-on-one discussions. Additionally, the City solicited for inputs from City Departments, City Council, and the citizens of Poulsbo.

Plans and Ordinances

The plans noted below represent documents that help to manage mitigation efforts in the City of Poulsbo. Each plan or ordinances dictate measures to ensure the safe well-being of its citizens. Departments responsible for the plan will ensure the mitigation plan is incorporated into each of the plans listed on the following page.

1. Comprehensive Land Use Plan

This 6-year plan identifies and prioritizes Parks, Opens Spaces and Shoreline Improvements and mitigation between 2015 and 2020. It is part of the Comprehensive Land Use Plan required by the Growth Management Act. Effective use of lands to mitigate developments in flood zones and areas associated with natural or man-made hazards.

2. Surface Water Management Plan and Code

This Stormwater Management Program (SWMP) is intended, along with the City's Comprehensive Stormwater Management Plan, to assist the City in planning, funding, and implementing a comprehensive program for addressing current and future regulatory and policy requirements for managing and mitigating stormwater runoff, water quality, flooding problems, and the City's natural resources.

3. International Building and Fire Code

The City of Poulsbo adopted the 2021 International Fire Codes with state amendments

under Chapter 15.04 of the Building Code. These codes define building, fire, and mitigation practices.

4. Municipal Code

These plans and policies regulate the infrastructure, environment, and building codes for the City Poulsbo. The city follows these codes to mitigate potential damage during catastrophic events. Mitigate seismic events and other hazards through building structures to withstand or minimize the effects of these hazards.

5. Zoning Ordinance

Changes and updates to Zoning Ordinances are the responsibility of Planning and Economic Development. Its mission is to coordinate and manage land use activity. Changes and updates to Zoning Ordinances are the responsibility of Planning and Community Development. Its mission to coordinate and manage land use activity. The plan mitigates buildings and the environment in hazardous locations.

6. Comprehensive Transportation Plan

This transportation plan provides the framework to guide short- and long-term development and maintenance of the multi-modal transportation system within the city of Poulsbo. It addresses the mandates of the Growth Management Act under the Revises Code of Washington, Title 36.70A.070.

7. Subdivision Ordinance

The purpose of this chapter is to regulate the subdivision of land within the city limits of Poulsbo and to require accurate legal descriptions. The controls, standards, and procedures set forth in this chapter shall serve to minimize any expected negative impact of the proposed property use and mitigates potential damage during catastrophic events.

8. Critical Areas Ordinance

This ordinance defines critical areas (wetlands, areas of critical recharging effect on aquifers used for water, fish and wildlife habit, frequently flood areas and geologically hazardous areas) as required by the Growth Management Act. This ordinance regulates, protects and defines these Areas under Poulsbo Municipal Code Chapter 16.20.

Hazard Assessments

Flooding

Probability of Occurrence: Moderate

The city of Poulsbo is prone to some flooding, mostly due to significant rainfall. Built above the shores of Liberty Bay, runoff from above fills natural streams that may overflow during significant rainfall. Significant rainfall events will also cause city sewer systems to be overwhelmed and cause local urban flooding. Comprehensive land management has helped in years to reduce urban flooding. Changes to the National Flood Insurance Program and coastal studies noted in Section III are defining changes to shoreline management aiding building codes and regulations. Some areas are coastal, but all inland areas are remote with no critical facilities affected and minimal residential housing affected by potential high-water areas.

National Flood Insurance Program (NFIP)

The City of Poulsbo entered into the National Flood Insurance Program in 1979. The most recent review of the city's participation in the NFIP was conducted in 2017. During this update, Community Assistance Visit (CAV) found no deficiencies related to city code.

In recent years, NFIP Flood Insurance Rates Maps (FIRM) has been revised. Some zones changed mostly reflecting coastlines changes based on better data and evaluation of such issues as wake and tidal issues. Changes are not significant, although have increased the need for some homeowners to file for flood insurance under NFIP.

More information about the NFIP can be found in the Kitsap County Profile section.

Special Flood Hazard Area Assessment ^{104, 105}						
Community	Total Estimated Building Value	Percentage of Buildings in the Special Flood Hazard Area	Building Dollar Loss for a 1% Annual Chance Flood Event	Loss Ratio (Dollar Losses/Total Building Value)	Number of Buildings in Zones AE, A	Number of Buildings in Zone VE
Poulsbo	\$865 Million	<1%	\$3.4 Million	<1%	7	0
Note: Loss information is included for communities in the coastal floodplain. The table includes both dollar losses and a loss ratio, which is calculated as total losses/total building value. Also included is a count of the buildings in Zone VE, which is the 1-percent-annual-chance coastal flood zone with wave action, and in Zones A and AE, which are riverine or coastal 1-percent-annual-chance floodplains. The loss information for the county is only for coastal SFHAs; the rest of the county's SFHAs are identified as Zones AE or A. *Information from the military base was not included in the assessment for the City of Bremerton. **No building data was available from Kitsap County for the Port Gamble S'Klallam Indian Reservation, so the results are listed as unknown.						

Table 67: Poulsbo Special Flood Hazard Area Assessment.

Flood Risk Community Characteristics ^{104, 105}						
Community	Total Population	CRS Community	Flood Claims	Repetitive Loss Properties	Total Policies	Total Insurance Coverage
Poulsbo	13,010	No	0	0	49	\$10.068 Million
Note: The community overview summarizes characteristics at the community level. Data were obtained from FEMA and the U.S. Census and were current as of December 10, 2024						

Table 68: Poulsbo Flood Risk Community Characteristics.

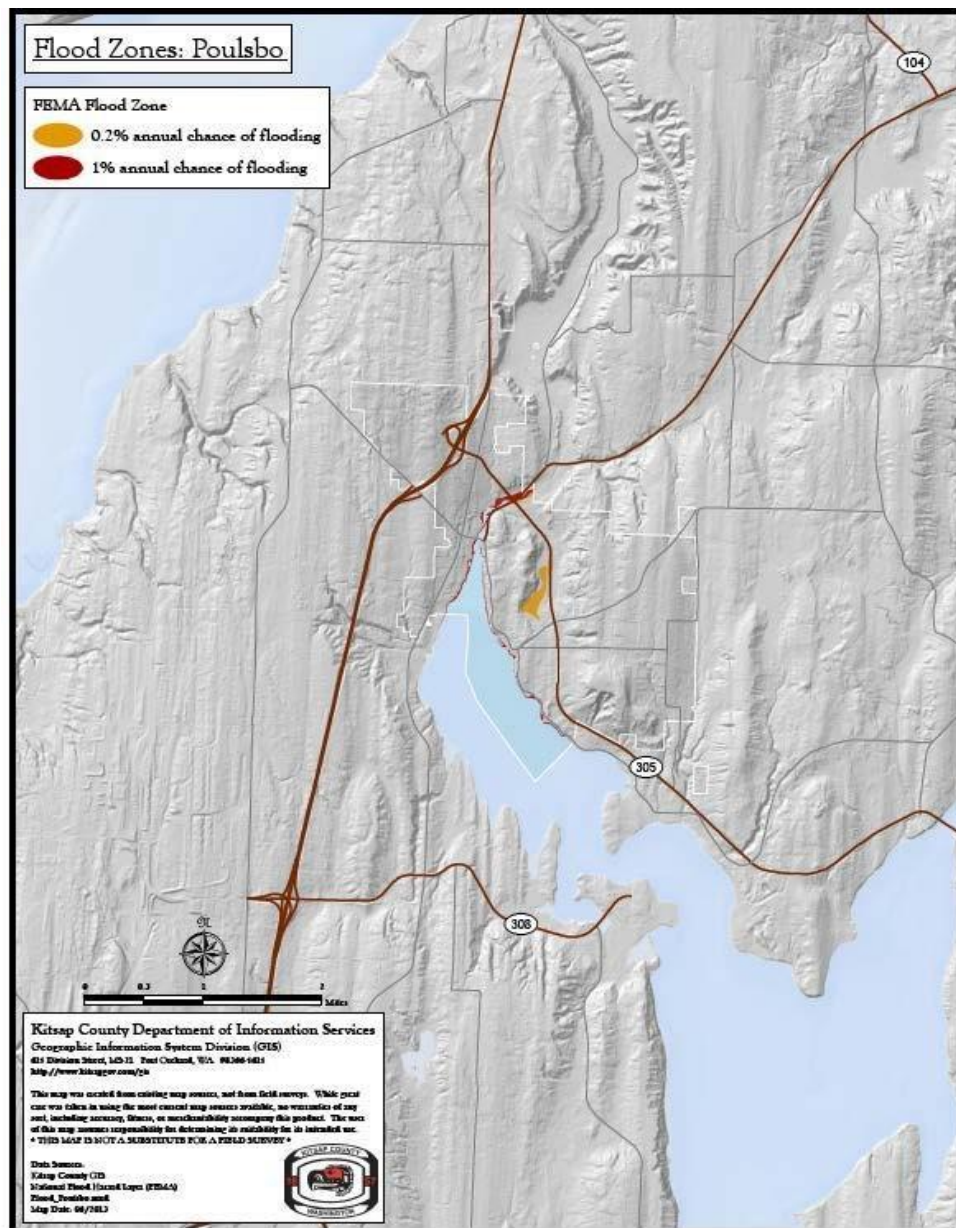


Figure 78: City of Poulsbo Flood Zones (Kitsap County Department of Information Services 2020).

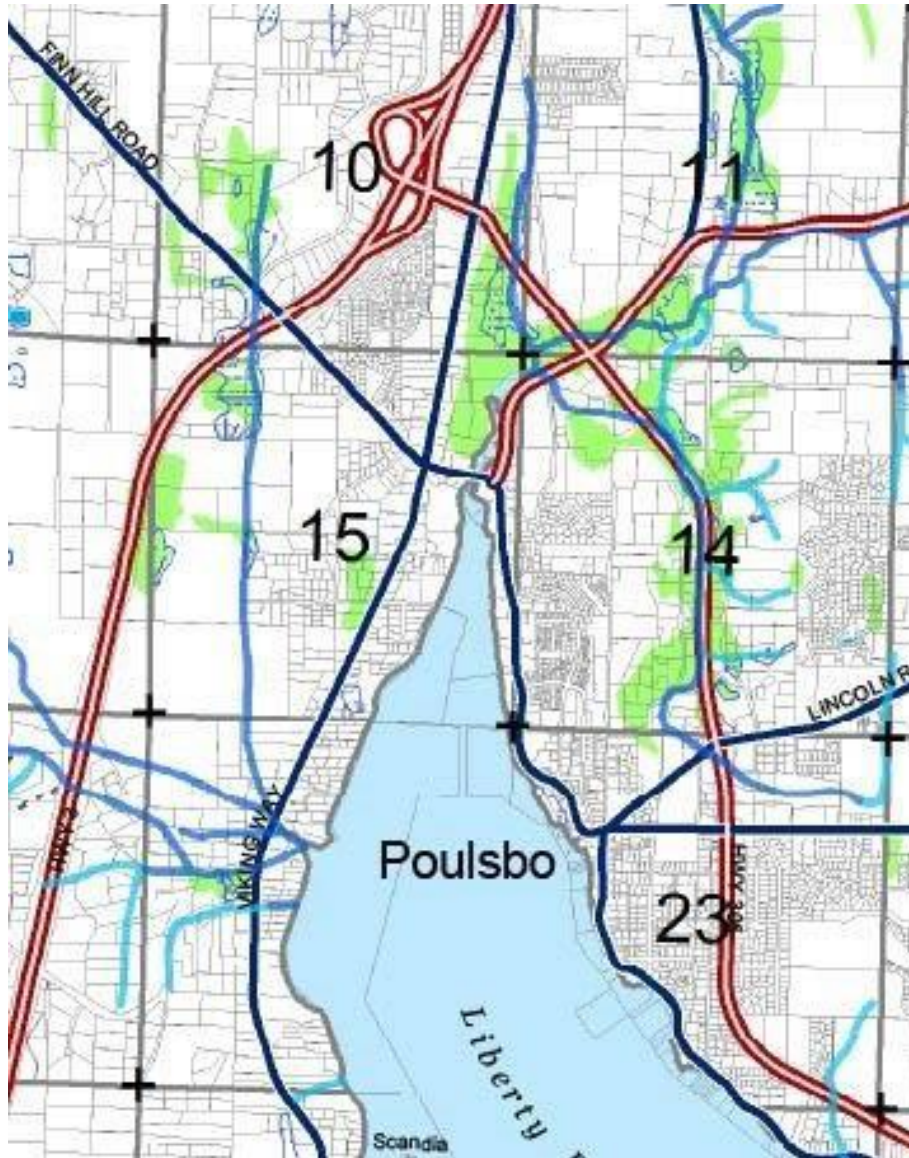


Figure 79: Streams and Surface Water, City of Poulsbo (Kitsap County GIS Department).

Severe Storms/Tornados

Probability of Occurrence: High

The City of Poulsbo is vulnerable to severe weather, typically in the winter months. Severe weather, high winds, significant rainfall, and snow can cause some urban flooding, damage from falling trees, and the potential for landslides due to saturated soils. This can result in loss of life, damage to homes, and significant power outages. Although earthquakes have the potential for significant damage and loss of life, severe storms are annual occurrences, and any mitigation can also minimize the loss of life and damage from other hazards.

Severe storms affect the entire City of Poulsbo. The location of the City is ideal for being in the Puget Sound convergent zones during significant weather events and vulnerable to strong winds

as weather fronts move over the Olympic Mountains. This results in falling trees or branches and significant power outages. Figure 79 shows the streams and surface water in the City of Poulsbo. Figure 80 provides hydrology information for the City of Poulsbo. 100% of the city has the potential for damage and loss of life from severe storms.



Figure 80: City of Poulsbo Water Hydrology (Kitsap County GIS Department).

Landslides & Erosion

Probability of Occurrence: Low

The City of Poulsbo has only a slight vulnerable to Landslides based on previous LIDAR studies. Some areas outside the city are vulnerable, as noted in Figure 81.

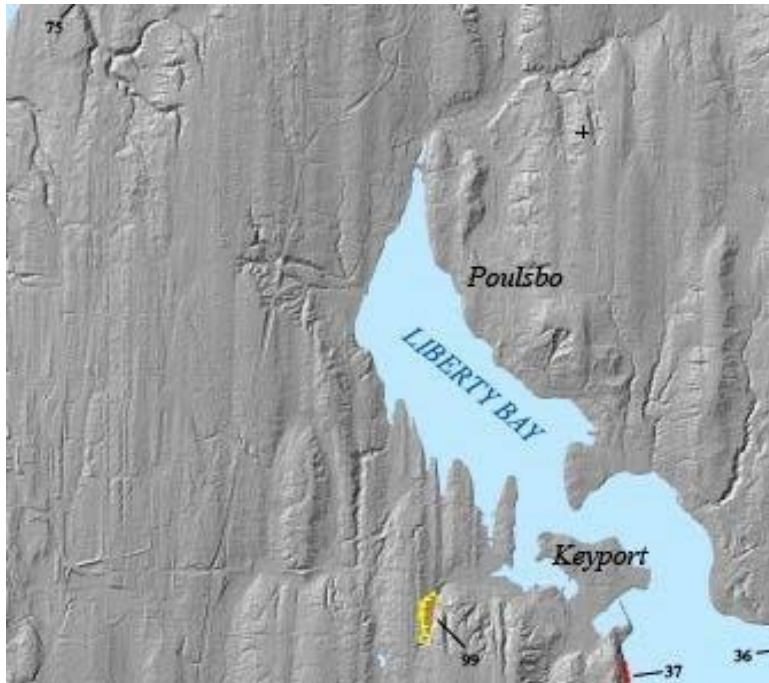


Figure 81: LIDAR Data on Landslide, City of Poulsbo (USGS).

Building Exposure to Landslides ¹¹		
Community	Buildings within Landslide Zone	Building Value with Landslide Zone
Poulsbo	40	\$9.8 Million

Table 69: Poulsbo Building Exposure to Landslides.

Earthquakes

Probability of Occurrence: High

Like all of Kitsap County, the City of Poulsbo is vulnerable to earthquakes. Some models show damage from the Seattle Fault associated earthquake as well as faults in South Puget Sound. Poulsbo experienced little damage during the Nisqually earthquake of 2001, mostly due to a significant number of older homes in the City limits. Although a significant earthquake with extensive shaking could cause serious damage, liquefaction in the downtown area could damage major roads into downtown from the west, and damage residential and commercial buildings. Along this corridor are apartment complexes and senior assist facilities. Roads damage would disrupt life-safety response and alternative routes into downtown. Figure 82 shows liquefaction susceptible areas in Poulsbo. The Moderate to High areas are those noted in the previous discussion. High areas are along the waterfront in the downtown area.

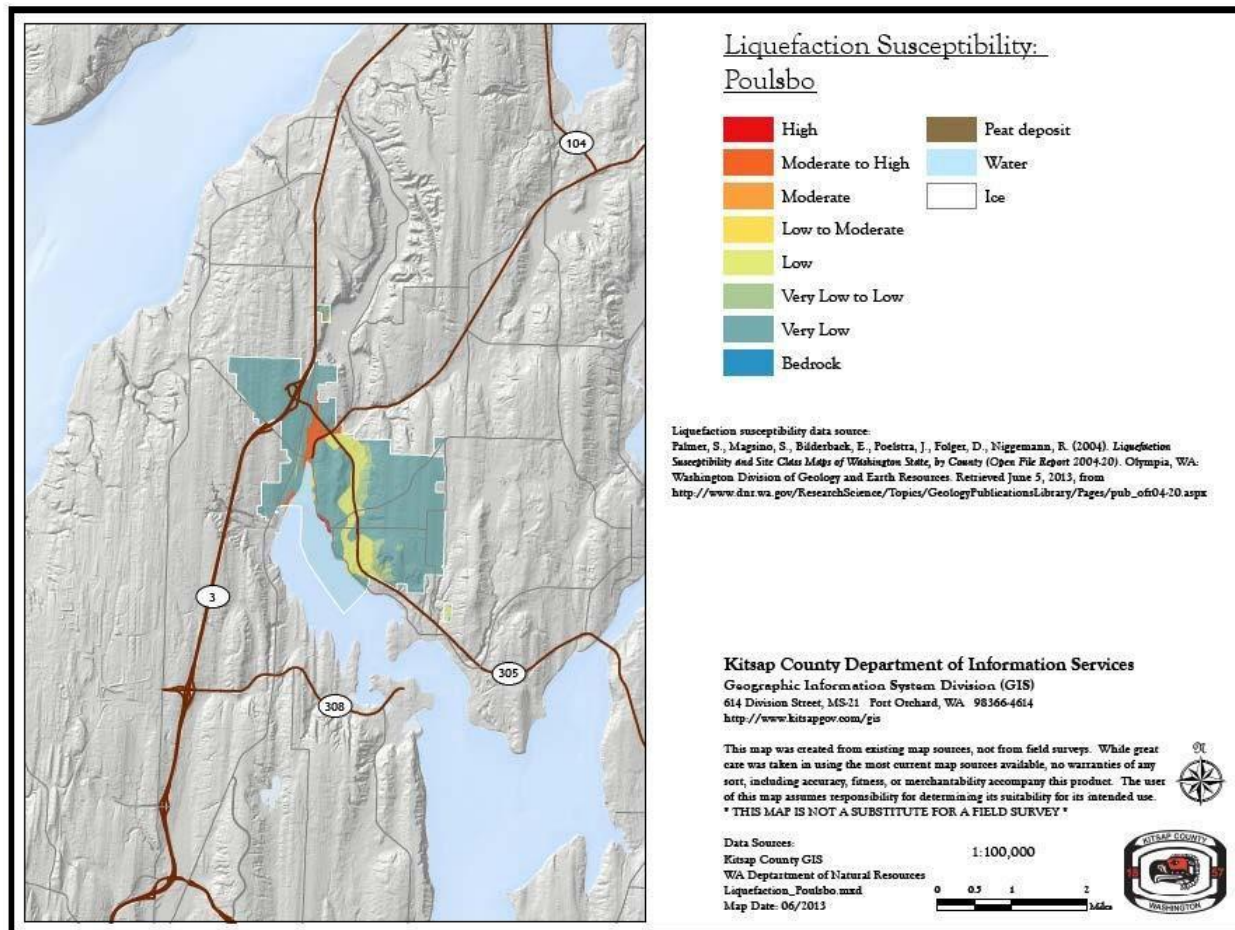


Figure 82: Liquefaction in Poulsbo.

Hazus Earthquake Results for a Seattle M 7.2 Earthquake ^{5, 96, 97}						
Community	Total Estimated Building Value	Total Number of Buildings	Number of Buildings in the Moderate-High Liquefaction Zone	Percentage of Buildings in the Moderate-High Liquefaction Zone	Building Dollar Loss for a Seattle 7.2 Event	Loss Ratio (Dollar Losses/Total Building Value)
Poulsbo	\$865 Million	3,160	50	2%	\$67.5 Million	7.8%

Table 70: Hazus Earthquake Results for a Seattle M 7.2 Earthquake.

Note: The above table shows the total estimated building value by community, total number of buildings by community, total number of buildings within the moderated to high liquefaction zone, and percentage of buildings within the moderate to high liquefaction zone. In addition, buildings losses are reported for a Seattle Fault 7.2 magnitude event as well as a loss ratio. A loss ratio is calculated by dividing the dollar loss by the total building value. The loss values are for building losses only; additional damages to infrastructure and building contents are not captured in this table. *Information from the military base was not included in the assessment for the City of Bremerton. **No building data was available for the Port Gamble S'Klallam Indian Reservation from Kitsap County, so the results are shown as unknown.

Pre-Code versus Moderate Code Building in Poulsbo ^{90, 33}				
Community	Number of Pre-Code Buildings (before 1975)	Percent Pre-Code Buildings	Number of Moderate Code Buildings (after 1975)	Percent of Moderate Code Buildings
Poulsbo	1359	23%	3929	77%
Note: Pre-code buildings are those that are built prior to 1975. Moderate code are those built after 1975. These dates were chosen based on when the seismic provisions were incorporated into the building code statewide, which was 1975. Please note that the analysis in Hazus used the following dates: Pre-code are any buildings prior to 1941. Moderate Code were any buildings after 1941, which is the default Hazus methodology. Please refer to the appendix for additional information.				

Table 71: Pre-Code versus Moderate Code Building in Kitsap County.

Tsunamis & High Waves

Probability of Occurrence: Moderate

There is some potential for a tsunami affecting the City of Poulsbo. Subduction Earthquakes along the Washington coast would cause a surge of seawater along the coastal areas of the Straits of Juan De Fuca's. Such a tsunami may cause a surge of water along the shores of

Liberty Bay and the city of Poulsbo. As noted below in the map, some areas along the shore of Liberty Bay may see damage from the surge, but the downtown area would experience little effect except for the marinas. Damage from such an event may force boats and docks up along the shoreline damaging facilities and boats. Very little of the population would be affected except for live-a-boards and those living in residence along the banks of Liberty Bay. There is no history of tsunamis along the Banks of Liberty Bay. Liberty Bay is closed to the Puget Sound waters and masked by Poulsbo from surges. Some damage may be to businesses at the end of Liberty Bay to the North.



Figure 83: Tsunami Models, City of Poulsbo (Kitsap County GIS Department).

Drought

Probability of Occurrence: Low

Drought is most likely to affect the entire county. Hazard assessment information on drought can be found in the Drought Mitigation Strategies section.

City of Poulsbo Asset Profile⁹⁰

Location Poulsbo, WA	Year Built	Type of Construction	Bldg. Sq.	Building & Contents Value	Number of Stories	Type of Protection	Critical Facility (Yes/No)
American Legion Park	2004	Playground, Tables, Restrooms	200	\$1,500,000	1	Locked	No
Austurbruin Park	1999	Playground, Tables		\$200,000		Fenced	No
Betty Iverson Kiwanis Park	1986	Playground, Tables, Picnic Shelter, BBQs		\$750,000			No
Centennial Park	1968	Tables, Pergolas, Bridge, Observation Deck	1,800	\$75,000			No
City Hall	2010	All Combustible	30,000	\$15,000,000	3	Locked	Yes
Decant Facility/SW Transfer Station	2016		3,956	\$2,500,000		Fenced	No
Decant Facility/SW Transfer Station Restroom Building	2016		300	\$100,000		Fenced Locked	No
Forest Rock Hills Park	1999	Playground, Tables, Benches		\$255,000		Locked	No
Lincoln Water Treatment Plant	2018		589	\$1,500,000		Locked	No

Lions Park	2000	Restrooms, Tables, Tennis Court, Playground		\$2,750,000	1	Fenced	No
MIW Waterfront Park	1976	Boardwalk, Gazebo, Restrooms, Pavilion, Benches, Tables	576	\$8,000,000	1		No
Nelson Park-Log Cabin/Museum	1996	All Combustible	480	\$75,000	1	Locked	No
Nelson Park	2004	Picnic Shelter, Tables, Windmill, Playground		\$600,000	1		No
Nelson Park Caretakers Residence	1996	All Combustible	1,200	\$500,000	2	Locked	No
Nelson Park Restroom/Storage Building (one unit)	1996	All Combustible	864	\$500,000	1	Locked	No
Net Shed Vista Park	2000	Tables		\$75,000		Fenced	No
Oyster Park	2000	Pier, Ramp, Float	3,000	\$1,500,000			No
Parks & Rec Bldg	1987	All Combustible	15,000	\$5,000,000	2	Locked	No
Poulsbo's Fish Park	2002	Boardwalk, Platforms, Bridges, Pergola		\$1,400,000			No
Public Works Facility (Iverson Shops)	1960	All Combustible	12,994	\$1,000,000	1	Locked	Yes
PW Admin Bldg (Quansethut)	1970	Metal	2,623	\$750,000	1	Locked	Yes

Raab Park	2007	Picnic Shelter, Tables, Playground, Play-for-All Playground, Skate Park, Basketball Court	1,860	\$1,000,000			No
Raab Park Caretaker's Mobile Home	1972	All Combustible	1,440	\$300,000	1	Locked	No
Raab Park Restrooms	2008	All Combustible	800	\$500,000	1	Locked	No
Raab Park Storage Garage	2009	All Combustible	640	\$300,000	1	Locked	No
Sewer Lift Station - 6th Ave	2015	(N-C)		\$750,000		Fenced Locked	Yes
Sewer Lift Station - 9th Ave	2015	(N-C)		\$600,000		Fenced Locked	Yes
Sewer Lift Station - Applewood	1992	(N-C)		\$500,000		Fenced Locked	Yes
Sewer Lift Station - Bond	2007	(N-C)		\$3,000,000		Fenced Locked	Yes
Sewer Lift Station - Liberty	2017	(N-C)		\$600,000		Fenced Locked	Yes
Sewer Lift Station - Lindvig	2000	(N-C)		\$1,500,000		Fenced Locked	Yes
Sewer Lift Station - Marine Science Center	1991	(N-C)		\$2,000,000		Fenced Locked	Yes
Sewer Lift Station - Village/7th Ave	2017	(N-C)		\$1,500,000		Fenced Locked	Yes

Water Station - 10th Ave PRV	1991	(N-C)		\$100,000		Fenced Locked	Yes
Water Station - Caldart PRV	2006	(N-C)		\$100,000		Fenced Locked	Yes
Water Station - Commerce PRV	2017	(N-C)		\$100,000		Fenced Locked	Yes
Water Station - Finn Hill/Staffordshire PRV	0	(N-C)		\$100,000		Fenced Locked	Yes
Water Station - Forest Rock PRV	1996	(N-C)		\$100,000		Fenced Locked	Yes
Water Station - Mesford PRV	0	(N-C)		\$150,000		Fenced Locked	Yes
Water Station - Olhava PRV	2000	(N-C)		\$150,000		Fenced Locked	Yes
Water Pump Station – Poulsbo Place Booster	2003	(N-C)		\$100,000		Locked	Yes
Water Pump Station – Pugh (and Pugh Tank)	1989	(N-C)	598	\$5,000,000		Fenced Locked	Yes
Water Station - Stendahl Ridge PRV	2007	(N-C)		\$150,000		Fenced Locked	Yes
Water Station - Swanson PRV	0	(N-C)		\$100,000		Fenced Locked	Yes
Water Station - Viking Ave PRV	2017	(N-C)		\$150,000		Locked	Yes
Water Station - Vikings Landing PRV	2014	(N-C)		\$100,000		Fenced Locked	Yes

Water Pump Station - Wilderness Booster	0	(N-C)		\$75,000		Fenced Locked	Yes
Water Station - Wilderness PRV	0	(N-C)		\$100,000		Fenced Locked	Yes
Water Tank - 4th Ave	1975	(N-C)		\$1,250,000		Fenced Locked	Yes
Water Tank - Raab Park	1967	(N-C)		\$2,000,000		Fenced Locked	Yes
Water Tank - Wilderness Park Tank	1980	(N-C)	200	2,500,000		Fenced Locked	Yes
Water Tank - Caldart (2)	1990	(N-C)		\$1,500,000		Fenced Locked	Yes
Water Tank - Finn Hill	1981	(N-C)		\$1,000,000		Fenced Locked	Yes
Water Tank - Olhava	2004	(N-C)	200	\$3,500,000		Fenced Locked	Yes
Well - Bus Barn Well	1940	(N-C)	288	\$500,000		Locked	No
Well - Lincoln Rd Well #2	1968	(N-C)	200	\$1,000,000		Fenced Locked	Yes
Well - Lincoln Rd Well #1	1968	(N-C)	276	\$750,000		Fenced Locked	Yes
Well – Pugh (see Pugh Pump Station)	1988	(N-C)				Fenced Locked	Yes
Well - Westside	2003	(N-C)	200	\$1,500,000		Fenced Locked	Yes

Well - Big Valley	1975	Masonry Combustible	286	\$1,500,000		Fenced Locked	Yes
Asset Profile Total Values:				\$75-\$80 MIL			

Table 72: Asset Profile City of Poulsbo.

Appendix B: Capability Assessment

In support of the overall effort, Kitsap County Government and its independent jurisdictions inventoried and analyzed existing capabilities, ability and improve identified capabilities to achieve mitigation, plans, programs, and policies that enhance our ability to implement mitigation strategies. This section summarizes the findings of the Capability Assessment in the following order:

- Overview of County Information
 - County and City-Specific Government Information
 - County and City Map Locations
 - Infrastructure Information
 - Critical and Essential Facilities Information
 - Transportation Information
 - Vulnerable Populations Information
 - Cultural and Historical Asset Information
- An assessment of legal and regulatory capabilities
- Development and permitting capabilities
- An assessment of fiscal capabilities
- An assessment of administrative and technical capabilities
- An assessment of education and outreach capabilities
- Information on National Flood Insurance Program (NFIP) compliance
- Classifications under various community mitigation programs
- Hazard Mitigation Resources
- The community's adaptive capacity for the impacts of climate change

Participating Jurisdictions ability to expand and improve the identified capabilities to achieve mitigation

- 1) Each participating / adopting jurisdiction through their jurisdictional governmental policy has the ability and authority to expand on and improve any identified capability to achieve increased mitigation.
- 2) Upon expanding or improving on any capability the jurisdiction will notify the Kitsap County Department of Emergency Management and the other partner jurisdictions so each can evaluate the possibility of including the expanded capabilities within the whole plan or within their jurisdictional.
- 3) During the next 5-year review and edit phase all expansions developed will be evaluated to determine ongoing relevance for inclusion in future Kitsap County MHMP's.

Government

Agency/ Department	Role	Contact	More Information
Department of Administrative Services	The Department of Administrative Services (DAS) operates under the Board of County Commissioners. DAS helps county departments optimize their performance by providing centralized services and support in a cost effective manner.	Director: Amber Dunwiddie Located in the Administration Building Kitsap County Department of Administrative Services 619 Division St., Fourth Floor Port Orchard, WA 98366 (360) 337-5777 lreyes@co.kitsap.wa.us	https://www.kitsapgov.com/das/Pages/default.aspx

Agency/ Department	Role	Contact	More Information
Kitsap County Advisory Groups	Accessible Communities Advisory Committee Area Agency on Aging Advisory Council Arts Board Board of Equalization Boundary Review Board Bremerton Kitsap Access TV Citizens Advisory Committee Commission on Children and Youth Advisory Board Council for Human Rights Developmental Disabilities Advisory Board Fair Board Grant Review Committees for Block Grants Kitsap Regional Library Board of Trustees Law Enforcement Officers & Firefighters Disability Lodging Tax Advisory Committee Long-Term Care Ombudsman Advisory Council Mental Health, Chemical Dependency and Therapeutic Court Citizens Advisory Board Non-Motorized Facilities Citizen Advisory Committee Noxious Weed Control Board Olympic Workforce Development Council Parks and Recreation Advisory Board Planning Commission Public Facilities District Board of Directors Salish Behavioral Health Organization Advisory Board Sheriff's Civil Service Commission Solid Waste Advisory Committee Veterans Advisory Board Washington State Ferries Advisory Committees		https://www.kitsapgov.com/BOC_p/Pages/Advisory-Boards-.aspx

Kitsap County Department of Community Development	The Department of Community Development is responsible for coordinating the City's community development and neighborhood stabilization and revitalization efforts including financial empowerment and home retention, affordable housing, and homelessness services programs. The department also does the following: permitting, inspection, planning and environmental programs, codes, etc.	Director: David Lynam 619 Division St. Port Orchard, WA 98366 (360) 337-5777 help@kitsap1.com *Planners & Review Staff Available:	https://www.kitsapgov.com/dcd/Pages/default.aspx
Kitsap County Department of Emergency Management	Kitsap County Department of Emergency Management (KCDem) is responsible for providing the emergency and disaster needs of the greater Kitsap County area including the cities of Bainbridge Island, Bremerton, Poulsbo, Port Orchard and the unincorporated areas of Silverdale.	Director: Jan Glarum 8900 Imperial Way SW, WA 98312 (360) 307-5871 dem@co.kitsap.wa.us	http://www.kitsapdem.org/about-us.aspx
Kitsap County Human Resources	The HR department is chiefly responsible for establishing and implementing employment policies and procedures.	Director: Denise Greer 507 Austin Avenue Port Orchard, WA 98366 (360) 337-7185 humanresources@co.kitsap.wa.us	https://www.kitsapgov.com/hr/Pages/default.aspx
Kitsap County Human Services	To provide essential services that address individual and community needs, preserve the rights and dignity of those they serve, and promote the health and well-being of all Kitsap residents	Supervisor: Hannah Shockley 507 Austin Avenue Port Orchard, WA 98366 (360) 337-4604 hshockle@co.kitsap.wa.us	https://www.kitsapgov.com/hs/Pages/Default%20Home%20Page%20HS.aspx
Kitsap County Information Services	Information Services is the central information technology hub for Kitsap County, located in the County Courthouse. The group provides technology infrastructure, development, support and network solutions to all County departments and some other local government entities.	Director: Craig Adams First Floor, Room 108 County Courthouse Port Orchard, WA 98366 (360) 337-5777 helpdesk@co.kitsap.wa.us	https://www.kitsapgov.com/dis/Pages/default.aspx

Kitsap County Parks	Parks is committed to providing quality-of-life enhancing opportunities through the management of natural areas and stewardship and offering an outstanding service-oriented environment.	Director: Alex Wisniewski 1195 NW Fairgrounds Rd, Bremerton, WA 98311 (360) 337-5350 parks@co.kitsap.wa.us	https://www.kitsapgov.com/parks
Kitsap County Public Works	Provide the citizens of Kitsap County with quality service in the planning, maintenance, and operations of public works facilities.	Director: Andrew Nelson 614 Division Street. MS - 26 Port Orchard, WA 98366 (360) 337-5777 help@kitsap1.com	https://www.kitsapgov.com/pw/Pages/default.aspx

More information regarding Government in Kitsap County can be found in the Kitsap County Profile section starting on page 36, and on the following link

<https://www.kitsap.gov/government/county-organization/county-departments-offices>

Various county and city-specific agencies, departments, and officials are listed in the Participating Jurisdictions, Agencies, & Organizations table starting on page 9.

City-specific Government information can be found on the following pages:

- Bainbridge Island: 182-206
- Bremerton: 207-232
- Port Orchard: 233-254
- Poulsbo: 255-283

City-Specific City Manager information can be found on page 299 for Bainbridge Island, Bremerton, Port Orchard, and Poulsbo.

County and City Maps

Maps from various county, state, and federal agencies and departments are included in this document. Some of those agencies include Kitsap County Department of Emergency Management, Kitsap County Information Services, Kitsap County Community Development, FEMA, NOAA, WADNR, as well as city-specific departments.

- Maps of Kitsap County as a whole can be found on pages 40, 44, 45, 46, 48, 51, 61, 93, 94, 113, 115, 121
- Maps of different hazards and their effects on the county can be found on the following pages:
 - Earthquake: 68, 69, 72, 73, 74, 79
 - Landslide & Erosion: 89, 93, 94, 105
 - Tsunami: 100, 101, 104, 106
 - Wildfire & Urban Fire: 113, 115
 - Flood: 121, 123, 126, 127, 129, 130, 131, 132,
 - Severe Storm/Tornado: 139
 - Drought:

- Locations of city-specific location and hazard maps:
 - Bainbridge Island: 44, 199, 205, 206, 208, 210
 - Bremerton: 216, 220, 225, 227, 228, 229, 231
 - Port Orchard: 242, 246, 252, 254, 256
 - Poulsbo: 264, 266, 271, 272, 273, 274, 275, 276

Infrastructure

Every jurisdiction is unique. The list of assets that are most important to protect, as well as the criticality of any given facility, can vary widely from community to community. For planning purposes, a jurisdiction should determine criticality based on the relative importance of its various assets for the delivery of vital services, the protection of special populations, and other important functions. Infrastructure may be considered critical for a variety of reasons.

Infrastructure information can be found on the following pages:

- Kitsap County: 142-148
- Bainbridge Island: 190-210,
- Bremerton: 215-240,
- Port Orchard: 243-262
- Poulsbo: 267-283

Critical & Essential Facilities

Critical facilities are those facilities and infrastructure necessary for emergency response efforts and whose loss of function would present an immediate threat to life, public health, and safety. Essential facilities, which are necessary for the health and welfare of an area and are essential during the response and recovery phase of a disaster such as: public safety facilities, hospital, schools. Lifeline utility systems include potable and wastewater treatment plants, electrical generation facilities, and power grid and communications systems.

A list of information regarding critical and essential facilities can be found on the following pages:

- Kitsap County: 47-57
- Bainbridge Island: 193-197
- Bremerton: 217-240
- Port Orchard: 243-255
- Poulsbo: 266-276

Transportation

Transportation systems include airports, ports, harbor, highway, and roads.

Information regarding transportation systems can be found on the following pages:

- Kitsap County: 49-50

- Bainbridge Island: 194
- Bremerton: 218
- Port Orchard: 244
- Poulsbo: 267

Vulnerable Populations

Information on vulnerable populations can be found on the following pages:

- Kitsap County: 46
- Bainbridge Island: 191
- Bremerton: 216
- Port Orchard: 242
- Poulsbo: 264

Cultural and Historical Assets

Cultural and historical assets are those facilities that augment or help define community character that, if lost, would represent a significant loss to the community.

Information on cultural and historical assets can be found on the following pages:

- Kitsap County: 454-58
- Bainbridge Island: 1203-204, 214
- Bremerton: 240
- Port Orchard: 243
- Poulsbo: 283

Legal and Regulatory Capability				
	Local Authority	Other Jurisdiction Authority	State Mandated	Integration Opportunity?
Codes, Ordinances, & Requirements				
Building Code <i>Comment: Kitsap County Code Title 14</i>	Yes	Yes	Yes	Yes
Zoning Code <i>Comment: Kitsap County Code Title 17</i>	Yes	Yes	Yes	Yes
Subdivisions <i>Comment: Comprehensive Plan (2016-2036)</i>	Yes	Yes	Yes	Yes
Stormwater Management <i>Comment: Kitsap County Code Title 12, WA Department of Ecology Storm Water Permit Regulations</i>	Yes	Yes	Yes	Yes
Post-Disaster Recovery <i>Comment: Kitsap County Comprehensive Emergency Management Plan (2015)</i>	Yes	Yes	Yes	Yes
Real Estate Disclosure	No	No	No	No
Growth Management <i>Comment: Kitsap County Comprehensive Plan (2016-2036)</i>	Yes	No	Yes	Yes
Site Plan Review <i>Comment: City/County Codes</i>	Yes	Yes	Yes	Yes
Environmental Protection <i>Comment: WA State Dept of Ecology and Federal EPA</i>	No	Yes	Yes	Yes
Flood Damage Prevention <i>Comment: Kitsap County, 1980. Ordinance No. 80 - Flood Damage Prevention Regulations, Kitsap County Critical Areas Ordinance, December 2017</i>	Yes	Yes	No	Yes
Emergency Management <i>Comment: Kitsap County Code Title 2, Kitsap County CEMP</i>	Yes	Yes	Yes	Yes
Climate Change	No	Yes	No	Yes

<i>Comment: WA State Dept of Ecology</i>				
Other: Comprehensive Plan <i>Comment: Kitsap County Comprehensive Plan (2016-2036)</i>	Yes	Yes	Yes	Yes
Planning Documents				
Comprehensive Plan <i>Comment: Kitsap County Comprehensive Plan (2016-2036)</i>	Yes	Yes	Yes	Yes
Capital Facilities Plan (2016-2036) <i>How often is the plan updated? Annually</i>	Yes	Yes	Yes	Yes
Floodplain or Watershed Plan <i>Comment: Gorst Creek Watershed Plan</i>	Yes	Yes	Yes	Yes
Stormwater Plan <i>Comment: Stormwater Pollution Prevention Plan, Kitsap County Stormwater Design Manual 2016, 2019 Stormwater Management Program (SWMP)</i>	Yes	Yes	No	Yes
Urban Water Management Plan <i>Comment: Kitsap County Ground Water Management Plan, Kitsap County Coordinated Water System Plan</i>	Yes	Yes	No	Yes
Habitat Conservation Plan <i>Comment: Washington State Department of Natural Resources Habitat Conservation Plan, Kitsap County Code Title 19</i>	No	Yes	No	Yes
Economic Development Plan <i>Comment: Kitsap County Comprehensive Plan (2016-2036)</i>	Yes	Yes	Yes	Yes
Shoreline Management Plan <i>Comment: Kitsap County Shoreline Master Program, Kitsap County Regional Shoreline Restoration Project, Kitsap County Code Title 22</i>	Yes	Yes	Yes	Yes
Community Wildfire Protection Plan <i>Comment: Bainbridge Island Community Wildfire Protection Plan, WADNR Wildland Fire Protection 10-Year Strategic Plan</i>	Yes	Yes	Yes	Yes
Forest Management Plan	No	No	No	No
Climate Action Plan	No	No	No	No
Comprehensive Emergency Management Plan <i>Comment: Kitsap County Comprehensive Emergency Management Plan 2015</i>	Yes	No	Yes	Yes
Threat & Hazard Identification & Risk Assessment <i>Comment: Kitsap County HIVA 2019</i>	Yes	Yes	No	Yes
Post-Disaster Recovery Plan <i>Comment: Kitsap County Comprehensive Emergency Management Plan 2015</i>	Yes	Yes	No	Yes
Continuity of Operations Plan <i>Comment: Continuity of Operations (COOP) Plan (under development)</i>	Yes	Yes	Yes	Yes
Public Health Plan <i>Comment: Kitsap County Health District Emergency Response Plan</i>	Yes	Yes	Yes	Yes

Planning/ Regulatory Tool	Kitsap County	Bainbridge Island	Bremerton	Port Orchard	Poulsbo
Emergency Operations/Emergency Management Plan	√	√	√	√	√
Hazard Mitigation Plan	√				
Comprehensive Land Use Plan	√	√	√	√	√
Open Space Management Plan (Parks & Rec/Greenway Plan)	√	√	√	√	√
Stormwater Management Plan/Ordinance	√	√	√	√	√
Natural Resource Protection Plan					
Flood Response Plan					
Continuity of Operations Plan	√				
Disaster Recovery Plan	√				
Economic Development Plan	√	√	√	√	√
Flood Damage Prevention Ordinance	√	√	√	√	√
Zoning Ordinance	√	√	√	√	√
Subdivision Ordinance	√	√	√	√	√
Unified Development Ordinance	√	√	√	√	√
Post-Disaster Redevelopment Ordinance					
Building Code	√	√	√	√	√
Fire Code	√	√	√	√	√
National Flood Insurance Program (NFIP)	√	√	√	√	√
NFIP Community Rating System					

Development and Permitting Capability	
Criterion	Response
Does your jurisdiction issue development permits? If no, who does? If yes, which department?	Yes, Kitsap County, Bainbridge Island, Bremerton, Port Orchard, and Poulsbo Community Development and Public Works departments.
Does your jurisdiction have the ability to track permits by hazard area?	Yes
Does your jurisdiction have a buildable lands inventory?	Yes

Fiscal Capability	
Financial Resource	Accessible or Eligible to Use?
Community Development Block Grants	Yes
Capital Improvements Project Funding	Yes
Authority to Levy Taxes for Specific Purposes	Yes
User Fees for Water, Sewer, Gas or Electric Service	No
Incur Debt through General Obligation Bonds	Yes
Incur Debt through Special Tax Bonds	Yes
Incur Debt through Private Activity Bonds	No
Withhold Public Expenditures in Hazard-Prone Areas	No
State-Sponsored Grant Programs	Yes

Development Impact Fees for Homebuyers or Developers	Yes
Other	N/A

Administrative and Technical Capability		
Staff/Personnel Resource	Available?	Department/Agency
Planners or engineers with knowledge of land development and land management practices	Yes	Kitsap County, Bainbridge Island, Bremerton, Port Orchard, and Poulsbo Community Development and Public Works departments. Positions include Director, Administrators, Supervisors, Planners, and Engineers. The Kitsap County Planning Commission is an advisory body that assists the Planning Department in carrying out its duties, including assistance in the preparation and execution of the comprehensive plan and recommendations to the planning department for the adoption of official controls and/or amendments (RCW 36.070.040; Kitsap County Resolution 60-1961, Sec 2), and acts as the research and fact finding agency of the County.
Engineers or professionals trained in building or infrastructure construction practices	Yes	Kitsap County, Bainbridge Island, Bremerton, Port Orchard, and Poulsbo Community Development and Public Works departments. Positions include Director, Administrators, Supervisors, Planners, and Engineers. Kitsap County Transit Engineers.
Planners or engineers with an understanding of natural hazards	Yes	Kitsap County, Bainbridge Island, Bremerton, Port Orchard, and Poulsbo Community Development and Public Works departments. Positions include Director, Administrators, Supervisors, Planners, and Engineers. Kitsap County Transit Engineers.
Staff with training in benefit/cost analysis	No	KCDEM Director and EMAT staff
Surveyors	Yes	Kitsap County, Bainbridge Island, Bremerton, Port Orchard, and Poulsbo Public Works departments.
Personnel skilled or trained in GIS applications	Yes	Numerous county and city departments
Scientist familiar with natural hazards in local area	Yes	Kitsap County, Bainbridge Island, Bremerton, Port Orchard, and Poulsbo Community Development and Public Works departments, Kitsap Transit.
Emergency Manager	Yes	Kitsap County Department of Emergency Management
Grant writers	Yes	Numerous county and city departments
Other	N/A	

Education and Outreach Capability	
Criterion	Response
Do you have a Public Information Officer or Communications Office?	Yes, within the Kitsap County Department of Emergency Management.
Do you have personnel skilled or trained in website development?	Yes, within the Kitsap County Department of Emergency Management and Information Services, as well as various county and city departments. Most agencies/departments keep up-to-date websites and social media accounts.
Do you have hazard mitigation information available on your website? If yes, please briefly describe.	Yes, the hazard mitigation plan and hazard vulnerability assessment are routinely uploaded to the kitsapdem.org website where the public can view and download a PDF version of the document. The website also includes standalone information on the natural hazards that affect Kitsap County, as well as terrorism, hazardous materials, and public health information.
Do you utilize social media for hazard mitigation education and outreach? If yes, please briefly describe.	Yes, KCDEM utilizes the kitsapdem.org website, KCDEM Facebook, and KCDEM Nextdoor accounts to share information, documents, and links to hazard mitigation education and outreach. Various county departments utilize social media for public engagement, warning, and outreach.
Do you have any citizen boards or commissions that address issues related to hazard mitigation? If yes, please briefly describe.	Kitsap County has various organizations, advisory groups, and steering committees for citizens, which the public is asked to join such as the Central Kitsap Community Council, Manchester Citizens Advisory Committee, Kingston Citizens Advisory Committee, and the Suquamish Citizens Advisory Committee. Nextdoor is also a forum used to engagement with the public regarding providing and requesting hazard mitigation information.
Do you have any other programs already in place that could be used to communicate hazard-related information? If yes, please briefly describe.	Kitsap County ALERT is the county's emergency notification system which can be used to communicate hazard-related information, as well as the kitsapdem.org website, KCDEM Facebook, and KCDEM Nextdoor accounts.
Do you have any established warning systems for hazard events? If yes, please briefly describe.	Kitsap County ALERT is the county's emergency notification system which can be used to communicate hazard-related information. These emergency alerts could be related to specific hazards that require action be taken such as evacuation, shelter in place, boil water, etc. In addition to the public receiving information on their wireless devices, they may also sign up to receive notification on a traditional landline phone. Adding a location address will provide geographically targeted alerts when an emergency impacts a specific location.

National Flood Insurance Program Compliance			
Criterion		Response	
What local department is responsible for floodplain management?		Kitsap County Community Development	
Who is your floodplain administrator? (department/position)		Kitsap County Community Development Flood Plain Coordinator	
Are any certified floodplain managers on staff in your jurisdiction?		Bainbridge Island has 2, Port Orchard has 1. Bremerton and Poulsbo do not have any.	
What is the date that your flood damage prevention ordinance was last amended?		1980	
Does your floodplain management program meet or exceed minimum requirements?		Meets	
When was the most recent Community Assistance Visit or Community Assistance Contact?		2002	
Does your jurisdiction have any outstanding NFIP compliance violations that need to be addressed?		No	
Do your flood hazard maps adequately address the flood risk within your jurisdiction?		Yes	
Does your floodplain management staff need any assistance or training to support its floodplain management program?		Yes	
If so, what type of assistance/training is needed?		Floodplain development permitting	
Does your jurisdiction participate in the Community Rating System (CRS)?		No for all.	
If yes, is your jurisdiction interested in improving CRS Classification?		N/A	
Is your jurisdiction interested in joining the CRS program?		No. In 2007, Kitsap County compared the cost to implement CRS versus the savings to citizens which proved insignificant. The County does not have significant flood-prone areas that would benefit from this program.	
How many flood insurance policies are in force in your jurisdiction? *		926	
What is the insurance in force?		\$318 million	
What is the premium in force?		Unknown	
How many total loss claims have been filed in your jurisdiction? *		Unknown	
How many claims are still open/were closed without payment?		Unknown	
What were the total payments for losses?		Unknown	
*According to FEMA as of 2015 City-Specific NFIP Information can be found on 120-124.			
Community Classifications			
	Participating?	Classification	Date Classified
Community Rating System	No to all	N/A	N/A
Building Code Effectiveness	Yes	N/A	N/A
Grading Schedule			
Public Protection	Yes	N/A	N/A
Storm Ready	No	N/A	N/A
Firewise	Yes	N/A	N/A
Bainbridge Island	Yes	Participating	N/A

Bremerton	Yes	Participating	N/A
Port Orchard	Yes	Participating	N/A
Poulsbo	Yes	Participating	N/A

Hazard Mitigation Funding Resources

State Mitigation Funding

Direct State Disaster Mitigation Funding

The state of Washington has PA and IA programs under State-declared disasters

State Provision of Non-Federal Match to Federal Mitigation Programs

Many federal mitigation programs require a local match of non-federal funds. The match required varies with the program regulations and community being granted funds. These programs, described in detail below, include the Public Assistance (also called 406 mitigation) and Hazard Mitigation Grant Program (HMGP) which are funded under federally-declared disasters. The matching funds are paid through the State DRF

Hazard Mitigation Grant Program (HMGP)

This state-managed program is available only after a Presidential Declaration of Major Disaster. The program funds mitigation planning initiatives and cost-effective mitigation projects designed to reduce or eliminate the effects and costs of future disaster damage. Upon approval of the governor and state legislature, the state may pay a portion of the applicant's cost share.

DR-4418 Grant

On March 4, 2019, Federal Disaster Declaration DR-4418 was granted to the state of Washington triggering a new HMGP round. While HMGP is competitive and open to all eligible entities in the state, grant applications from eligible entities within the declared and affected counties will be given priority status. For DR-4418, the declared and affected counties are as follows:

- Declared counties: Clallam, Grays Harbor, Island, Jefferson, Mason, Pacific, Snohomish and Whatcom.
- Affected (but not declared) counties: King, Kitsap, Lewis, Pierce, Skagit and Thurston.

HMGP Post Fire Mitigation

Hazard Mitigation Grant Program funding is now available for every Fire Mitigation Assistance Grant (FMAG) declared during calendar years 2017 and 2018 within the state of Washington. This new grant funding is prioritized for pre- and post-wildfire risk reduction projects in the declared counties but is competitively available statewide. Standard HMGP eligibility criteria apply. Each new FMAG in 2018 will trigger a new HMGP grant opportunity.

Pre-Disaster Mitigation

This annually available, nationally competitive program provides funds for hazard mitigation

measures designed to reduce injuries, loss of life, and damage and destruction of property. Grants are available for mitigation planning initiatives and cost-effective mitigation projects. Small, impoverished communities and Tribes may be eligible for a 90 percent federal cost share.

Flood Mitigation Assistance

This annually available program provides funds for cost-effective measures that reduce the risk of flood damage to structures that have flood insurance coverage. Grants are available for planning initiatives to update the flood hazard portion of an applicant's hazard mitigation plan and for cost-effective flood mitigation projects. Funding for properties that meet the repetitive loss or severe repetitive loss thresholds is available at a 90 percent and 100 percent federal cost share, respectively. Funding for all other Flood Mitigation Assistance grants are available at a 75 percent federal cost share. There are no longer separate Repetitive Flood Claim and Severe Repetitive Loss grant programs.

Supporting Mitigation Programs

Division of Homeland Security and Emergency Management Disaster Relief Fund

Washington State provides State funding for PA and IA in State-declared disasters and cost share funds for federally declared disasters through the DRF.

Block Grant Program

The Block Grant Program is funded through the Federal Department of Housing & Urban Development (HUD). Kitsap County receives an annual allocation of Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) funds. The amounts are determined by a formula and the federal budget.

The purpose of the program is to provide the community with a source of funds to address a wide range of housing and community needs. The funds are used to support agencies, non-profits, and governments in addressing the needs of low-income and special needs households in the community. CDGB funds are primarily used to fund capital and economic development projects, with a smaller portion used to fund public services. HOME funds are used to fund housing projects. The goal is to assist in the development of decent housing, create suitable living environments and expand economic opportunities for low-income individuals and families.

Washington Department of Commerce

The Department of Commerce is the one agency in state government that touches every aspect of community and economic development: planning, infrastructure, energy, public facilities, housing, public safety and crime victims, international trade, business services and more. We work with local governments, tribes, businesses and civic leaders throughout the state to strengthen communities so all residents may thrive and prosper.

Rural Development Assistance Mini-Grants

These grants partially fund plan development, feasibility engineering studies, and capital projects. Mini-grants are awarded by the State Legislature.

Unincorporated Community Grants

These grants are awarded by the State Legislature to unincorporated communities and nonprofits for a wide range of projects and programs.

Federal Mitigation Funding

There are several Federal agencies and programs funding mitigation projects in the State of Washington. Mitigation grants are administered through the Department of Homeland Security as the grantee to local communities functioning as sub-grantees with the State providing the required matching funds for the Hazard Mitigation Grant Program (HMGP). The following table is an overview of grant projects and their eligible programs (Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation Grants (PDM), Flood Mitigation Assistance Grant (FMA)).

FEMA administers HMA grants through Congressional authorization of the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 2000 as amended. While many features of the HMA grants overlap, such as the benefit cost analysis (BCA) requirement, each grant program has specific features. Detailed guidance for these grants is provided by FEMA at <http://www.fema.gov/library/viewRecord.do?id=3649>.

Activities	HMGP	PDM	FMA
Mitigation Projects	√	√	√
Property Acquisition and Structure Demolition	√	√	√
Property Acquisition and Structure Relocation	√	√	√
Structure Elevation	√	√	√
Mitigation Reconstruction			
Dry Floodproofing of Historic Residential Structures	√	√	√
Dry Floodproofing of Non-residential Structures	√	√	√
Minor Localized Flood Reduction Projects	√	√	√
Structural Retrofitting of Existing Buildings	√	√	
Non-Structural Retrofitting of Existing Buildings and Facilities	√	√	
Safe Room Construction	√	√	
Infrastructure Retrofit	√	√	
Soil Stabilization	√	√	
Wildfire Mitigation	√	√	
Post-disaster Code Enforcement	√		
5% Initiative Projects	√		
Hazard Mitigation Planning	√	√	√
Management Costs	√	√	√

Federal Disaster Mitigation Grants

406 Public Assistance Mitigation

FEMA PA repair projects are eligible for additional mitigation funds through 406 PA mitigation. Section 406 of the Stafford Act stipulates the mitigation project must relate directly to the disaster damages.

Hazard Mitigation Grant Program

In contrast, whenever there is a presidentially-declared disaster in the State of Washington, FEMA offers mitigation grant funds based on a percentage of the overall Federal share of disaster costs (15% in 2013). This program, called the HMGP, was created in 1988 by the Stafford Act, Section 404 (404 mitigation) and allows HMGP funds to be used anywhere in the State if it is stipulated in the State disaster declaration to the President. While HMGP is funded through a presidentially-declared disaster, HMGP funds are not used to repair disaster damage but to reduce future disaster losses through mitigation projects and planning.

Federal Unmet Needs Program

Unmet Needs is a program activated in specific disasters based upon a Congressional determination there are unmet needs following a disaster. Mitigation funds may be available for jurisdictions receiving an unmet needs allocation. Mitigation projects are specified in the Unmet Needs allocation. The Unmet Needs program funds up to 75% of an approved project.

Additional Primary Federal Mitigation Programs

FEMA

Pre-Disaster Mitigation Grant Program

The FEMA Pre-Disaster Mitigation (PDM) grant program funds mitigation projects and planning for State, local, and eligible tribal organizations. The PDM program is annual, subject to Congressional appropriation, and nationally competitive. PDM sets aside a minimum monetary amount for each State and offers any remaining funds for national competition. Congress controls the PDM program and may award PDM funds in lieu of any competitive application process.

The State is the grantee of PDM funds and communities are the sub-grantees. Grant awards are a 75% Federal/25% applicant cost share match. In Fiscal Year (FY) 2016, PDM program funding totaled approximately \$90 million. Communities identified as “small and impoverished” are eligible for 90% Federal and 10% applicant match.

Hazard Mitigation Technical Assistance Program

Through the Hazard Mitigation Technical Assistance Program (HMTAP), FEMA creates technical products for Federal, State, and local community use. FEMA administers HMTAP contracts with State advisement. HMTAPs continue to be a potential tool to accomplish specific, clearly-defined mitigation planning work as identified by the SHMO.

Department of Commerce National Oceanic and Atmospheric Administration (NOAA)

National Tsunami Hazard Mitigation Grant Program

The National Tsunami Hazard Mitigation Grant Program (NTHMP) combines Federal and State partners involved in mitigating tsunami risk. This NOAA-directed program includes Federal partners from the United States Geological Survey (USGS), FEMA, and States with tsunami risk. The State of Alaska serves as a member of the Coordination Committee for the NTHMP and is the grantee for NTHMP funds allocated to Alaska. In Alaska, NTHMP funds are combined with State-managed projects, local community sub-grants, and intra-state reimbursable services agreements (RSAs) for tsunami hazard mapping, outreach and warning systems. In Alaska, the NTHMP is managed through the SHMO.

Small Business Administration

Business Physical Disaster Loans are available for businesses and non-profit organizations in the area of a declared Federal disaster or Small Business Administration (SBA) declared disaster. SBA often sends representatives on federally-declared disasters to present their disaster loan program.

Natural Resource Conservation Service

Emergency Watershed Protection Program

The NRCS is responsible for the Emergency Watershed Protection (EWP) program. EWP provides financial and technical assistance to remove debris from streams, protect destabilized stream banks, establish cover on critically eroding lands, establish conservation practices, and purchase flood plain easements.

Department of Defense

U.S. Army Corps of Engineers

Funding for USACE projects and studies is dependent on Congressional appropriation and program requirements.

Additional Federal Agencies

- Department of Agriculture
 - U.S. Forest Service
- Department of Commerce
 - National Oceanic & Atmospheric Administration – See above under NTHMP and RCASP.
 - National Weather Service Office of Coastal Resource Management
- Department of Defense
 - USACE Army Corps of Engineers - National Flood Proofing Committee
- Department of Health, Education & Welfare
 - Center for Disease Control (CDC)
- Department of Housing & Urban Development Community Development Block Grant
 - HOME Investment Partnerships Program
- Department of the Interior
 - U.S. Geological Survey U.S. Fish & Wildlife Service Bureau of Land Management Bureau of Indian Affairs
- Environmental Protection Agency
- Department of Transportation
 - Federal Highway Administration Federal Aviation Administration
- National Trust for Historic Preservation

Additional Mitigation Grant Resources

Information about other grant programs may be found in these sources:

- Washington Emergency Management Division: <https://mil.wa.gov/disaster-assistance-overview>
- FEMA Hazard Mitigation Assistance: <https://www.fema.gov/hazard-mitigation-assistance>
- FEMA Hazard Mitigation Grant Program: <https://www.fema.gov/hazard-mitigation-grant-program>
- FEMA Disaster Assistance: A Guide to Recovery Programs:: <https://www.fema.gov/media-library/assets/documents/31850>

Adaptive Capacity for Climate Change for Kitsap County	
Criterion	Jurisdiction Rating*

Technical Capacity	
Jurisdiction-level understanding of potential climate change impacts	Moderate
Jurisdiction-level monitoring of climate change impacts	Low
Technical resources to assess proposed strategies for feasibility and externalities	Low
Clear authority/mandate to consider climate change impacts during public decision-making processes	Moderate
Identified strategies for greenhouse gas mitigation efforts	Low
Identified strategies for adaptation to impacts	Low
Champions for climate action in local government departments	High
Political support for implementing climate change adaptation strategies	Moderate
Financial resources devoted to climate change adaptation	Unsure
Local authority over sectors likely to be negative impacted	Unsure
Public Capacity	
Local residents' knowledge of and understanding of climate risk	Moderate
Local residents' support of adaptation efforts	Moderate
Local residents' capacity to adapt to climate impacts	Moderate
Local economy current capacity to adapt to climate impacts	Unsure
Local ecosystems capacity to adapt to climate impacts	Unsure
*High = Capacity exists and is in use; Moderate = Capacity may exist but is not used or could use some improvement; Low = Capacity does not exist or could use substantial improvement; Unsure= Not enough information is known to assign a rating.	

Appendix C: MHMP Update History

Steering Committee Hazard Mitigation Strategy Identification Activities 1998 to 2019

1998 to 1999 Planning Process – Overview

- Members of the Steering Committee met with representatives from each City and County in the Community to identify Local Hazard Mitigation Strategy recommendations.
- The Steering Committee, starting in August of 1998 through April of 1999, met on a monthly basis to identify additional Hazard Mitigation Strategy recommendations and to develop those recommendations received from the political subdivisions.
- In January of 1999, the Steering Committee assisted in the facilitation of a Community-Wide Planning
- Team full-day meeting to introduce the community to the Hazard Mitigation Strategies identified and received input and prioritization from the Community-Wide Planning Team. Over 80 community participants attended the day-long working session and examined, prioritized, and recommended acceptance or rejection of the Hazard Mitigation Strategies presented.
- Following the January meeting, the Steering Committee again examined and prioritized the Hazard Mitigation Strategies incorporating the result from the Community-Wide Planning Team meeting. The Steering Committee further estimated implementation costs for those strategies where possible.
- The Kitsap County MHMP and Recovery Plan were formally adopted in October 1999 by the Kitsap County Emergency Management Council (includes the three county commissioners and the mayors of each city).

2003 to 2004 Plan Development – Overview

- Members of the Planning Committee met on a bi-monthly/monthly basis from February of 2003 through July of 2004 to review and update the 1999 plan.

- The Planning Committee broke into sub-groups by expertise to review, assess, and evaluate current recommendations, strategies, and priorities and to develop new recommendations, strategies, and priorities as needed. The sub-groups broke down as follows:
 - Community Groups (Not-for-Profits)
 - City Community Development
 - Fire Agencies
 - School Districts
 - Ports
 - Water Purveyors

The outcomes of these sub-groups were as followed:

1. Schools – Natural Hazards – Earthquake mitigation and preparedness is still a number one issue for schools. School violence is the terrorist threat that now requires more attention and mitigation activities.
2. Ports reviewed all strategies, but the newest threat is terrorism, and port security will need to be included in the planning process.
3. Fire Agencies confirmed all mitigation strategies for drought were still effective.
4. All other agencies reviewed all strategies and assessed most were current for their organizations.
5. The Planning Committee designed the public outreach process for May of 2004.
6. The Planning Committee further developed an ongoing Planning Committee comprised of one representative from each discipline to meet annually (in April) to evaluate ongoing strategies, update the plan as needed, determine ways to add additional strategies as identified by either the community at large and/or an event that took place in the community that identified areas for mitigation (i.e., earthquake).

2012 Plan Review & Update

- All City and Special Purpose District planning partners were contacted in October 2009 to advise them of the periodic update to this plan. All were asked to review their current profile, update profile information and supplemental documents, and place the planning meetings on their calendars for December 2009 through March 2010.
- The kickoff meeting was held on December 17th, 2009, and the attending partners agreed on the deadlines for agency-specific documentation delivery. Planning partners unable to attend the meeting on December 17th, 2009 attended a second kick-off meeting on December 28th, 2009. All partners agreed to the delivery deadlines.

- The progress of the MHMP Update was verified at a meeting held on January 21st, 2010. In addition to verifying progress, a subcommittee was formed to review the basic plan from 2004 to determine if the basic plan, process, strategies, and recommendations all remain valid for Kitsap County and associated Cities and Special Purpose Districts based on the HIVA (October 2008). The volunteers for this subcommittee represented a cross-section of all of the planning partners including representatives from Public Works, Schools, Water/Utility, Tribal, City and County Government. These volunteers would review the basic plan in its entirety and provide feedback before the next planning partner meeting. The planning partners met again on February 18th, 2010, for final verification of progress. By this time each partner had made public notice (if applicable), held a hearing on their profile input for the MHMP update, and provided minutes of those board meetings / hearings for inclusion into the plan. All documents were to be electronically submitted for the plan one week from this meeting so that the update of the MHMP could be completed.

Each Planning Partner was tasked to:

- Review the 2004 MHMP
- Update their jurisdiction/agency profile
- Evaluate and update their profiles to reflect changes in hazard risk assessments
- Evaluate strategies and update profiles for potential terrorist threats and mitigation strategies
- Report on completed mitigation strategies to the Committee
- Report any concerns that may warrant further action by the Multi-Hazard Mitigation Planning Committee.
- Collaborate with other functional organizations on mitigation strategies

Kitsap County MHMP Development - 2010			
Date	Activity	Subject	Action Items
October 29, 2009	Notification of MHMP Update, kick-off meeting date and the timeline for update	Review Current HIVA (October 2008), MHMP (December 2004) and schedule meeting dates	Team to review HIVA, MHMP and begin on updates to profiles
December 17, 2009	Meeting	• Action Items – Review • Plan Profile • Public Notice • Meeting Notice • Meeting Minutes • Follow up MHMP meeting dates	Continue development of required elements and updated profile

December 28, 2009	Meeting	• Action Items – Review • Plan Profile • Public Notice • Meeting Notice • Meeting Minutes • Follow up MHMP meeting dates	Continue development of required elements and updated profile
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Kitsap County MHMP Development - 2010			
Date	Activity	Subject	Action Items
January 21, 2010	Meeting	• Review of Project Timeline • Provide Planning Assistance • Establish Sub-committee	Continue development of required elements and updated profile. Sub-committee to review basic plan for necessary updates.
February 18, 2010	Meeting	Finalize documents and timeline for submission. Sub-committee reports no significant changes to plan, only minor updates to text, data, and fiscal info.	The final deadline for submission of all notices, agenda, minutes, and profiles is one week. All planning partners on schedule.
February 25, 2010	Partner Documents	Deliver all electronic documents for the plan update	Await draft plan finalization and approval
March 11, 2010	Draft Plan Review	Draft Plan to Director	Corrections as needed
March 12, 2010	Draft Plan Delivery	Delivery of Draft Plan to WA EMD	Await approval and forwarding to FEMA for final approval.

Table 82: Kitsap County MHMP Development - 2010

Such detailed records were not found for the 2015 update cycle.

Appendix D: Stakeholders and Engagement Records

Stakeholder Point-of-Contact Information:

Bainbridge Island

Morgan Smith
City Manager – City of Bainbridge Island
280 Madison Ave
North Bainbridge Island, WA
206-780-8620

Bremerton

Pat McGanney
Fire Chief
911 Park Ave
Bremerton, WA
360-478-5380

Port Orchard

Mark Dorsey
Director of Public Works
216 Prospect Street
Port Orchard, WA
360-876-4991

Poulsbo

Karla Boughton
Planning & Economic Development Director
200 NE Moe Street
Poulsbo, WA
360-39-9748

Stakeholder Engagement Records

Local Emergency Planning Committee Meeting Minutes April 11, 2023



Members present:

Chief Joe Clark, Bainbridge Police Department
Chief Pat McGanney, Bremerton Fire Department
Assistant Chief Ryan Madison, Central Kitsap Fire & Rescue
George Nixon, Commander Navy Region Northwest Emergency Management
Deputy Fire Chief David Michaelson, Commander Navy Region Northwest Fire
Jan Glarum, Kitsap County Department of Emergency Management
Michele Moen, Kitsap County Department of Emergency Management
Doug Washburn, Director, Kitsap County Human Services
Brian Hauschel, Kitsap County Parks Department
Dustin Rodrigues, Kitsap Transit
Robert Kleinpaste, Kitsap Transit
Assistant Chief Jake Gillanders, Poulsbo Fire Department
Chief Ron Harding, Poulsbo Police Department
Captain Lance Walters, Salvation Army Bremerton
Carl Borg, United Way of Kitsap County
Diane Fowler, Washington State Department of Ecology
Susan Forsythe, Washington State Emergency Management Division
Captain James Mjor, Washington State Patrol

Support Staff present:

Dave Rasmussen, Kitsap County Department of Emergency Management
Sarah Peterson, Kitsap County Department of Emergency Management
Katlyn Colflodt, Kitsap County Department of Emergency Management

Call to Order: The Local Emergency Planning Committee meeting was called to order at 12:33pm by Kitsap County Department of Emergency Management Acting Director Jan Glarum.

Election of Officers: Kitsap County Department of Emergency Management Acting Director Jan Glarum made a motion for approval of CKFR Assistant Chief Ryan Madison as Chair, Kitsap Transit Safety & Security Training Administrator Dustin Rodrigues as Vice Chair and Washington State Patrol Captain James Mjor as Secretary/Treasurer; Motion was approved unanimously.

Public Comments: None.

**Local Emergency Planning Committee
Meeting Minutes
July 12, 2023**



Members present:

Anne LeSage, Bainbridge Island Emergency Management
Chief Pat McGanney, Bremerton Fire Department
Assistant Chief Ryan Madison, Central Kitsap Fire & Rescue
Shawn Olivas, Emergency Management Specialist Navy
Erina Kong, Kitsap County Communications Department
Jan Glarum, Kitsap County Department of Emergency Management
Michele Moen, Kitsap County Department of Emergency Management
Doug Washburn, Director, Kitsap County Human Services
Brian Hauschel, Kitsap County Parks Department
Gabrielle Hadley, Kitsap Public Health Department
Dr. Gib Morrow, Kitsap Public Health Department
Andrew Nelson, Kitsap Public Works
Robert Kleinpaste, Kitsap Transit
Brent Bower, NOAA Federal
Ryan Buchanan, North Kitsap Fire and Rescue
Erik Peffer, Poulsbo Police Department
Captain Lance Walters, Salvation Army Bremerton
Bradley Martin, United States Environmental Protection Agency
Pamela Parris, United States Navy
Laura Hayes, Washington State Department of Ecology
Deanna Brewer, Washington State Department of Transportation
Shane Inman, Washington State Department of Transportation
Chris Caprio, Washington State Emergency Management Division

Members missing:

Chief Joe Clark, Bainbridge Police Department
George Nixon, Commander Navy Region Northwest Emergency Management
Deputy Fire Chief David Michaelson, Commander Navy Region Northwest Fire
Dustin Rodrigues, Kitsap Transit
Assistant Chief Jake Gillanders, Poulsbo Fire Department
Chief Ron Harding, Poulsbo Police Department
Carl Borg, United Way of Kitsap County
Diane Fowler, Washington State Department of Ecology
Susan Forsythe, Washington State Emergency Management Division
Captain James Mjor, Washington State Patrol

**Local Emergency Planning
Committee Meeting Minutes
November 2, 2023**



Members present:

Jan Glarum, Kitsap County Department of Emergency Management
Michele Moen, Kitsap County Department of Emergency Management
Doug Washburn, Kitsap County Human Services
Dr. Gib Morrow, Kitsap Public Health Department
Andrew Nelson, Kitsap Public Works
Robert Kleinpaste, Kitsap Transit
Ryan Buchanan, North Kitsap Fire and Rescue
Captain Lance Walters, Salvation Army Bremerton
Chris Caprio, Washington State Emergency Management Division
Dustin Rodrigues, Kitsap Transit
Jake Gillanders, Poulsbo Fire Department
Eric Quitlund, Suquamish Tribe Emergency Management
John Gundermann, Washington State Patrol
Jared Moravec, Bainbridge Island Fire Department
Sara Benovic, Oil & Hazardous Substances Spill Response/Deputy Navy On-Scene Coordinator
Heather Parter, Regional Program Manager/Navy On-Scene Coordinator
Lit Dudley, Washington State Department of Transportation
Quynh Sample, Kitsap County Public Health Department
Erina Kong, Kitsap County Communications Department

Members missing:

Joe Clark, Bainbridge Police Department
George Nixon, Commander Navy Region Northwest Emergency Management
David Michaelson, Commander Navy Region Northwest Fire
Ron Harding, Poulsbo Police Department
Carl Borg, Kitsap County Housing and Homelessness Division Program Manager
Diane Fowler, Washington State Department of Ecology
Susan Forsythe, Washington State Emergency Management Division
Anne LeSage, Bainbridge Island Emergency Management
Pat McGanney, Bremerton Fire Department
Ryan Madison, Central Kitsap Fire & Rescue
Shawn Olivas, Emergency Management Specialist Navy
Brian Hauschel, Kitsap County Parks Department
Erik Pfeffer, Poulsbo Police Department
Bradley Martin, United States Environmental Protection Agency
Pamela Parris, United States Navy
Laura Hayes, Washington State Department of Ecology
Deanna Brewer, Washington State Department of Transportation
Shane Inman, Washington State Department of Transportation
Matt Brown, City of Port Orchard Police Department

**Local Emergency Planning
Committee Meeting Minutes
February 1, 2024**



Members present:

Ryan Madison, Central Kitsap Fire & Rescue
Jan Glarum, Kitsap County Department of Emergency Management
Michele Moen, Kitsap County Department of Emergency Management
Dr. Gib Morrow, Kitsap Public Health Department
Andrew Nelson, Kitsap Public Works
Robert Kleinpaste, Kitsap Transit
Chris Caprio, Washington State Emergency Management Division
Dustin Rodrigues, Kitsap Transit
Eric Quitlund, Suquamish Tribe Emergency Management
Heather Parker, Regional Program Manager/Navy On-Scene Coordinator
Dave Rasmussen, Kitsap County Department of Emergency Management
Jeff Crippen, Poulsbo Police Department
Justin Gillen, Poulsbo Police Department
Kimberly Pleger, Kitsap County Public Works
Sarah Peterson, Kitsap County Department of Emergency Management

Members missing:

Joe Clark, Bainbridge Police Department
George Nixon, Commander Navy Region Northwest Emergency Management
David Michaelson, Commander Navy Region Northwest Fire
Ron Harding, Poulsbo Police Department
Carl Borg, Kitsap County Housing and Homelessness Division Program Manager
Diane Fowler, Washington State Department of Ecology
Susan Forsythe, Washington State Emergency Management Division
Anne LeSage, Bainbridge Island Emergency Management
Pat McGanney, Bremerton Fire Department
Shawn Olivas, Emergency Management Specialist Navy
Brian Hauschel, Kitsap County Parks Department
Bradley Martin, United States Environmental Protection Agency
Pamela Parris, United States Navy
Deanna Brewer, Washington State Department of Transportation
Shane Inman, Washington State Department of Transportation
Matt Brown, City of Port Orchard Police Department
Doug Washburn, Kitsap County Human Services
Ryan Buchanan, North Kitsap Fire and Rescue
Captain Lance Walters, Salvation Army Bremerton
Jake Gillanders, Poulsbo Fire Department
John Gundermann, Washington State Patrol
Jared Moravec, Bainbridge Island Fire Department
Sara Benovic, Oil & Hazardous Substances Spill Response/Deputy Navy On-Scene Coordinator
Lit Dudley, Washington State Department of Transportation

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**Local Emergency Planning
Committee Meeting Minutes
February 1, 2024**



Members present:

Jan Glarum, Kitsap County Department of Emergency Management
Chris Caprio, Washington State Emergency Management Division
Dustin Rodrigues, Kitsap Transit
Eric Quidlund, Suquamish Tribe Emergency Management
Jeff Crippen, Poulsbo Police Department
Anne LeSage, Bainbridge Island Emergency Management
Doug Washburn, Kitsap County Human Services
Ryan Buchanan, North Kitsap Fire and Rescue
Sara Benovic, Oil & Hazardous Substances Spill Response/Deputy Navy On-Scene Coordinator
Lit Dudley, Washington State Department of Transportation
April Allen, Poulsbo Police Department
Nessa McMillen, WSP
Brian Nielson, Kitsap County Public Health
Sean Horan, U.S. Navy Emergency Management
Cole Barnes, Port of Bremerton
Dani Wood, Navy Region NW
Chris Cooper, WSP
Timothy Lupher, USCG
Jason Boddy, Kitsap County Police Department
Michael Robinson, Kitsap County Department of Emergency Management
Dave Rasmussen, Kitsap County Department of Emergency Management

Members virtually present:

Michele Moen, Kitsap County Department of Emergency Management
Arne Bakker, Port of Bremerton
Carl Borg, Kitsap County Housing and Homelessness Division Program Manager
Jake Gillanders, Poulsbo Fire Department
James Weaver, Port of Bremerton
Kimberly Pleger, Kitsap County Public Works
Erina Kong, Kitsap County Communications Department
Nickolas Miller, Port Gamble S'Klallam Tribe
Robert Kleinpaste, Kitsap Transit

Members missing:

Ryan Madison, Central Kitsap Fire & Rescue
Joe Clark, Bainbridge Police Department
Dr. Gib Morrow, Kitsap Public Health Department
Heather Parker, Regional Program Manager/Navy On-Scene Coordinator
Justin Gillen, Poulsbo Police Department
Sarah Peterson, Kitsap County Department of Emergency Management
George Nixon, Commander Navy Region Northwest Emergency Management

Kitsap LEPC Meeting Minutes February 1, 2024

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**Local Emergency Planning
Committee Meeting Minutes
August 1, 2024**



Members present:

Jan Glarum, Kitsap County Department of Emergency Management
Chris Caprio, Washington State Emergency Management Division
Dustin Rodrigues, Kitsap Transit
Eric Quitshund, Suquamish Tribe Emergency Management
Jeff Crippen, Poulsbo Police Department
Doug Washburn, Kitsap County Human Services
Ryan Buchanan, North Kitsap Fire and Rescue
Lit Dudley, Washington State Department of Transportation
April Allen, Poulsbo Police Department
Brian Nielson, Kitsap County Public Health
Michael Robinson, Kitsap County Department of Emergency Management
Dave Rasmussen, Kitsap County Department of Emergency Management
Michele Moen, Kitsap County Department of Emergency Management
Arne Bakker, Port of Bremerton
Nickolas Miller, Port Gamble S'Klallam Tribe
Robert Kleinpaste, Kitsap Transit
Susan Forsythe, Washington State Emergency Management Division
Matt Brown, City of Port Orchard Police Department
Josh Miller, Kitsap County Sheriff
Cherrie May, Suquamish O&M
Alex Wisniewski, Kitsap County Parks
Linda Gonzalez, PSNS
Jeff Menge, Kitsap County Sheriff
Carlos Soto, PSNS
Pylo Lopez, Kitsap Mental Health Services
Victor Vaona, Salvation Army
Bre Gamme, Kitsap County Parks

Members missing:

Anne LeSage, Bainbridge Island Emergency Management
Ryan Madison, Central Kitsap Fire & Rescue
Joe Clark, Bainbridge Police Department
Dr. Gib Morrow, Kitsap Public Health Department
Heather Parker, Regional Program Manager/Navy On-Scene Coordinator
Justin Gillen, Poulsbo Police Department
Sarah Peterson, Kitsap County Department of Emergency Management
George Nixon, Commander Navy Region Northwest Emergency Management
Sara Benovic, Oil & Hazardous Substances Spill Response/Deputy Navy On-Scene Coordinator
Nessa McMillen, WSP
Sean Horan, U.S. Navy Emergency Management
Cole Barnes, Port of Bremerton

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**Local Emergency Planning
Committee Meeting Minutes
August 1, 2024**



Members present:

Jan Glarum, Kitsap County Department of Emergency Management
Chris Caprio, Washington State Emergency Management Division
Dustin Rodrigues, Kitsap Transit
Eric Quitshund, Suquamish Tribe Emergency Management
Jeff Crippen, Poulsbo Police Department
Doug Washburn, Kitsap County Human Services
Ryan Buchanan, North Kitsap Fire and Rescue
Lit Dudley, Washington State Department of Transportation
April Allen, Poulsbo Police Department
Brian Nielson, Kitsap County Public Health
Michael Robinson, Kitsap County Department of Emergency Management
Dave Rasmussen, Kitsap County Department of Emergency Management
Michele Moen, Kitsap County Department of Emergency Management
Arne Bakker, Port of Bremerton
Nickolas Miller, Port Gamble S'Klallam Tribe
Robert Kleinpaste, Kitsap Transit
Susan Forsythe, Washington State Emergency Management Division
Matt Brown, City of Port Orchard Police Department
Josh Miller, Kitsap County Sheriff
Cherrie May, Suquamish O&M
Alex Wisniewski, Kitsap County Parks
Linda Gonzalez, PSNS
Jeff Menge, Kitsap County Sheriff
Carlos Soto, PSNS
Pylo Lopez, Kitsap Mental Health Services
Victor Vaona, Salvation Army
Bre Gamme, Kitsap County Parks

Members missing:

Anne LeSage, Bainbridge Island Emergency Management
Ryan Madison, Central Kitsap Fire & Rescue
Joe Clark, Bainbridge Police Department
Dr. Gib Morrow, Kitsap Public Health Department
Heather Parker, Regional Program Manager/Navy On-Scene Coordinator
Justin Gillen, Poulsbo Police Department
Sarah Peterson, Kitsap County Department of Emergency Management
George Nixon, Commander Navy Region Northwest Emergency Management
Sara Benovic, Oil & Hazardous Substances Spill Response/Deputy Navy On-Scene Coordinator
Nessa McMillen, WSP
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Cole Barnes, Port of Bremerton

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Carl Borg, Kitsap County Housing and Homelessness Division Program Manager
Jake Gillanders, Poulsbo Fire Department
James Weaver, Port of Bremerton
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Robert Kleinpaste, Kitsap Transit
Ryan Madison, Central Kitsap Fire & Rescue
Joe Clark, Bainbridge Police Department
Heather Parker, Regional Program Manager/Navy On-Scene Coordinator
Justin Gillen, Poulsbo Police Department
Sarah Peterson, Kitsap County Department of Emergency Management
George Nixon, Commander Navy Region Northwest Emergency Management
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Ron Harding, Poulsbo Police Department
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Pamela Parris, United States Navy
Deanna Brewer, Washington State Department of Transportation
Shane Inman, Washington State Department of Transportation
Matt Brown, City of Port Orchard Police Department
John Gundermann, Washington State Patrol
Jared Moravec, Bainbridge Island Fire Department
Brian Bartles, Navy Region Northwest Fire and Emergency Services
Andrew Nelson, Kitsap Public Works

Guests:

Joel Davis, Sazan Group
Tom Bowen, Sazan Group
Jack Newman, Sazan Group

Support Staff present:

Katlyn Colflodt, Kitsap County Department of Emergency Management

Call to Order: The Local Emergency Planning Committee meeting was called to order at 1310 by Vice-Chair Dustin Rodrigues.

Old Business: A motion was made by Vice-Chair Dustin Rodrigues that the agenda for the meeting be accepted as presented. The motion passed unanimously.

Due to Chair Ryan Madison absence, a motion was made by Vice-Chair Dustin Rodrigues to table approval of new membership. The motion was passed unanimously.

Public Comments: None

Discussion:

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Appendix E: Special Districts

Special districts established under State law (per FEMA)

Community Development Districts are special districts that finance, plan, establish, acquire, construct or reconstruct, operate, and maintain systems, facilities, and basic infrastructure within their respective jurisdictions. To be eligible, a Community Development District must be legally responsible for the ownership, maintenance, and operation of an eligible facility that is accessible to the public.

Established Kitsap Special Districts by WA State (2013 data)		
Annapolis Water District No. 1 (1951) - Consolidated		Consolidated with Karcher Creek Sewer District 5 to form West Sound Utility District November 2007 election
Bainbridge Island Fire Department (FPD #2)	Bainbridge Island	
Bainbridge Island Metropolitan Park and Recreation District (09/2004)	Bainbridge Island	
Bainbridge Island School District No. 303	Bainbridge Island	
Bremerton School District No. 100-C	Part Bremerton	
Bremerton Transportation Benefit District (2009)	Bremerton	
Central Kitsap Fire and Rescue - Kitsap County Fire District No. 1		In 1977, District No. 11 merged into District No. 15, and a new facility was built with Trident impact funds in the Meadowdale area. In 1989, District No. 9 merged with District No. 15. In 1999, Fire District No. 15 merged with District No. 1 and became Central Kitsap Fire and Rescue (CKFR). On January 1, 2003, Kitsap County Fire District No. 12 officially merged with CKFR.
Central Kitsap School District No. 401	Bremerton	
Crystal Springs Water District No. 3		Boundary includes portions of Bainbridge.
Karcher Creek Sewer District No. 5 (1947) - Consolidated		Formed as Kitsap County Sewer District No. 5. Consolidated with Annapolis Water District to form West Sound Utility District November 2007.
Kitsap Conservation District		
Kitsap County Consolidated Housing Authority		

Established Kitsap Special Districts by WA State (2013 data)		
Kitsap County Fire Protection District No. 7	Port Orchard	
Kitsap County Fire Protection District No. 9 - Merged		In 1989, District No. 9 merged with District No. 15.
Kitsap County Fire Protection District No. 11 - Merged		In 1977, District No. 11 merged into District No. 15.
Kitsap County Fire Protection District No. 12 - Merged		On January 1, 2003, Kitsap County Fire District No. 12 officially merged with CKFR.
Kitsap County Fire Protection District No. 15 - Merged		In 1999, Fire District No. 15 merged with District No. 1 and became Central Kitsap Fire and Rescue (CKFR)
Kitsap County Fire Protection District No. 18	Poulsbo	
Kitsap County Health District		
Kitsap County Public Transportation Benefit Area - Kitsap Transit	Bremerton, Port Orchard, Poulsbo, Bainbridge Island	
Kitsap County Sewer District No. 7		Serves the Fort Ward area of the south end of Bainbridge Island
Kitsap Public Facilities District		
Kitsap Rural Library District - Kitsap Regional Library	Port Orchard (8/10)	
Manchester Water District No. 11 (1942)		
North Kitsap Fire and Rescue - Kitsap County Fire District No. 10		
North Kitsap Hospital District 2 - Dissolved by court November 2005		
North Kitsap Park and Recreation Service Area - Status Unknown	Poulsbo	Created by Interlocal cooperation agreement dated 03/01/1993 between Kitsap County and Poulsbo pursuant to County Resolution 276-1992 and Poulsbo Resolution No. 92-06.
North Kitsap School District No. 400	Poulsbo	
North Perry Avenue Water District No. 13 (1942)		
Old Bangor Water District No. 19		
Port of Bremerton	Bremerton, Port Orchard, part Poulsbo	
Port of Brownsville (Bremerton)		
Port of Eglon (Kingston)		
Port of Illahee (Bremerton)		
Port of Indianola		
Port of Keyport		
Port of Kingston		

Established Kitsap Special Districts by WA State (2013 data)		
Port of Manchester		
Port of Poulsbo	Poulsbo	
Port of Silverdale		
Port of Tracyton	Part Bremerton	
Port of Waterman (Port Orchard)		
Public Utility District No. 1 of Kittitas County	Bainbridge, Bremerton, Port Orchard, Poulsbo	
Rocky Point Water District No. 12		
Silverdale Water District No. 16 (1919)		
South Bainbridge Island Water District #18 - Dissolved		Dissolved by Kitsap County Ordinance No. 207, 1997
South Kitsap Park and Recreation District - Dissolved		South Kitsap Community Park given to county 06/2007
South Kitsap School District No. 402	Part Bremerton, Port Orchard	
Sunnyslope Water District No. 15 (1952)		Service area includes Bremerton
Tracyton Water District No. 17 - Dissolved		Kitsap County Superior Court Order dissolving district dated March 27, 2006, effective June 13, 2006
Housing Authority of the City of Bremerton	Bremerton	
Village Green Metropolitan Park District (8/2010)		
West Hill Water District No. 20 - Disposition Unknown		Service area includes Bainbridge
West Sound Utility District No. 1 (2007)		Formed by the consolidation of Annapolis Water District and Karcher Creek Sewer District in November 2007. Service area includes Port Orchard

Table 83: Established Kitsap Special Districts by WA State (2013 data)

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Appendix F: References & Authorities

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Authority

Federal Laws

1. "The Federal Civil Defense Act of 1950"²

Provides general information to mitigation planners on the history of emergency planning response in the United States. Although it does not focus on natural mitigation strategies, it provides a background read on threats and the protection of life and property in the U.S.

2. Public Law 96-342 "The Improved Civil Defense Act of 1980"³

Provides general information to mitigation planners on the history of emergency planning response in the United States. Although it does not focus on natural mitigation strategies, it provides a background read on threats and the protection of life and property in the U.S. This bill enhanced the Federal Civil Defense Act of 1950 to improve emergency warning systems, establishment of better command and control through emergency operations, and improvements in preparing for potential threat (mostly hostile). The document provides a background in the history of mitigation measures in the U.S.

3. Public Law 91-606 "Disaster Relief Act"⁴

Public Law 91-606 was enacted in 1970 and a prelude to the Stafford Act. It provided provision for public relief after a disaster and provided Federal support from agencies to respond during disasters. The document provides general background information on disaster relief and assists locals in understanding the history and provision of disaster relief.

4. Public Law 93-288 "The Robert T. Stafford Disaster Relief Act of 1988"⁵

The Disaster Act of 1974 was amended in 1988 as the Robert T. Stafford Act which provided provision for disaster relief to include pre-disaster mitigation plans and strategies. This document sets the stage in defining this mitigation plan for local and its mitigation strategists. The Robert T. Stafford Act was amended in 2016.

5. "Disaster Mitigation Act of 2000"⁶

This document amended the Robert T. Stafford Relief Act of 1988 to include among other revisions, "encouraging hazard mitigation measures to reduce losses from disasters, including the development of land use and construction regulations." Along with the Robert T. Stafford Act, these documents are essential to local planners in defining mitigation strategies for their jurisdictions.

6. "FEMA's Multi-Hazard Mitigation Planning Guidance under the Disaster Mitigation Act of 2000-Revision 2008"⁷

FEMA's guide on multi-hazard mitigation planning is designed to help interpret the rules in the Disaster Mitigation Act of 2000. It defines requirements of original and updated plans to ensure rules are met. This guidance is essential for mitigation planning and the core document for processing the development and adoption of the plan.

7. ~~Post-Katrina Emergency Management Reform Act of 2006~~

This act amended the Homeland Security Act and modified the Stafford Act with respect to the organizational structure, authorities, and responsibilities of the Federal Emergency Management Agency (FEMA). Following this Act, FEMA now leads the coordination of and supports the Nation in a risk-based, comprehensive emergency management system of preparedness, protection, mitigation, response, and recovery. Further this act amended the HAZARD MITIGATION GRANT PROGRAM FORMULA by striking “7.5 percent” and inserting “15 percent for amounts not more than \$2,000,000,000, 10 percent for amounts of more than \$2,000,000,000 and not more than \$10,000,000,000, and 7.5 percent on amounts of more than \$10,000,000,000 and not more than \$35,333,000,000”.

State Laws

1. **Revised Code of Washington (RCW) 34.05 Administrative Procedure Act**⁸
The legislature intends, by enacting this 1988 Administrative Procedure Act, to clarify the existing law of administrative procedure, to achieve greater consistency with other states and the federal government in administrative procedure, and to provide greater public and legislative access to administrative decision making. Used as a proceeding for administrative law in such areas as rulemaking, adoption rules, plan format, and public participation.
2. **Revised Code of Washington (RCW) 38.52**⁹
Defines the roles and responsibilities of Emergency Management to include hazard mitigation planning. It requires the adoption of the Comprehensive Emergency Management Plan, which includes provides for hazard mitigation planning. These measures are the foundation of the Kitsap County MHMP.
3. **RCW 37.70A.040/050/120 “Regulations and Implementation Guidance for Comprehensive Plans**¹⁰
Define the requirements for jurisdictions’ comprehensive planning to include classifying agriculture, forest, mineral lands, and critical areas. Comprehensive planning begins with defining critical to ensure areas can be mitigated to reduce natural hazard risks.
4. **Washington Administrative Code (WAC) 246-290 “Public Water Supplies”**¹¹ Governs the main regulations for water systems in the State of Washington. Provides regulations for engineering requirements, ownership, variances, and planning. Essential to land use and critical area reviews. Locals use this document for mitigating risks to water systems.

Local Codes & Ordinances

2. **Kitsap County, 1980. Ordinance No. 80 - Flood Damage Prevention Regulations**¹² Assist local and define flood and stormwater mitigation measures. Used to evaluate flood risk and mitigation strategies to prevent public and private damage during flooding events.
3. **Kitsap County Ordinance No. 109, March 24, 1986**¹³
Ordinance No. 109 provided for the inception of the Department of Emergency Management and the Emergency Management Council, defining the

department's roles and responsibilities to include hazard mitigation and prevention.

4. Kitsap County Critical Areas Ordinance, December 2017¹⁴

City of Bainbridge Island Critical Area Ordinance, January 2019¹⁵

Poulsbo Chapter 16.20 Critical Area Ordinances, July 2007¹⁶

Port Orchard Critical Ordinance, December 2009¹⁷

5. City of Bremerton Critical Lands Ordinance, June 2016¹⁸

Critical Area Ordinances define areas with potential risks or hazardous to the public. These areas may require mitigation efforts for land use. Strategies are defined at the city or county level to improve these areas for developers. These plans will define such hazards as flood plain areas, hazardous materials to include defined superfund sites, and those areas known for ancient ground movement. These plans are essential to mitigation strategies and developing long term land use plans.

6. Kitsap County Codes

Kitsap County Code Title 14 –

Building Kitsap County Code Title

17 – Zoning

Kitsap County Code Title 12 – Stormwater

Management Kitsap County Code Title 2 –

Emergency Management

7. Kitsap County Comprehensive Emergency Management Plan, 2015¹⁹

Adopted as the basis for the MHMP and strategy in Kitsap County. Each City and the County have an adopted plan which defines the importance of mitigation and includes as an Annex, the Hazard Identification and Vulnerability Assessment 2019.

Appendix G: Glossary

Critical Areas	Environmentally sensitive areas, which include wetlands fish and wildlife habitat conservation areas; geologically hazardous areas; areas with a critical recharging effect on aquifers used for potable water; and frequently flooded areas. Critical areas have measurable characteristics which, when combined, create a value for or potential risk to public health, safety and welfare.
Erosion	The process whereby the land surface is worn away by the action of water, wind, ice or other processes, and by geologic events such as gravitational creep or landslides
Federal Emergency Management Agency Hazard Mitigation Grant Program	Authorized under Section 404 of the Stafford Act. Provides funding for Hazard Mitigation projects that are cost-effective and comply with existing post-disaster mitigation programs and activities. These projects cannot be funded through other programs to be eligible.
Floodplain	Areas inundated with water that are typically adjacent to streams, rivers, lakes, and coastlines and are susceptible to strong winds.
Floodplain (100 Year)	Floodplains that have the potential to flood once every 100 years, or that have a one percent chance of flooding equal to or in excess of that in any given year.
Flood Way	An area of land immediately adjacent to a stream or river channel that, in times of flooding, becomes an enlarged stream or river channel and carries the floodwater with the highest velocity.
Hazard Mitigation	Any action taken to reduce or permanently eliminate the long-term risk to human life and property and the environment posed by a hazard
Hazard Mitigation Plan	The plan resulting from a systematic evaluation of the nature and extent of vulnerabilities posed by a hazard present in society that includes the strategies needed to minimize future vulnerability to hazards.
Landslide Hazard Areas	Areas potentially subject to landslides, based on a combination of geologic, topographic, and hydrologic factors. This includes areas with any combination of bedrock, soil, slope, structure, and hydrology.
LIDAR	Light Detection and Ranging Airborne Laser Mapping. LIDAR compliments other remote sensing such as ortho-photography and traditional topographic mapping. LIDAR is able to sense through vegetation (remove the trees) and produce a map of the actual topography.
Liquefaction	Liquefaction occurs in areas that have certain soils, which lack cohesion and where the water table is close to the surface. Such soils can lose shear strength and flow like a liquid even during earthquakes originating beyond Kitsap County.
Riparian Zones	Areas typically consisting of vegetated corridors or areas adjacent to streams, wetlands, lakes or tidewater and may include some uplands depending on site conditions. Native vegetation in these areas is considered to provide a natural barrier, which can prevent or significantly reduce the amount of pollutants from reaching waterbodies.
Seismic Hazard Areas	Areas subject to severe risk of damage because of earthquake induced ground shaking, slope failure, settlement, soil liquefaction, or surface faulting.

		Settlement can occur in areas with loose, unconsolidated soil, which can either slide or suddenly drop when shaken.
Wildfire Interface	Urban	Wildland vegetation and forest areas adjacent to or intermingled with residential developments.

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CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME:

AGENDA ITEM: Authorize the City Manager to Execute a Construction Contract with Specialized Pavement Marking, LLC, for the 2025 Annual Roads Striping Project (\$211,187.70, Streets Fund) - Public Works

SUMMARY: City staff are requesting that the City Council authorize the City Manager to execute a Construction Contract with Specialized Pavement Marking, LLC, for the 2025 Annual Roads Striping Project.

Road striping is critical safety work that the City contracts for on an annual basis. The work includes road striping on approximately eighty (80) miles of roadway totaling 1,013,648 linear feet of paint stripe and other miscellaneous traffic marker improvements. See Attachment G Striping List for a list of the roads.

AGENDA CATEGORY: Consent Agenda **PROPOSED BY:** Public Works

RECOMMENDED MOTION:

Authorize the City Manager to enter into a construction contract with Specialized Pavement Marking, LLC, in the amount of \$211,187.70 (Streets Fund) for the 2025 Annual Roads Striping project.

COMMUNITY ENGAGEMENT AND OUTREACH:

None planned.

FISCAL IMPACT:

Amount:	\$211,187.70
Ongoing Cost:	n/a
One-Time Cost:	\$211,187.70
Included in Current Budget?	true

BACKGROUND: Bids were solicited through the Municipal Research and Services Center (MRSC) Small Works Roster process. The engineer's estimate is \$205,000.00 to \$220,000.00. The City received 1 bid. See attached bid form.

City staff reviewed the bid results and the contractor's qualifications and recommends that City Council award the 2025 Road Striping project to the apparent low bidder, Specialized Pavement Marking, LLC, in the amount of \$211,187.70.

ATTACHMENTS:

[SWR_2025 Annual Striping_Specialized Pavement Marking_CC.docx](#)
[Attachment G_2025 Road Striping.pdf](#)
[Bid Tabulation_Project 00235 - 2025 Road Striping.pdf](#)

CITY OF BAINBRIDGE ISLAND
SMALL WORKS CONTRACT
(up to \$350,000)

THIS SMALL WORKS CONTRACT (“Contract”) is entered into between the City of Bainbridge Island, a Washington municipal corporation, (“City”) and Specialized Pavement Marking, LLC, a Washington State Limited Liability Company, (“Contractor”).

In consideration of the terms and conditions set forth in this Contract, the City and the Contractor (each individually a “Party” and collectively the “Parties”) agree as follows:

1. Contractor Services. The Contractor shall furnish at its own cost and expense all labor, tools, materials, and equipment required to construct and complete, in accordance with this Contract and to the satisfaction of the City, the public works project known as the 2025 Annual Road Striping (“Project”). The Project is detailed in the following documents, which are attached hereto and incorporated herein by reference:

- Insurance Requirements (**Attachment A**)
- Declaration of Retainage (**Attachment B**)
- Scope of Work (**Attachment C**)
- Payment and Performance Bonds (**Attachment D**)
- Guarantee Form (**Attachment E**)
- General Special Provisions (**Attachment F**)
- 2025 Road List (**Attachment G**)
- Schedule of Prevailing Wages

(see <https://www.lni.wa.gov/licensing-permits/public-works-projects/prevailing-wage-rates/>)

2. Notice to Proceed, Time of Completion. This Contract shall become effective upon execution by both Parties. The Contractor shall commence work within seven (7) days after the City issues a written Notice to Proceed and shall complete the work within 90 calendar days from the City’s issuance of the Notice to Proceed. The time of beginning, rate of progress, and time of completion are essential conditions of this Contract.

3. Payment.

3.1 Payment amount and procedures. The City shall pay the Contractor for all work and services covered by this Contract in an amount that shall not exceed Two Hundred Eleven Thousand, One Hundred Eighty-Seven Dollars and Seventy Cents (\$211,187.70), including applicable sales tax. The payment amount shall exclude approved change orders, in accordance with the quantity and unit prices shown on the attached bid proposal. The Contractor shall submit, in a format acceptable to the City, monthly invoices for work and services performed in the previous calendar month. The City shall pay for the portion of the work described in the invoice that has been completed by the Contractor and approved by the City. The City’s payment shall not constitute a waiver of the City’s right to final inspection and acceptance of the work.

3.2 Defective or Unauthorized Work. If during the course of the Contract the work rendered does not meet the requirements set forth in the Contract, the Contractor shall correct or modify the required work to comply with the requirements of the Contract. The City shall have the right to withhold payment for such work until it meets the requirements of the Contract. If the Contractor is unable, for any reason, to satisfactorily complete any portion of the work, the City may complete the work by contract or otherwise, and the Contractor shall be liable to the City for any additional costs incurred by the City. "Additional costs" means all reasonable costs incurred by the City, including legal costs and attorneys' fees, beyond the maximum contract price under this Contract. The City further reserves the right to deduct the cost to complete the work, including any additional costs, from any amounts due or to become due to the Contractor.

3.3 Final Payment; Waiver of Claim. Thirty (30) days after completion and final acceptance of the Project by the City as complying with the terms of this Contract, the City shall pay to the Contractor all sums due as provided by this Contract, except those required to be withheld by law or agreed to in special contract provisions. THE CONTRACTOR'S ACCEPTANCE OF FINAL PAYMENT (EXCLUDING WITHHELD RETAINAGE) SHALL CONSTITUTE A WAIVER OF CLAIMS, EXCEPT THOSE PREVIOUSLY AND PROPERLY MADE AND IDENTIFIED BY THE CONTRACTOR AS UNSETTLED AT THE TIME REQUEST FOR FINAL PAYMENT IS MADE.

3.4 Retainage. The City shall hold back a retainage in the amount of five percent (5%) of any and all payments made to the Contractor for a period of sixty (60) days after the date of final acceptance, or until receipt of all necessary releases from the State Department of Revenue and the State Department of Labor and Industries, and until settlement of any liens filed under chapter 60.28 RCW, whichever is later. The Contractor shall complete **Attachment B** to this Contract.

4. Prevailing Wage. The Contractor shall comply with and pay prevailing wages as required by chapter 39.12 RCW, as well as paying prevailing wages related to public works and building service maintenance contracts funded in part or in whole with federal funds. Federal wage laws and regulations shall be applicable. No worker, laborer, or mechanic employed in the performance of any part of this Contract shall be paid less than the prevailing rate of wage as determined by the Industrial Statistician of the Department of Labor and Industries for the State of Washington.

Prior to making any payment under this Contract, the Contractor shall submit to the City an approved copy of the "Statement of Intent to Pay Prevailing Wages" from the Department of Labor and Industries. It is the Contractor's responsibility to obtain and file the Statement. The Contractor shall be responsible for all filing fees. Notice from the Contractor and all subcontractors of intent to pay prevailing wages and prevailing wage rates for the Project must be posted for the benefit of the workers. Each invoice shall include a signed statement that prevailing wages have been paid by the Contractor and all subcontractors.

In case any dispute arises regarding the prevailing rates of wages for work of a similar nature, and such dispute cannot be resolved by the parties of interest, including labor and management representatives, the matter shall be referred for arbitration to the Director of the

Department of Labor and Industries of the State of Washington, and his/her decision therein shall be final and conclusive and binding on all parties involved in the dispute as provided for by RCW 39.12.060, as it may be amended in the future.

5. Indemnification and Hold Harmless.

5.1 Defense, Indemnification, and Hold Harmless. The Contractor shall defend, indemnify, and hold harmless the City, its officers, officials, employees, and volunteers from any and all claims, injuries, damages, losses, or suits, including attorney fees, arising out of or in connection with the performance of this Contract, except for injuries and damages caused by the sole negligence of the City.

5.2 Liability for Damages Caused by Concurrent Negligence. Should a court of competent jurisdiction determine that this Contract is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Contract.

5.3 Inspection and Acceptance. The City's inspection or acceptance of any of the Contractor's work when completed shall not be grounds to void, nullify, and/or invalidate any of these covenants of indemnification.

5.4 No Third Party Right of Indemnification. Nothing contained in this Contract shall be construed to create a liability or a right of indemnification in any third party.

6. Nondiscrimination and Compliance with Laws.

6.1 Nondiscrimination. The Contractor agrees not to discriminate against any employee or applicant for employment or any other person in the performance of this Contract because of race, creed, color, national origin, marital status, sex, sexual orientation, age, disability, or other circumstance prohibited by federal, state, or local law or ordinance, except for a bona fide occupational qualification.

6.2 Compliance with Laws. The Contractor shall comply with all federal, state, and local laws and ordinances applicable to the work to be done under this Contract. The Contractor shall complete **Attachment C** to this Contract.

6.3 Violation of this Section. Violation of this Section 6 shall be a material breach of this Contract and grounds for cancellation, termination, or suspension by the City, in whole or in part, and may result in ineligibility for further work for the City.

7. Job Safety.

7.1 Work Site Safety. The Contractor shall take all necessary precautions for the safety of employees on the work site and shall comply with all applicable provisions of federal, state, and local regulations, ordinances, and codes. The Contractor shall erect and properly maintain, at all times, as required by the conditions and progress of the work, all necessary safeguards for the protection of workers and the public and shall post danger signs warning against known and unusual hazards.

7.2 Trench Safety. All trenches shall be provided with adequate safety systems as required by chapter 49.17 RCW and WAC 296-155-650 and -655. The Contractor is responsible for providing the competent person and registered professional engineer required by WAC 296-155-650 and -655.

8. Utility Location. The Contractor is solely responsible for locating any underground utilities affected by the work and is deemed to be an “excavator” for the purposes of chapter 19.122 RCW. The Contractor shall be responsible for compliance with chapter 19.122 RCW including utilization of the “one call” locator system, before commencing any excavation activities.

9. Warranty and Guarantee. The Contractor shall warrant and guarantee the materials and work to be free of defects for a period of one (1) year after the City’s final acceptance of the entire Project. The Contractor shall be liable for any costs, losses, expenses, or damages, including consequential damages, suffered by the City resulting from defects in the Contractor’s work including, but not limited to, the cost of materials and labor expended by the City in making emergency repairs and the cost of engineering, inspection, and supervision by the City. The Contractor shall hold the City harmless from all claims, which may be made against the City as a result of any defective work, and the Contractor shall defend any claims at its own expense. Where materials or procedures are not specified in the Contract, the City will rely on the professional judgment of the Contractor to make the appropriate selections.

10. Correction of Defects. The Contractor shall be responsible for correcting all defects in the performance of the work and/or related to materials discovered after the acceptance of this work. When corrections of defects are made, the Contractor shall be responsible for correcting all defects in the performance of the work and/or related to the materials in the corrected work for one year after the acceptance of the corrections by the City. The Contractor shall start work to remedy such defects within seven (7) days of the City’s mailed notice of discovery and shall complete such work within a reasonable time agreed to by both parties. In emergencies where damage may result from a delay or where loss of service may result, such corrections may be made by the City, in which case the Contractor shall pay all costs incurred by the City to perform the correction. In the event the Contractor does not accomplish corrections within the time specified, the correction work will be otherwise accomplished by the City and all costs of same shall be paid by the Contractor.

11. Change Order/Contract Modification.

11.1 Amendments. This Contract, together with attachments and/or other addenda, represents the entire and integrated Contract between the parties hereto and supersedes all prior negotiations, representations, or agreements, either written or oral. This Contract may be amended, modified, or added to only by written change order properly signed by both parties.

11.2 Change Orders. The City may issue a written change order for any change in the work during the performance of this Contract. If the Contractor determines, for any reason, that a change order is necessary, the Contractor must submit a written change order request to the City within fourteen (14) calendar days of the date the Contractor knew or should have known of the facts and events giving rise to the requested change. If the City determines that the change increases or decreases the Contractor's costs or time for performance, the City will make an equitable adjustment. The City will attempt, in good faith, to reach agreement with the Contractor on all equitable adjustments. If the parties are unable to agree, the City will determine the equitable adjustment as it deems appropriate. The Contractor shall proceed with the change order work upon receiving the written change order. If the Contractor fails to require a change order within the time frame allowed, the Contractor waives its right to make any claim or submit subsequent change order requests for that portion of the work. If the Contractor disagrees with the equitable adjustment, the Contractor must complete the change order work; however, the Contractor may elect to protest the adjustment as provided below.

11.3 Procedure and Protest by Contractor. If the Contractor disagrees with anything required by a change order, another written order, or an oral order from the City, including any direction, instruction, interpretation, or determination by the City, the Contractor shall, within fourteen (14) calendar days, provide a signed written notice of protest to the City that states the date of the notice of the protest, the nature and circumstances that caused the protest, the provisions of the Contract that support the protest, the estimated dollar cost, if any, of the protested work and how the estimate was determined, and an analysis of the progress schedule showing the schedule change or disruption, if applicable. The Contractor shall keep complete records of extra costs and time incurred as a result of the protested work. The City shall have access to any of the Contractor's records needed to evaluate the protest. If the City determines that a protest is valid, the City will adjust the payment for work or time by an equitable adjustment.

11.4 Failure to Protest or Follow Procedures Constitutes Waiver. By not protesting or failing to follow procedures as this section provides, the Contractor waives any additional entitlement or claims for protested work and accepts from the City any written or oral order (including directions, instructions, interpretations, and determinations).

11.5 Contractor's Duty to Complete Protested Work. Regardless of any protest, the Contractor shall proceed to promptly complete work that the City has ordered.

11.6 Contractor's Acceptance of Changes. The Contractor accepts all requirements of a change order by: (1) endorsing the change order; (2) writing a separate acceptance; or (3) not protesting in the manner this section provides. A change order that is accepted by the Contractor as provided herein shall constitute full payment and final settlement of all claims for

contract time and for direct, indirect, and consequential costs, including costs of delays related to any work, either covered or affected by the change.

12. Claims. The Contractor shall give written notice to the City of all claims, other than change orders, within thirty (30) days of the occurrence of events giving rise to the claim, but in no event later than the time of approval by the City for final payment. Any claim for damages, additional payment for any reason, or extension of time shall be conclusively deemed to have been waived by the Contractor, unless a timely written claim is made in strict accordance with the applicable provisions of this Contract. At a minimum, a Contractor's written claim must include the information required in Section 11.3 regarding protests.

FAILURE TO PROVIDE A COMPLETE AND WRITTEN NOTIFICATION OF CLAIM IN THE TIME ALLOWED SHALL BE AN ABSOLUTE WAIVER OF ANY CLAIMS ARISING IN ANY WAY FROM THE FACTS OR EVENTS SURROUNDING THAT CLAIM.

The Contractor must, in any event, file any claim or bring any suit arising from or connected to this Contract within 120 calendar days from the date the work is completed. The Contractor, upon making application for the final payment, shall be deemed to have waived its right to claim for any other damages for which application has not been made, unless such claim for final payment includes notice of additional claim and fully describes such claim.

13. Contractor's Risk of Loss. It is understood that the whole of the work under this Contract is to be done at the Contractor's risk, and that it/he/she has familiarized itself/himself/herself with all existing conditions and other contingencies likely to affect the work, and has made its/his/her bid accordingly, and that Contractor shall assume the responsibility and risk of all loss or damage to materials or work which may arise from any cause whatsoever prior to completion.

14. Insurance. The Contractor shall maintain the insurance described in **Attachment A:**

15. Payment and Performance Bonds. The Contractor shall provide Payment and Performance bonds to the City in the amount of 100% of the Contract price and no less. The bonds must be accepted by the City prior to the execution of the Contract and shall be in a form approved by the City as shown on **Attachment E**. The bonds shall be released thirty (30) days after the date of final acceptance of the work performed under this Contract and receipt of all necessary releases from the Department of Revenue and the Department of Labor and Industries in settlement of any liens filed under chapter 60.28 RCW, whichever is later.

16. Termination. This Contract shall terminate upon satisfactory completion of the work described in the Scope of Work (**Attachment D**) and final payment by the City. The City may terminate the Contract and take possession of the premises and all materials thereon and finish the work by whatever methods it may deem expedient by giving ten (10) days' written notice to the Contractor.

If this Contract is terminated by the City, the Contractor shall not be entitled to receive any further amounts due under this Contract until the work specified in the Scope of Work

(Attachment C) is satisfactorily completed, as scheduled, up to the date of termination. At such time, if the unpaid balance of the amount to be paid under the Contract exceeds the expense incurred by the City in finishing the work, and all damages sustained by the City or which may be sustained by the City or which may be sustained by reason of such refusal, neglect, failure, or discontinuance of employment, such excess shall be paid by the City to the Contractor. If the City's expense and damages exceed the unpaid balance, the Contractor and its surety shall be jointly and severally liable therefore to the City and shall pay such difference to the City. Such expense and damages shall include all legal costs incurred by the City to protect the rights and interests of the City under the Contract, provided such legal costs shall be reasonable.

17. Attorney's Fees and Costs. If any legal proceeding is brought related to the enforcement of this Contract, or because of a dispute, breach, default, or misrepresentation in connection with any of the provisions of this Contract, the prevailing party shall be entitled to recover from the other party, in addition to any other relief to which such party may be entitled, reasonable attorney's fees and other costs incurred in that action or proceeding.

18. General Administration. The Project Manager of the City shall have primary responsibility for the City under this Contract to oversee and approve all work performed as well as all financial invoices.

19. Ownership of Documents. On payment to the Contractor by the City of all compensation due under this Contract, all finished or unfinished documents and material prepared by the Contractor with funds paid by the City under this Contract shall become the property of the City and shall be forwarded to the City upon its request. Any records, reports, information, data, or other documents or materials given to or prepared or assembled by the Contractor under this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without prior written approval of the City or by court order.

20. Subletting or Assigning of Contracts. Neither the City nor the Contractor shall assign, transfer, or encumber any rights, duties, or interests accruing from this Contract without the prior written consent of the other. If subcontract work is needed, prior to approval by the City, the Contractor must verify that its first-tier subcontractors meet the bidder responsibility criteria as provided in RCW 39.04.350.

21. Relationship of Parties. The parties intend that an independent contractor relationship will be created by this Contract. As the Contractor is customarily engaged in an independently established trade which encompasses the specific service provided to the City hereunder, no agent, employee, representative, or subcontractor of the Contractor shall be or shall be deemed to be the employee, agent, representative, or subcontractor of the City. None of the benefits provided by the City to its employees, including, but not limited to, compensation, insurance, and unemployment insurance, are available from the City to the Contractor or its employees, agents, representatives, or subcontractors. The Contractor shall be solely and entirely responsible for its acts and for the acts of the Contractor's agents, employees, representatives, and subcontractors during the performance of this Contract. The City may, during the term of this

Contract, engage other independent contractors to perform the same or similar work that the Contractor performs hereunder.

22. Nonwaiver of Breach. The failure of the City to insist upon strict performance of any of the terms and rights contained in this Contract, or to exercise any option contained in this Contract in one or more instances, shall not be construed to be a waiver or relinquishment of those terms and rights and such terms and rights shall remain in full force and effect.

23. Written Notice. All communications regarding this Contract shall be sent to the Parties at the addresses listed below in the Contact information, unless otherwise notified. Any written notice shall become effective on delivery, but in any event on the date three (3) calendar days after the date of mailing by registered or certified mail and shall be deemed sufficiently given if sent to the addressee at the address stated in this Contract.

24. Term. This Contract shall be effective from the date of Contract execution through expiration of the warranty period as described in Section 9.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the later of the signature dates included below.

SPECIALIZED PAVEMENT MARKING, LLC CITY OF BAINBRIDGE ISLAND

Date: _____

Date: _____

By: _____

By: _____

Name: _____

Blair King, City Manager

Title: _____

Tax I.D. #: _____

City Bus. Lic. #: _____

CONTRACTOR CONTACT:

Print Name: _____

Address: _____

Phone: _____

Email: _____

Contractor License #: _____

(If this is a new contractor or if the Contractor has never conducted work with the City, a W-9 form must be attached to this Contract.)

CITY CONTACT:

Joel Goodwin

City of Bainbridge Island

7305 Hidden Cove Road

Bainbridge Island, WA 98110

Phone: 206 780 3583

Email: jgoodwin@bainbridgewa.gov

Attachment G Road List

ROAD NAME	Center Stripe (LF)	Edge Line (LF)	Painted Wide Line (LF)	Remove Plastic Crosswalk Line (Per SQ FT)	Remove Plastic Traffic Marker (EA)	Remove Painted Traffic Marking (EA)
Agate Pass Road	3,485	0	0	0	0	0
Agatewood Road	1,600	0	0	0	0	0
Agate Point Road	3,229	0	0	0	0	0
Arrow Point Drive	9,504	0	0	0	0	0
Baker Hill Road	10,666	21,332	0	0	0	0
Battle Point Drive	10,930	0	0	0	0	0
Bayhill Road	350	0	0	0	0	0
Bergman Road	2,817	0	0	0	0	0
Bill Point Rd	0	0	0	0	0	2
Birkland Road	0	0	0	0	0	1
Bjune Drive	302	1,641	0	0	0	0
Blakely Avenue	15,840	31,680	0	0	0	0

Blakely Hill Road	4,224	100	0	0	0	0
Brien Drive	0	988	0	0	0	0
Bucklin Hill Road	5,333	10,666	3,900	0	0	0
Byron Drive	1,297	0	0	0	0	0
Cave Avenue	0	0	0	0	0	0
Cherry Avenue	2,400	0	0	0	0	0
Commodore Lane	1,984	0	0	0	0	0
Cosgrove Avenue	0	0	0	0	0	0
County Park Road	0	0	0	0	0	0
Country Club Road	8,976	0	0	0	0	0
Crown Dr.	0	0	0	0	0	2
Crystal Springs Drive	9,194	0	0	0	0	0
Daniel Ct.	0	0	0	0	0	1
Day Road	12,461	24,922	0	0	0	2
Dingley Road	774	1,548		0	0	0
Dolphin Drive	2,640	0	0	0	0	0

Eagle Harbor Drive	12,725	25,450	0	0	0	0
Emerald Way	0	0	0	0	0	0
Ericksen Avenue	2,600	10,750	4,992	0	0	0
Euclid Avenue E	7,603	0	0	0	0	0
Evergreen Rd	0	0	0	0	0	1
Falk Road	2,763	0	0	0	0	0
Fay Bainbridge Park	0	0	0	0	0	0
Ferncliff Avenue	8,818	9,874	7,300	0	0	0
Fletcher Bay Road	12,091	22,722	1,460	0	0	0
Finch Road	2,640	3,822	1,600	0	0	0
Fort Ward Hill Road	7,973	4,934	0	0	0	1
Foster Road	1,954	0	0	0	0	0
Frey Road	1,320	0	0	0	0	0
Grand Avenue	4,752	7,104	2,520	0	0	0
Grow Avenue	4,150	8,300	0	0	0	0
Hansen Road	0	0	0	0	0	0

Halls Hill Road	3,854	0	0	0	0	0
Harborview Drive	2,587	0	0	0	0	0
Henderson Road	4,013	0	0	0	0	0
Hidden Cove Rd	11,088	22,176	0	0	0	0
High School Road	7,260	16,592	9,355	0	0	0
Ihland	0	0	0	0	0	0
Kallgren Rd.	0	0	0	0	0	1
Knight Rd	0	0	0	0	0	0
Komedal Road	2,429	0	0	0	0	0
Koura Road	7,248	16,684	0	0	0	0
Lafayette Avenue	3,960	7,920	0	0	0	0
Lariat Loop	0	0	0	0	0	0
Lofgren Road	1,901	3,802	0	0	0	0
Lovegren Road	2,563	0	0	0	0	0
Lovell Avenue	2,640	5,280	0	0	0	0
Lynnwood Center Road	6,653	10,660	2,646	0	0	0
Lytle Rd	0	0	0	0	0	0

Madison Avenue & Madison Ave. N	22,326	35,452	15,984	0	0	2
Mandus Olson	2,590	0	0	0	0	0
Manitou Beach Road	8,501	17,002	0	0	0	0
Manitou Park	0	0	0	0	0	1
Manzanita Avenue	5,280	0	0	0	0	0
McDonald Avenue	2,323	0	0	0	0	2
Miller Road	15,101	30,202	0	0	0	0
Moran Road	2,904	5,808	0	0	0	0
Murden Cove	1,848	0	0	0	0	0
Nakata Place	0	0	0	0	0	0
New Brooklyn Road	10,666	19,373	1,959	0	0	0
New Sweden Avenue	3,907	0	0	0	0	2
Nicholson Place	0	0	0	0	0	0
North Street	528	0	0	0	0	0
Oddfellow Road	2,904	5,808	0	0	0	0

Old Creosote Drive	3,653	0	0	0	0	2
Old Mill Road	5,280	0	0	0	0	2
Olympic Terrace	2,798	0	0	0	0	0
Palomino Rd	0	0	0	0	0	0
Parfitt Way	3,640	0	0	0	0	0
Park Avenue	1,742	3,484	0	0	0	0
Parkhill Rd	0	0	0	0	0	1
Peterson Hill Road	1,320	0	0	0	0	0
Phelps Road	8,026	16,052	6,060	0	0	0
Point Monroe	0	0	0	0	0	0
Pleasant Beach Drive	6,970	13,940	920	0	0	0
Point White Drive	8,026	16,052	0	0	0	0
Ralston Road	581	0	0	0	0	0
Rockaway Beach Road	5,280	0	0	0	0	0
Rose Avenue	1,584	0	0	0	0	0
Sands Avenue	2,534	0	0	0	0	0

Seabold Road	400	0	0	0	0	0
Seabold Church Road	581	0	0	0	0	0
Spragur Road	0	0	0	0	0	0
Sorrel Rd	0	0	0	0	0	0
South Beach Road	3,168	0	0	0	0	0
Sportsman Club Road	8,606	17,212	0	0	0	0
Springridge Road	5,966	0	0	0	0	0
Sullivan Rd	0	0	0	0	0	0
Sunrise Drive	15,787	31,574	0	0	0	0
Tani Creek Road	0	0	0	0	0	0
Taylor Avenue	6,791	0	0	0	0	1
Toe Jam Hill Road	7,920	0	0	0	0	1
Tolo Road	326	0	0	0	0	0
Torvanger Road	1,320	0	0	0	0	0
Valley Road	2,587	5,174	0	0	0	0
Vincent Road	2,734	0	0	0	0	0

Vista Rd	0	0	0	0	0	1
Wallace Way	1,320	2,640	0	0	0	0
Ward Road	0	0	0	0	0	0
Wardwell Road	286	572	0	0	0	0
Washington Avenue	0	0	0	0	0	0
Weaver Road	3,117	0	0	0	0	0
Welfare Rd	0	0	0	0	0	1
West Port Madison Road	5,333	0	0	0	0	0
Wing Point Way	6,500	4,500	3,240	0	0	0
Wing Point Road	1,145	2,290	0	0	0	0
Winther Road	1,320	0	0	0	0	0
Winslow Way	3,676	2,774	1,900	0	0	0
Wood Avenue	1,742	0	0	0	0	0
Wyatt Way	5,280	30,768	1,500	0	0	0
Yeomalt Place	0	0	0	0	0	0
Yaquina Avenue	3,168	0	0	0	0	0

3-T Road	890	0	0	0	0	1
Total	453,866	529,624	65,336	0	0	28



2025 Road Striping Project

BID TABULATION

Bid Opening Date: May 9, 2025 at 10:00 AM

** For WSDOT projects, the bids listed shall be in lowest to highest bid amount order, not by bid submittal time **

ITEM NO.	DESCRIPTION	UNITS	QTY	Eng Est		Bidder #1 Specialized Pavement Marking, LLC		Bidder #2		Bidder #3	
				UNIT PRICE	BID PRICE	UNIT PRICE	BID PRICE	UNIT PRICE	BID PRICE	UNIT PRICE	BID PRICE
1	Mobilization	LS	1.00	\$8,250.00	\$8,250.00	\$4,500.00	\$4,500.00		0.00		0.00
2	SPCC Plan	LS	1.00	\$850.00	\$850.00	\$1,000.00	\$1,000.00		0.00		0.00
3	Project Temporary Traffic Control	LS	1.00	\$25,000.00	\$25,000.00	\$34,500.00	\$34,500.00		0.00		0.00
4	Paint Line	LF	983,490.00	\$0.14	\$137,688.60	\$0.13	\$127,853.70		0.00		0.00
5	Painted Wide Life	LF	65,336.00	\$0.27	\$17,640.72	\$0.25	\$16,334.00		0.00		0.00
6	Removing Painted Traffic Marking	EA	28.00	\$95.00	\$2,660.00	\$250.00	\$7,000.00		0.00		0.00
7	Minor Change	DOL	20,000.00	\$1.00	\$20,000.00	\$1.00	\$20,000.00		0.00		0.00
Subtotal					\$212,089.32		\$211,187.70		\$0.00		\$0.00
Line C (9.2% WSST on Line B)					n/a		n/a		\$0.00		\$0.00
Grand Total (Line A + D)					\$212,089.32		\$211,187.70		\$0.00		\$0.00



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME:

AGENDA ITEM: Cancel the June 3, 2025, City Council Study Session

SUMMARY: Council will consider canceling the June 3, 2025, City Council Study Session.

AGENDA CATEGORY: Consent Agenda **PROPOSED BY:** Executive

RECOMMENDED MOTION:

Cancel the June 3, 2025, City Council Study Session.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 20 Minutes

AGENDA ITEM: (6:55 PM) Provide Update on the Review Process and Schedule for the Groundwater Management Plan - Public Works,

SUMMARY: City staff will provide an update on the review process and schedule for the Groundwater Management Plan. The schedule is proposed to be revised to add more time to address the voluminous comments received on the first draft of the plan.

The new schedule identifies July 8, 2025 as the date for presentation of the 2nd draft to the City Council, along with the kickoff of a month-long public comment period and an open house engagement meeting on July 23, 2025.

The City Manager is planning to amend the Groundwater Management Plan consultant contract with existing budget authority in the amount of \$20K to ensure that resources are available to address the committee and public comments.

AGENDA CATEGORY: Presentation

PROPOSED BY: Public Works

RECOMMENDED MOTION:

Presentation only.

COMMUNITY ENGAGEMENT AND OUTREACH:

An informal comment period on the Groundwater Management Plan ended on May 16th, and a month-long comment period and engagement meeting is planned for July.

FISCAL IMPACT:

Amount:	N/A
Ongoing Cost:	N/A
One-Time Cost:	N/A
Included in Current Budget?	true

BACKGROUND: A summary of comments received to-date is included in the agenda packet for this item, along with a revised schedule and a copy of the draft Management Actions Matrix.

ATTACHMENTS:

[Revised GWMP Revised Schedule_052725.pptx](#)

[GWMP Management Actions_DRAFT.pdf](#)

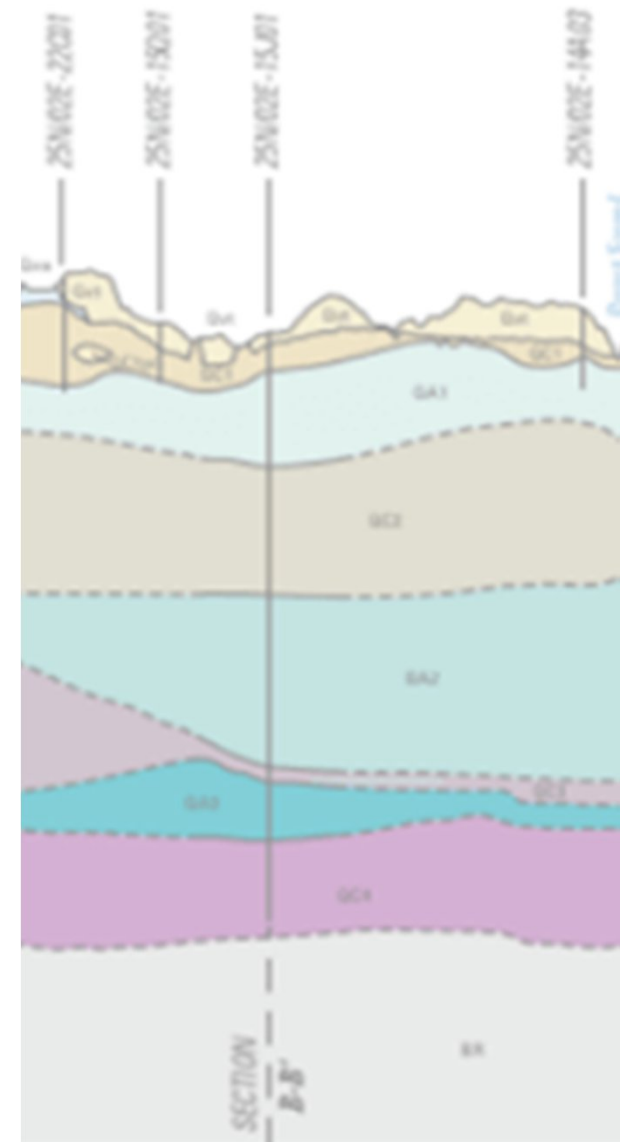
[GWMP Peer Review_Scope of Work_DRAFT.pdf](#)

[GWMP First Draft Comments - 051625.pdf](#)

Groundwater Management Plan (GWMP) First Draft

Review Process and Schedule Update

May 27, 2025



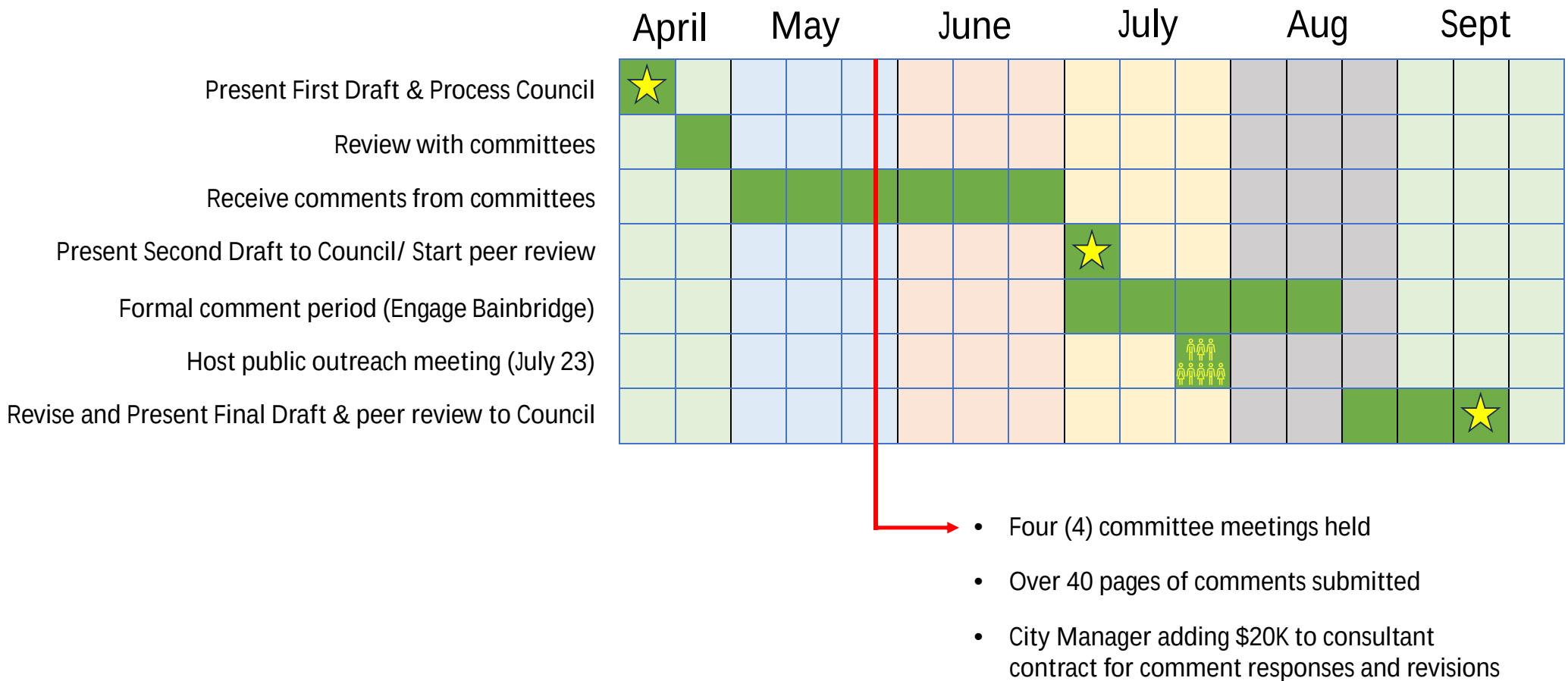
Agenda

1. Update on review process and public engagement schedule
2. Introduce Management Actions Matrix
3. Update on peer review selection

Review Process / Public Engagement Schedule

- First Draft – A rough first cut of the plan with opportunities for input from review committees
- Second Draft – A refined document ready for formal public engagement and peer review
- Final – Complete for final adoption by the City Council

REVISED - Review Process / Public Engagement Schedule



DRAFT Management Actions Matrix

Includes 15 categories of actions with recommended planned activities and costs in 3-year increments

City of Bainbridge Island Groundwater Management Plan Actions - DRAFT 050625								
Actions	Objective	Description	Benefits	Relative Cost	Action Category	Notes	Planning Horizon	Scope
Surface Water Monitoring	The primary goal is to maintain and expand the City's WQFMP monitoring program that is used to identify water quality and quantity problems and define thresholds for initiation of management responses for areas within the City's jurisdiction and surrounding nearshore environment.	Continue monitoring and expand the existing surface water monitoring program's spatial extent.	Comprehensive data collection and management is critical to effectively manage island surface water resources and avoid degradation of those resources. Streamflow, riparian habitat, salmonids and other wildlife	Medium	Data Collection	Objective is to monitor to detect and address issues early before they become more difficult or impossible to address. Existing network, data gaps, by stream, proposed new sites. Generate streamflow statistics, high flows, low flows, detect flow issues.	Year 0-3	Analyze the existing surface water monitoring program to identify data gaps and quality of current data sources from the current 5 automated flow gauging stations; Springbrook, Cooper, Ravine, Doe Qud Sake Qub (AKA Murden), and Manzanita Creeks (managed by KPUD).
							Year 4-6	Develop a plan to expand the surface water monitoring program based on watersheds with greatest modeled impacts and highest priority resources. Possible streams include Issei, Schel Chelb and Sportsman's Club creeks.
							Year 7-10	Implement an expansion of the surface water monitoring program with automated stream gauging stations in up to 5 new perennial fish bearing streams.
Manage and Expand Existing Groundwater Well Monitoring Program	Obtain or retain access to existing databases of related information collected by partner agencies; Expand the City's groundwater database to track well construction, water level and water quality data	Maintain database for monitoring wells on the island. Review database maintained by KPUD and KPHD as needed.	Groundwater Managers and Users on Bainbridge Island	Low	Information Management	Locate wells with GPS, connect well log, ID aquifer, pumping rate, water levels, WQ data.	Year 0-3	Maintain existing monitoring well locations where changes in ownership have occurred; Develop and manage an outreach and implementation program aimed at encouraging the installation of monitoring equipment on private wells in highest priority areas. Goal is to add 5 new monitoring wells to the monitoring network, from preexisting sources, in the Perched and Sea Level aquifers.
							Year 4-6	Expand existing well monitoring program by up to 3 wells per year; Begin expanding monitoring program into secondary prioritization areas.
							Year 7-10	Expand existing well monitoring program by up to 3 wells per year; Begin expanding monitoring program into secondary prioritization areas.
Update the groundwater model, test new scenarios	Periodically update the groundwater model to keep it current with new data as it becomes available so that it can be used to evaluate new scenarios and potential management strategies	Update and maintain the current groundwater model.	Evaluating new scenarios, quantifying impacts to streams from groundwater withdrawals. It can be used to evaluate and design potential management strategies.	Low	Information Management	Well database and septic data would be useful. Can be used to maintain a 3D representation of the island. Could be used to assess the best locations for new wells or other potential projects such as MAR.	Year 0-3	At year 3, re-run existing model with updates to predictive model based on actual conditions; consider a 5-10 year modeling scenario based on observed and newly predicted conditions
							Year 4-6	Run 5-10-year modeling scenarios using new data captured from expansion of well monitoring and new monitoring wells ; include information from observed and newly predicted conditions
							Year 7-10	Run 5-10-year modeling scenarios using new data captured from expansion of well monitoring and new monitoring wells ; include information from observed and newly predicted conditions. Recalibrate model based on new well reports and monitoring data. Revisit recharge variables based on best available science.

Peer Review Recommendation

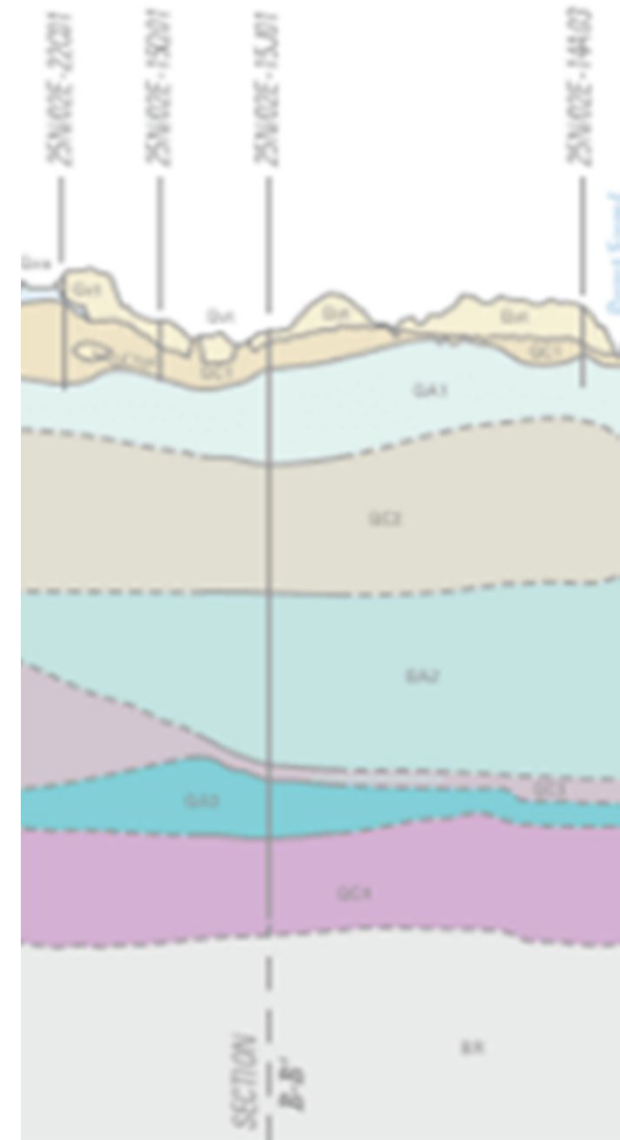
Sub-Committee and Technical Advisory Committee recommended:

- Karen Burow, retired hydrogeologist (as recommended by Suquamish Tribe)

Groundwater Management Plan (GWMP) Update –

May 27, 2025

Feedback/Discussion



City of Bainbridge Island Groundwater Management Plan Actions - DRAFT 050625

Actions	Objective	Description	Benefits	Relative Cost	Action Category	Notes	Planning Horizon	Scope
New Groundwater Monitoring Wells	Expand the groundwater monitoring network in priority locations and depths with limited existing wells to verify model results and identify potential problems in the aquifer so actions can be taken to mitigate the issue before it becomes a serious problem.	Expand the existing groundwater monitoring program operated by the City with new wells.	Comprehensive data collection and management is critical to effectively manage island groundwater resources and avoid degradation of the aquifer system.	High	Data Collection	Objective is to monitor and detect issues early before they become more difficult or impossible to address.	Year 0-3	• Identify possible locations for new monitoring wells
							Year 4-6	• Install 2 new monitoring wells in the Glaciomarine aquifer
							Year 7-10	• Install 2 new monitoring wells in the Fletcher Bay aquifer
Surface Water Monitoring	The primary goal is to maintain and expand the City's WQFMP monitoring program that is used to identify water quality and quantity problems and define thresholds for initiation of management responses for areas within the City's jurisdiction and surrounding nearshore environment.	Continue monitoring and expand the existing surface water monitoring program's spatial extent.	Comprehensive data collection and management is critical to effectively manage island surface water resources and avoid degradation of those resources. Streamflow, riparian habitat, salmonids and other wildlife	Medium	Data Collection	Objective is to monitor to detect and address issues early before they become more difficult or impossible to address. Existing network, data gaps, by stream, proposed new sites. Generate streamflow statistics, high flows, low flows, detect flow issues.	Year 0-3	• Analyze the existing surface water monitoring program to identify data gaps and quality of current data sources from the current 5 automated flow gauging stations; Springbrook, Cooper, Ravine, Doe Qud Sake Qub (AKA Murden), and Manzanita Creeks (managed by KPUD).
							Year 4-6	• Develop a plan to expand the surface water monitoring program based on watersheds with greatest modeled impacts and highest priority resources. Possible streams include Issei, Schel Chelb and Sportsman's Club creeks.
							Year 7-10	• Implement an expansion of the surface water monitoring program with automated stream gauging stations in up to 5 new perennial fish bearing streams.
Manage and Expand Existing Groundwater Well Monitoring Program	Obtain or retain access to existing databases of related information collected by partner agencies; Expand the City's groundwater database to track well construction, water level and water quality data	Maintain database for monitoring wells on the island. Review database maintained by KPUD and KPHD as needed.	Groundwater Managers and Users on Bainbridge Island	Low	Information Management	Locate wells with GPS, connect well log, ID aquifer, pumping rate, water levels, WQ data.	Year 0-3	• Maintain existing monitoring well locations where changes in ownership have occurred; Develop and manage an outreach and implementation program aimed at encouraging the installation of monitoring equipment on private wells in highest priority areas. Goal is to add 5 new monitoring wells to the monitoring network, from preexisting sources, in the Perched and Sea Level aquifers.
							Year 4-6	• Expand existing well monitoring program by up to 3 wells per year; Begin expanding monitoring program into secondary prioritization areas.
							Year 7-10	• Expand existing well monitoring program by up to 3 wells per year; Begin expanding monitoring program into secondary prioritization areas.
Update the groundwater model. test new scenarios	Periodically update the groundwater model to keep it current with new data as it becomes available so that it	Update and maintain the current groundwater model.	Evaluating new scenarios, quantifying impacts to streams from groundwater withdrawals, It can be used to evaluate	Low	Information Management	Well database and septic data would be useful, Can be used to maintain a 3D representation of the island. Could be used to	Year 0-3	• At year 3, re-run existing model with updates to predictive model based on actual conditions; consider a 5-10 year modeling scenario based on observed and newly predicted conditions
							Year 4-6	• Run 5-10-year modeling scenarios using new data captured from expansion of well monitoring and new monitoring wells ; include information from observed and newly predicted conditions

	can be used to evaluate new scenarios and potential management strategies		and design potential management strategies.			assess the best locations for new wells or other potential projects such as MAR.	Year 7-10	Run 5-10-year modeling scenarios using new data captured from expansion of well monitoring and new monitoring wells ; include information from observed and newly predicted conditions. Recalibrate model based on new well reports and monitoring data. Revisit recharge variables based on best available science.
Spread Out New Production Wells Across the Island	Mitigate large drawdowns predicted by the groundwater model for increased withdrawals from aquifers used for municipal water supply. Coordinated groundwater withdrawals can provide redundancy, be used to avoid large drawdowns.	New production wells further north on island to prevent excessive drawdown in the deep aquifers used for public water supply.	Aquifer water elevations	High - new wells, new water lines, storage, treatment	Proactive Mitigation Action	Model results, geology on south end. Avoid well interference, disperse stress on aquifer to minimize drawdown to avoid seawater intrusion.	Year 0-3	Perform evaluation of production well options and cost/benefit along with study of intertie options
							Year 4-6	Near the end of this planning horizon, begin evaluation of well siting costs and inter-agency agreements
							Year 7-10	Complete evaluation of well siting costs and inter-agency agreements; Consider potential for new production well implementation
Intertie, coordinated operations and monitoring with KPUD	Coordinate withdrawals and spread out pumping centers to avoid large drawdowns predicted by the groundwater model for increased withdrawals from the aquifers used for municipal water supply.	Coordinated management (withdrawals, distribution, and monitoring) with KPUD and potentially other water systems	Economic benefits, shared resources and information, co-management of surface and groundwater resources on the island.	High - new wells, new water lines, storage, treatment	Proactive Mitigation Action	Cost effective, spreads out withdrawals, redundancy, coordinated pumping, share costs and responsibility. Look at EIS's for other intertie projects.	Year 0-3	Complete a formal cost/benefit analysis and evaluation of intertie options and consider costs as part of 2027-28 utility rate study
							Year 4-6	Consider recommendations from analysis and evaluation in the planning and funding of intertie projects
							Year 7-10	Complete at least one intertie project
Consolidate Smaller users with larger water systems	Reduce the number of individual water systems on the island. This would result in better management of the resource by consolidating water users, increasing consistency and water quality testing, monitoring and management of water systems.	Current small water systems would incorporate with nearby large public water systems. This would require extension of water lines, installation of meters and connections and decommissioning wells.	Consolidating water systems in Washington State offers several benefits, including improved operational efficiency, better access to specialized expertise, and enhanced financial stability. Consolidation allows for economies of scale, leading to lower per-customer costs and the ability to invest in infrastructure improvements and alternative water sources. It also enables the hiring of specialized staff and the development of regional public relations programs to improve public trust in the water system.	High	Proactive Mitigation Action	Fewer water managers, better monitoring and management.	Year 0-3	Complete Water System Business Plan and begin outreach to priority neighborhoods and/or water systems regarding potential consolidation; consider expansion/consolidation costs as part of 2027-28 utility rate study
							Year 4-6	Implement priority expansions/consolidations
							Year 7-10	Implement priority expansions/consolidations
Increase Storage for Municipal Water * Not included in GWMP yet but a description of this will be included in the next draft.	The objective is to increase storage volume for the municipal water system to be able to provide enough water during peak demand. This could help spread out withdrawals and costs over a longer time period which could reduce maximum drawdowns resulting from extended groundwater pumping during peak demand periods.	Construct additional storage (water tanks) for municipal water supply.	Increasing storage volume in the municipal water system provides several key benefits, including improving water pressure and availability, reducing peak demand costs, enhancing emergency preparedness, and supporting efficient operations of water treatment and pumping plants. It also helps in managing water quality and can contribute to water conservation efforts.	High	Proactive Mitigation Action	This may be a necessity if peak water demand out paces current storage and production capabilities. Future water demand projections are much higher than the current infrastructure's capabilities. Long-term supply-demand forecasts an be used to estimate the timing and volume of required additional storage.	Year 0-3	Study storage issues/benefits as part of evaluation of intertie coordination
							Year 4-6	Study storage issues/benefits as part of evaluation of intertie coordination; consider storage needs resulting from potential new production wells
							Year 7-10	Consider implementation of storage facility resulting from new production wells

Evaluate limiting new wells in Vashon Recessional Outwash	The objective would be to minimize or avoid impacts to streams, lakes and wetlands on the island.	Evaluate how requiring new wells to be drilled to deeper aquifers would minimize and/or avoid capture of baseflow discharge to	Streamflow, riparian habitat, salmonids and other wildlife	Low	Prevention	Additional costs, model shows less impacts from deeper withdrawals. Instream flow rules, water management act. Mitigates	Year 0-3	Examine the process undertaken in the Chimacum watershed to protect instream flows, and relationship to Bainbridge environment.
							Year 4-6	Develop policy
							Year 7-10	Implement policy
Identify options for protecting recharge areas from development impacts	Protect groundwater elevations and water quality in island aquifers.	Evaluate land-use impacts and potential mitigation strategies in key watershed and groundwater recharge areas	Shallow groundwater and surface waters on the island	Low-Medium	Prevention	Identify the most critical recharge areas and adopt ordinances to protect those areas. Could use particle tracking in GW Model to identify recharge areas to municipal wells. Because they are off-island, would need to work with other parties to protect those areas.	Year 0-3	• Building on existing data from the GWMP and the Beneficial Re-use Study, develop a prioritization of recharge protection areas. Evaluate effectiveness of the current Aquifer Recharge Protection Area regulations (BIMC 16.20.100).
							Year 4-6	• Develop potential land-use changes or other regulations that would implement protection for critical recharge protections areas; consider implementation as part of the Comprehensive Plan mid-term review process
							Year 7-10	TBD
Evaluate and Manage Seawater Intrusion	Protect island aquifers from seawater intrusion	Develop policies and management actions to address potential impacts from seawater intrusion.	Water quality, beneficial uses of groundwater	Medium	Prevention	One formal response to seawater intrusion has been completed in the Seabold neighborhood. Further investigation may be warranted north of the previous extent.	Year 0-3	Refine the policy for the City's response to a suspected trigger of EWL based on previous investigations
							Year 4-6	Develop policy for the City's response to a neighborhood scale intrusion event. Include in policy the process to protect WQ in existing wells from new nearby extraction (possibly similar to Island or San Juan Counties). Work with KPHD to define roles and responsibilities.
							Year 7-10	Collaborate with KPUD and other major water purveyors to prepare for policy implementation, as needed.
Managed Aquifer Recharge	Augment stream baseflow, prevent seawater intrusion, increase recharge, mitigate drawdown in aquifers.	Surface infiltration or injection using a well directly into the aquifer for later recovery. Source water for recharge could include stormwater, reclaimed water, and treated drinking water.	Streams, all aquifers	Medium-High - The cost is highly variable and dependent on specific project details.	Proactive Mitigation Action	Break out by type, mention different techniques, water sources, permitting requirements, water treatment, standards, benefits. Reference Watershed Assessment of Manzanita as a template.	Year 0-3	Study feasibility in priority watersheds to locate site suitable for infiltration. Coordinate work with projects and offset goals identified in the WRIA 15 Streamflow Restoration Plan.
							Year 4-6	Design 1-3 projects in priority watersheds
							Year 7-10	Implement top project(s).
Stormwater Management	Protect water quantity and quality through Low Impact Design (LID) implementation	Increase the use the Low Impact Development (LID) in new construction and existing development. Ensure Best Management Practices (BMPs) are implemented at all facilities handling, using and storing hazardous materials	Continue to require LID stormwater BMPs that mimic pre-development site hydrology. Protect water quality by insuring BMPs are required and implemented at facilities using and storing hazardous materials.	High	Proactive Mitigation Action	Existing city program/requirements, reassess feasibility requirements for LID. Improve City standards for public projects.	Year 0-3	Continue to implement source control and IDDE program with a focus on wellhead protection areas and priority recharge areas.
							Year 4-6	Examine the current Low Impact Design requirements for stormwater mitigation during development with a focus on clean groundwater recharge. Create a program to incentivize retrofits to mitigate runoff from existing development.
							Year 7-10	If needed, refine regulations to improve developed sites' ability to match preexisting hydrology using LID.

Wastewater Beneficial Re-Use	Use reclaimed water for appropriate uses to reduce potable water use and benefit streams and groundwater levels.	Using reclaimed water instead of potable water for things like irrigation and groundwater recharge.	Use of reclaimed water offers several benefits, including drought resilience, reduced reliance on freshwater sources, and support for agriculture and other non-potable uses. It also helps protect ecosystems by reducing the discharge of treated water into rivers and lakes.	High	Proactive Mitigation Action	State requirements, existing study, irrigation water in lieu of using potable water. Explore expanded greywater use at the residential scale.	Year 0-3	Continue with ongoing wastewater beneficial re-use study and field investigations; Develop 30% design; begin discussions on agreements with high water users for re-use substitution.
							Year 4-6	Complete 100% design of re-use infrastructure.
							Year 7-10	Implementation
Conservation	Implement conservation measures to reduce waste and reduce pumping.	A strategy or plan designed to reduce water consumption, minimize waste, improve water use efficiency, and potentially increase recycling and reuse of water. It aims to ensure the long-term availability of clean water for public benefit. Conservation programs often include measures to change behavior, adopt water-saving technologies, and improve water management practices.	Water conservation offers numerous benefits, including reducing energy consumption, lowering water bills, protecting ecosystems, and mitigating the impacts of drought and water shortages. It also helps to maintain the health of aquatic environments and contributes to a more sustainable future.	Low-Medium	Proactive Mitigation Action	Minimize water use, help manage water demand during stress periods. Examine current use of composting toilets and explore expanding use of this technology	Year 0-3	- Update the water conservation plan outlined in the Water System Plan - Develop a water conservation goal - Develop and implement a water conservation plan public outreach plan
							Year 4-6	Analyze metrics to measure success of the conservation outreach strategies
							Year 7-10	Adaptively manage conservation plan and modify as needed
Public Education and Involvement	Provide timely, accurate and understandable groundwater information to the public to educate and involve them regarding the importance of groundwater resources and how to manage and protect it.	Public involvement/education program to increase public awareness and participation in groundwater management, monitoring, protection and use.	Public education and involvement offer numerous benefits, including increased awareness of water conservation, greater community support for sustainable practices, and improved water quality. Educating the public empowers individuals to adopt sustainable habits, participate in decision-making processes, and advocate for environmental protection.	Low	Prevention	Helps with conservation and overall awareness on the importance of protecting groundwater.	Year 0-3	Develop a public education and involvement plan; consider the needs of other plan actions. Choose 1 audience per year for specific outreach material development. Implement a web-based dashboard to increase data transparency
							Year 4-6	Analyze metrics to measure success of the outreach strategies
							Year 7-10	Adaptively manage the public education and involvement plan and modify as needed

City of Bainbridge Island Groundwater Management Plan Actions - DRAFT 050625

Actions	Objective	Description	Benefits	Relative Cost	Action Category	Notes	Planning Horizon	Scope
New Groundwater Monitoring Wells	Expand the groundwater monitoring network in priority locations and depths with limited existing wells to verify model results and identify potential problems in the aquifer so actions can be taken to mitigate the issue before it becomes a serious problem.	Expand the existing groundwater monitoring program operated by the City with new wells.	Comprehensive data collection and management is critical to effectively manage island groundwater resources and avoid degradation of the aquifer system.	High	Data Collection	Objective is to monitor and detect issues early before they become more difficult or impossible to address.	Year 0-3	• Identify possible locations for new monitoring wells
							Year 4-6	• Install 2 new monitoring wells in the Glaciomarine aquifer
							Year 7-10	• Install 2 new monitoring wells in the Fletcher Bay aquifer
Surface Water Monitoring	The primary goal is to maintain and expand the City's WQFMP monitoring program that is used to identify water quality and quantity problems and define thresholds for initiation of management responses for areas within the City's jurisdiction and surrounding nearshore environment.	Continue monitoring and expand the existing surface water monitoring program's spatial extent.	Comprehensive data collection and management is critical to effectively manage island surface water resources and avoid degradation of those resources. Streamflow, riparian habitat, salmonids and other wildlife	Medium	Data Collection	Objective is to monitor to detect and address issues early before they become more difficult or impossible to address. Existing network, data gaps, by stream, proposed new sites. Generate streamflow statistics, high flows, low flows, detect flow issues.	Year 0-3	• Analyze the existing surface water monitoring program to identify data gaps and quality of current data sources from the current 5 automated flow gauging stations; Springbrook, Cooper, Ravine, Doe Qud Sake Qub (AKA Murden), and Manzanita Creeks (managed by KPUD).
							Year 4-6	• Develop a plan to expand the surface water monitoring program based on watersheds with greatest modeled impacts and highest priority resources. Possible streams include Issei, Schel Chelb and Sportsman's Club creeks.
							Year 7-10	• Implement an expansion of the surface water monitoring program with automated stream gauging stations in up to 5 new perennial fish bearing streams.
Manage and Expand Existing Groundwater Well Monitoring Program	Obtain or retain access to existing databases of related information collected by partner agencies; Expand the City's groundwater database to track well construction, water level and water quality data	Maintain database for monitoring wells on the island. Review database maintained by KPUD and KPHD as needed.	Groundwater Managers and Users on Bainbridge Island	Low	Information Management	Locate wells with GPS, connect well log, ID aquifer, pumping rate, water levels, WQ data.	Year 0-3	• Maintain existing monitoring well locations where changes in ownership have occurred; Develop and manage an outreach and implementation program aimed at encouraging the installation of monitoring equipment on private wells in highest priority areas. Goal is to add 5 new monitoring wells to the monitoring network, from preexisting sources, in the Perched and Sea Level aquifers.
							Year 4-6	• Expand existing well monitoring program by up to 3 wells per year; Begin expanding monitoring program into secondary prioritization areas.
							Year 7-10	• Expand existing well monitoring program by up to 3 wells per year; Begin expanding monitoring program into secondary prioritization areas.
Update the groundwater model. test new scenarios	Periodically update the groundwater model to keep it current with new data as it becomes available so that it	Update and maintain the current groundwater model.	Evaluating new scenarios, quantifying impacts to streams from groundwater withdrawals, It can be used to evaluate	Low	Information Management	Well database and septic data would be useful, Can be used to maintain a 3D representation of the island. Could be used to	Year 0-3	• At year 3, re-run existing model with updates to predictive model based on actual conditions; consider a 5-10 year modeling scenario based on observed and newly predicted conditions
							Year 4-6	• Run 5-10-year modeling scenarios using new data captured from expansion of well monitoring and new monitoring wells ; include information from observed and newly predicted conditions

	can be used to evaluate new scenarios and potential management strategies		and design potential management strategies.			assess the best locations for new wells or other potential projects such as MAR.	Year 7-10	Run 5-10-year modeling scenarios using new data captured from expansion of well monitoring and new monitoring wells ; include information from observed and newly predicted conditions. Recalibrate model based on new well reports and monitoring data. Revisit recharge variables based on best available science.
Spread Out New Production Wells Across the Island	Mitigate large drawdowns predicted by the groundwater model for increased withdrawals from aquifers used for municipal water supply. Coordinated groundwater withdrawals can provide redundancy, be used to avoid large drawdowns.	New production wells further north on island to prevent excessive drawdown in the deep aquifers used for public water supply.	Aquifer water elevations	High - new wells, new water lines, storage, treatment	Proactive Mitigation Action	Model results, geology on south end. Avoid well interference, disperse stress on aquifer to minimize drawdown to avoid seawater intrusion.	Year 0-3	Perform evaluation of production well options and cost/benefit along with study of intertie options
							Year 4-6	Near the end of this planning horizon, begin evaluation of well siting costs and inter-agency agreements
							Year 7-10	Complete evaluation of well siting costs and inter-agency agreements; Consider potential for new production well implementation
Intertie, coordinated operations and monitoring with KPUD	Coordinate withdrawals and spread out pumping centers to avoid large drawdowns predicted by the groundwater model for increased withdrawals from the aquifers used for municipal water supply.	Coordinated management (withdrawals, distribution, and monitoring) with KPUD and potentially other water systems	Economic benefits, shared resources and information, co-management of surface and groundwater resources on the island.	High - new wells, new water lines, storage, treatment	Proactive Mitigation Action	Cost effective, spreads out withdrawals, redundancy, coordinated pumping, share costs and responsibility. Look at EIS's for other intertie projects.	Year 0-3	Complete a formal cost/benefit analysis and evaluation of intertie options and consider costs as part of 2027-28 utility rate study
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Conservation	Implement conservation measures to reduce waste and reduce pumping.	A strategy or plan designed to reduce water consumption, minimize waste, improve water use efficiency, and potentially increase recycling and reuse of water. It aims to ensure the long-term availability of clean water for public benefit. Conservation programs often include measures to change behavior, adopt water-saving technologies, and improve water management practices.	Water conservation offers numerous benefits, including reducing energy consumption, lowering water bills, protecting ecosystems, and mitigating the impacts of drought and water shortages. It also helps to maintain the health of aquatic environments and contributes to a more sustainable future.	Low-Medium	Proactive Mitigation Action	Minimize water use, help manage water demand during stress periods. Examine current use of composting toilets and explore expanding use of this technology	Year 0-3	- Update the water conservation plan outlined in the Water System Plan - Develop a water conservation goal - Develop and implement a water conservation plan public outreach plan
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Public Education and Involvement	Provide timely, accurate and understandable groundwater information to the public to educate and involve them regarding the importance of groundwater resources and how to manage and protect it.	Public involvement/education program to increase public awareness and participation in groundwater management, monitoring, protection and use.	Public education and involvement offer numerous benefits, including increased awareness of water conservation, greater community support for sustainable practices, and improved water quality. Educating the public empowers individuals to adopt sustainable habits, participate in decision-making processes, and advocate for environmental protection.	Low	Prevention	Helps with conservation and overall awareness on the importance of protecting groundwater.	Year 0-3	Develop a public education and involvement plan; consider the needs of other plan actions. Choose 1 audience per year for specific outreach material development. Implement a web-based dashboard to increase data transparency
							Year 4-6	Analyze metrics to measure success of the outreach strategies
							Year 7-10	Adaptively manage the public education and involvement plan and modify as needed

Scope of Work (DRAFT)

Peer Review of the City of Bainbridge Island Groundwater Management Plan

Date: [Insert Date]

1. Purpose

The City of [Municipality Name] is seeking an independent, technical peer review of its **Draft Groundwater Management Plan (GMP)** to ensure the document meets scientific, regulatory, and policy standards. The goal of this review is to validate the methodology, assumptions, data sources, modeling, and proposed management actions in the plan.

2. Objectives

- Evaluate the scientific soundness and technical accuracy of the plan.
 - Assess the adequacy of groundwater data, hydrologic modeling, and demand projections.
 - Review the consistency of the plan with state and regional groundwater management requirements.
 - Identify any gaps, deficiencies, or areas for improvement.
 - Provide constructive recommendations to enhance plan effectiveness and regulatory compliance.
-

3. Scope of Work

The selected peer reviewer(s) shall:

3.1 Review Plan Content

- Evaluate all chapters of the GMP, including but not limited to:
 - Hydrogeologic setting
 - Groundwater budget and trends
 - Water quality assessment
 - Groundwater-surface water interaction
 - Groundwater-dependent ecosystems (if applicable)
 - Management goals, measurable objectives, and sustainability indicators

3.2 Assess Data and Methodologies

- Review the quality and sources of data used.
- Evaluate the assumptions and calculations behind water balance estimates and modeling.

- Assess the robustness and transparency of modeling tools (e.g., MODFLOW or other models used).
- Evaluate climate change considerations, demand forecasting, and risk analysis.
- [Include specific recommendations from review committees here]

3.3 Provide Written Deliverables

- A written peer review report summarizing findings, organized by GMP sections.
- A table of recommendations categorized as:
 - Recommended changes
 - Recommended improvements
 - Best practices for future updates

4. Deliverables & Timeline

Deliverable	Due Date
Initial review meeting with City staff	[Insert date]
Draft peer review report	[Insert date]
Final peer review report (incorporating feedback)	[Insert date]

5. Assumptions and Resources

- The City will provide all relevant GMP documentation, supporting datasets, and access to modeling files.
- City staff will be available to answer clarifying questions during the review process.
- Review will be conducted within the agreed-upon budget and timeline.

Groundwater Management Plan - First Draft Comments -May 16, 2025

Comment #	Commentor	Document	Page/Sect.	Comment
1	CW	Plan	All	Include reference to the plan section in the heading of each page
2	CW	Plan	Title	Add “First Draft” to title
3	CW	Plan	TOC	There are some really long section titles – can they be condensed?
4	CB	Plan	8	Sole Source aquifer was designated in 2013
5	CB	Plan	9	Work into the Exec summary that there is at least one house on Bainbridge that uses rainwater for all water uses. Identify that this is a potential future.
6	CW	Plan	9	Why are certain phrases in bold text? Are they referring to something specific in the plan?
7	CW	Plan	1.2	1.2 Findings – can we have charts that represent these findings?
8	CW	Plan	11	We need an overall assessment of risks associated with the predicted scenarios. Can that be included in the Exec Summary? Where else?
9	CW	Plan	13	Move Charlie Kratzer to the TAC; Remove Deb Rudnick from the sub-committee
10	CW	Plan	3-3	Add reference to the upcoming public engagement process, which will include online engagement and a public outreach meeting.
11	CW	Plan	4-8	Closed basins are mentioned in more detail later in the plan, but should they also be mentioned in the streamflow section?
12	CW	Plan	4-21	We include the sewer service area map, but should we include the water service area map as well – at least the City’s map? – Maybe the map on page 4-57 is enough?
13	CW	Plan	4-51	Add a note referencing that the Ferncliff Water System was decommissioned in late 2024 when the city extended a water main to replace the service.
14	CW	Plan	4-56	We have updated numbers on water usage by system – do we want to include those here instead of the numbers from the WSP?
15	CW	Plan	4-61	Isn’t the SLR report complete? Add reference to the plan?
16	CW	Plan	4-62	Mention that the BRIC grant was cancelled by the federal government.
17	CW	Plan	5-1	Last bullet point – convert to two sentences.
18	CW	Plan	5-3	Formatting changes needed in 5.3 – many other formatting changes required in other sections.
19	CW	Plan	5-3	Can the modeling section refer more specifically to the scenarios that were modeled? Right now, the references to specific model runs are very broad. Seems like maybe the modeling piece could include some charts for the data-heavy paragraphs?
20	CW	Plan	5-4	The stormwater section is really long. Can it be condensed, and/or maybe have some sub-headings?

The population number 28,914 doesn't look right?				
21	CW	Plan	6-1	
22	CW	Plan	6-1	Is there a reason why we don't also highlight the city's water system in this section? Only KPUD's systems?
23	CW	Plan	6-3	What is the BHC report in the second paragraph? I think we should make reference to the beneficial re-use report prepared by HDR.
24	CW	Plan	6-3	Under "landfills" start a new paragraph at "another major site."
25	CW	Plan	6-8	Should we be mentioning "closed basins" in this section as well and referring to where it's discussed in more detail?
26	CW	Plan	6-9	Typo – depletion 6, just above bullet points.
27	CW	Plan	6-10	Last paragraph – why is 75% residential land use significant and related to off-island impacts?
28	CW	Plan	6-12	Maybe the last heading on this page should be "analyzing historical..." to match the other heading types?
29	CW	Plan	6-13	The reference to the \$50K and \$500K for the water treatment systems is not quite correct anymore. Let's just be a little less specific and say that the city is in the process of evaluating and upgrading systems that manage water quality at all of its well sites.
30	CW	Plan	6-15	Second to last paragraph – are the HOB wells really at "immediate risk" risk of saltwater intrusion, or are they at risk in the 50-100 year timeframe described in the previous paragraph? Can this section be a little more specific as it relates to the predictive scenarios?
31	CW	Plan	7-2	With regards to EWLs – do we mention anywhere how the results of this work related to the EWLs that were established? Are we following the recommended responses because we need to?
32	CW	Plan	7-2	The bottom of this page has a carriage return formatting error.
33	CW	Plan	7-8	Are there no areas where potential new monitoring wells should be located?
34	CW	Plan	7-11	Same question as above.
35	CW	Plan	7-21	Starting here there are a number of heading formatting changes necessary.
36	CW	Plan	7-22	Can we include recommendations for where new stream monitoring locations should be?
37	CW	Plan	7-27	Same question as above – which basins should be considered for monitoring, and where?
38	CB	Plan	8	Sole source designation was in 2013
39	CB	Plan	10	It should be noted that the 7% increase in household water use is per house, not total increase, and is related to climate change temp increases.
40	CB	Plan	10	Throughout the document we should be consistent, 59 locally named streams, about 17 perennial and 42 seasonal
41	CB	Plan	10	I believe westward should be eastward (from west to east).
42	CB	Plan	10	Can we add septic system and irrigation before <i>return flows</i> so that lay person can get a sense of the term.

43	CB	Plan	11	The monitoring network has expanded slightly due to the addition of a few KPUD wells but has also contracted due to property sales of private wells. Current well network is 87 wells.
44	CB	Plan	11	Add the range of recharge rates in the model scenarios along with the SLR and production ranges. Reformat the 3 variable ranges as bullet points.
45	CB	Plan	11	Add COBI water system alongside discussion of KPUD systems in 1.4
46	CB	Plan	11	Remove discussion of WWTP capacity upgrades.
47	CB	Plan	13	Christian Berg's title is Water Resources Specialist
48	CB	Plan	3-1	Remove "complete"s
49	CB	Plan	3-1	3.2 Add reference to the City Council's second Guiding Principal, to Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.
50	CB	Plan	3-3	3.4 remove reference to staff hydrogeologist
51	CB	Plan	3-3	3.4 add Suquamish Tribe to TAG membership
52	CB	Plan	4-2	4.2 The first sentence should read more like this: Native American histories indicate that ancestral peoples have lived in the Pacific Northwest since time immemorial. Archaeological evidence supports the deep antiquity of Native peoples in the region by providing material evidence for the local presence of ancestral peoples prior to 12,000 years ago (Carlson 1990; Johnson 2018; Kopperl 2016; Meltzer and Dunnell 1987) and as early as roughly 16,000 years ago (Davis et al. 2019). Generally, the earliest known archaeological sites in the Pacific Northwest were occupied shortly after widespread regional deglaciation allowed much of the land to be habitable.
53	CB	Plan	4-2	4.4 replace requirements with outline
54	CB	Plan	4-5	Its should be noted that PE well limitation are 5000 GPD for wells prior to 2018 and 950 for PE wells after.
55	CB	Plan	4-6	Figure 4-3 (water rights) needs to be improved or removed.
56	CB	Plan	4-7	KPUD Water Rights, add a date to the reference
57	CB	Plan	4-8	To first bullet point add possible drought restriction of 350 gallons per day for indoor use only
58	CB	Plan	4-9	Should be noted that the 20mg/l sodium is not an MCL but an EPA guideline for those on a restrict diet for sodium.
59	CB	Plan	4-11	I'm assuming all figures will be higher resolution in the next draft
60	CB	Plan	4-15	"Annual average precipitation of about 38 inches per year" is different than the number used in the model report (45 inches). Our current calculated average is 42 inches.
61	CB	Plan	4-18	Figure 4-10 We use Eagledale instead of South Eagle Harbor for the watershed name
62	CB	Plan	4-22	Figure 4-43 Can we refine this figure of the aquifer cross sections a bit?
63	CB	Plan	4-22	Aquifer nomenclature should be consistent throughout model report and GWMP
64	CB	Plan	4-27	Figure 4-6 I don't think we need multiple USGS figures to show that groundwater flow in the shallow aquifer is generally matches topography.
65	CB	Plan	4-30	Figures from the Kitsap Model may be confusing, I would stick to just the scale of the BI model if possible

66	CB	Plan	4-34	Figure 4-12 We don't we use the recharge map from the current EA model? Isn't it better with the PRISM data?
67	CB	Plan	4-40	I like the clear nomenclature of the model versions in the model report, maybe we can use it here too.
68	CB	Plan	4-44	Most of these have been ruled out or never confirmed, in the past we have not used these data to show that seawater intrusion is "documented", only possible.
69	CB	Plan	4-45	Add more context to the link to the Seabold investigation like: An example of the city's response to an elevated chloride level in exceedance of EWL....
70	CB	Plan	4-45	Add reference to post Hirst Fix PE well and reduced GPD limits
71	CB	Plan	4-57	Group A Water System figure needs improvement
72	CB	Plan	5-1	Monitoring network is 87 wells, 49 assessed for seawater and 76 for level.
73	CB	Plan	5-1	There is more info on the Island Utility Wells that should be included from KPUD
74	CB	Plan	5-2	5 streams have flow stations, Springbrook, Cooper, Ravine, Doe Qud Sake Qub (Murden), and Manzanita
75	CB	Plan	5-3	EA updated/refined the model, not developed
76	CB	Plan	6-3	Wyckoff should not be in the Landfill section
77	CB	Plan	6-5	All the rewritten content from the DOE stormwater manual on parks is too much
78	CB	Plan	6-9	Looks like the Aspect model results are being shown here. It may be confused with the result of the EA model scenarios.
79	CB	Plan	6-10	Why does this reference 2015 data when newer data is available?
80	CB	Plan	6-10	6.4 This does not make sense to me. I don't think it was summarized accurately from the model report (EA 2025).
81	CB	Plan	6-11	If we are going to discuss how on-island land use impacts off island aquifer it would be helpful to add context.
82	CB	Plan	6-12	The refence to the Seabold investigation is incorrect.
83	CB	Plan	6-12	Ongoing efforts to monitor WQ trends should be acknowledged here, like
84	CB	Plan	6-13	We should not refer to the GWMP in the GWMP
85	CB	Plan	6-15	Need to use consistent names for the scenarios, 'low impact' instead of 'low rate'
86	CB	Plan	7-7	All proposed monitoring figures need improvement. Area of modeled drawdown is imprecise. Adding a layer showing where each aquifer is present would be useful.
87	Ted Jones	Plan	TOC	Revise the outline
88	Ted Jones	Plan	Sect 3;4;5	Too much repetition in introductory statements
89	Ted Jones	Plan	Gen	Add more of the conclusions and information from the modeling memo into the actual Plan
90	Ted Jones	Plan	Gen	Separate existing actions and programs from new or recommended
91	Ted Jones	Plan	1	Teds Note to reader. I started underlining things I thought were interesting or quotable in green. Later I found that the authors also had highlighted some things in green. Yellow highlighting is the authors. My notes have yellow tags.
92	Ted Jones	Plan	14	Suggested edit: must plan to accommodate 1977 new housing units by 2044 while preserving groundwater sustainability per the quotas imposed by the Washington Growth Managment Act.
93	Ted Jones	Plan	16	I think EWL should not be on 1/2 foot year across the board. It should be related to the "thickness" of the aquifer and possibly to the rate the level rebounds when a well in the aquifer is shut off.

94	Ted Jones	Plan	17	Briefly define groups A and B
95	Ted Jones	Plan	17	Breifly define ERU for exec summary
96	Ted Jones	Plan	17	This is not clear. The reader at this point does not know that North and South BI systems are KPUDs. And what about the increasing demand on the COBI system?
97	Ted Jones	Plan	19	There may be historical reason these are in this order, but I would put the last of these first. Establishing public engagement happened first and the rest flows from it.
98	Ted Jones	Plan	20	I think Aspect in particular should be named here.
99	Ted Jones	Plan	27	If this applies only to unincorporated Kitsap County we should say that. Nonetheless it is worth noting.
100	Ted Jones	Plan	27	Need to see this on a map. How much of the island has Cat I or Cat II restrictions?
101	Ted Jones	Plan	28	This should be defined the first time the Group A and Group B are mentioned. See note in exec summary.
102	Ted Jones	Plan	28	This section needs an comprehensive conclusion? The sum of the parts adds up to what? Are the granted quantifiable rights up to the 100 year projection in all cases? We say foreseeable future, thats vague. Given rights, claims and unpermitted wells, are the rights realistic or enforcable?
103	Ted Jones	Plan	29	Shouldn't these be numbered 1, 2, and 3?
104	Ted Jones	Plan	29	Please list some big users in this catergory. Are the golf course irrigation systems in here? Folks are asking who if anyone grants these large water extractions.
105	Ted Jones	Plan	31	Is this pertinent?
106	Ted Jones	Plan	67	Is it evaluated yet?
107	Ted Jones	Plan	69	I want to know more about meadowmeer well chloride levels
108	Ted Jones	Plan	70	The following map color codes by cleanup status in dot color. Can we do the same in the coding in the table?.
109	Ted Jones	Plan	81	We need to focus on this. Is this Surface Water source even in our model?? Where is it?
110	Ted Jones	Plan	89	In my view sections 3 and 4 should be entirely rewritten. The outline is not very logical and the details is just way to much restating of the same stuff. You've set the physical and historical stage in sections 1 and 2. Now you need explain the model, how it works and most importantly what the carefully combined scenarios tell us about possible futures. Given those futures what can we do to prevent or lessen disaster. So much in sections 3 and 4 does not take us there.
111	Ted Jones	Plan	89	I find section 3 confusing and redundant. For each identified knowledged/data gap I want to know why it is important that we know more and how big a deal is it to fill the gap in cost, time effort? And who would do it?
112	Ted Jones	Plan	89	I don't see a current gap described here. The program is filling an historic need. If its not a current gap it should be included in section 1 or 2. Its the source of our knowledge not the hole in our knowledge.

113	Ted Jones	Plan	90	This section as it is written is about the success of the existing program, not the holes in it. Tell me what to fix and how here and give me the rest once in an earlier section.
114	Ted Jones	Plan	91	This is the million dollar question. What does the new updated model and all its meticulously defined scenarios tell us? I agree with starting with how it was recalibrated. That goes to its validity.
115	Ted Jones	Plan	92	3.4 is not a data or knowledge gap. Its a summary of a current management practice already in place. There deserves to be a discussion of ALL the current management practices that are in place that protect ground water and it should be before you suggest new stratgies.
116	Ted Jones	Plan	92	This is the 11th of 19 times the sole source aquifer is mentioned.
117	Ted Jones	Plan	93	That we are planning to take until 2027 to adopt a 2024 guidance document is worth noting, but a link to it is sufficient. No need to justify or explain LID BMPs that are thoroughly documented elsewhere.
118	Ted Jones	Plan	93	This is all true, but why is it discussed this way here? Are you suggesting the city further promote these things and help homeowners do them? Is this stuff the City should do on their property? When, how urgent, how expensive?
119	Ted Jones	Plan	94	This is a positive recommendation. Need to see it listed with other actions the city may want to take with costs and other implementation factors so it can be ranked and acted on.
120	Ted Jones	Plan	94	This seems to be an intro paragraph on why are we considering climate change. Said that already,
121	Ted Jones	Plan	94	This discussion on whether more frequent and severe storms increases infiltration is not a data gap either. We are not going to solve it here. we/you selected scenarios that included the more pessimistic case that infiltration does not increase or might go down. This discussion belongs briefly in the section on new model results.
122	Ted Jones	Plan	95	This sentence does not help anybody's agument even if the referenced researcher said it. I hear it as "we're all just guessing".
123	Ted Jones	Plan	96	Almost everything written here up to this point is about quantity of water spatially and temporally. It would be far more effective to only focus on Quality in this section.
124	Ted Jones	Plan	96	the discussion below notes at the end that land use governs where water and sewer systems are placed and what they must do. But this section is better titled Current Water and Sewer Systems.
125	Ted Jones	Plan	96	I was told many times in our committee discussions that the GWMP was concerned with how much the systems take out and where they take it out. We did not need to go into how the extraction, and disributions systems work. Yet here we you are descrbing the high and low pressure zones and the resevoirs! I tend to agree now that such system details belong in the water system plan but not the GWMP.
126	Ted Jones	Plan	98	Lose this para. I don't want to talk about KPUDs committment to consolidating systems when we're not talking about COBIs committment (i.e. Casey Street).
127	Ted Jones	Plan	98	Did not expect to see this much detail on the wastewater treatment systems that outfall to the Sound. How is the system detail relevant to GW quality and quanity ?
128	Ted Jones	Plan	98	Should be on not yet developed priority list of actions.
129	Ted Jones	Plan	99	What does this have to do with Wykoff site? I'd mention the EPA left COBI on the hook for never ending pump and treat costs and all future help from EPA is ow in doubt.
130	Ted Jones	Plan	99	So will there be a GWMP recommendation for COBI to fill this service gap?
131	Ted Jones	Plan	99	See comment above and put all your discussion of Wyckoff together.
132	Ted Jones	Plan	100	This is so big. I want to see that map in here.

133	Ted Jones	Plan	100	All this has been said before. What the new message here?
134	Ted Jones	Plan	101	I would hope see a ban on toxic lawn chemicals outright by schools and parks on BI as a possible strategy. Encouragement is too weak. When stream flow is reduced by climate change and increased population the quality of runoff becomes even more important for salmon.
135	Ted Jones	Plan	104	All this discussion belongs in a rewritten model results section. The way it is written I want to go back half of the document to see if you said these things or something else.
136	Ted Jones	Plan	142	Finally this is what I want to read about. You just spent >20 pages on what reads like a scope of work for future work orders.
137	Ted Jones	Plan	142	These para numbers are out of alignment with the sections they are in.
138	Ted Jones	Plan	143	Please state this as a strategy. Are you saying that well drilling should be limited in other areas? Where and when?
139	Ted Jones	Plan	143	We should have distinct lists of strategies that are in place and working and ones that we are to consider in the future. It should be mentioned as one that is working.
140	Ted Jones	Plan	144	If the city is doing this, is it working, could it be better?
141	Ted Jones	Plan	147	This is the stuff the water utility needs to include in a longer range 20 year CIP. It does not matter that we don't know how many, how deep and where, but we need to be planning for more wells in general.
142	Ted Jones	Plan	147	Maybe its way out of scope but I hoped recommendations in this area would more inform us more about how long it takes and how much it costs. Saying that we have time does not get the ball rolling.
143	Ted Jones	Plan	147	speciically mention increasing island wide fire fighting capability. One house fire nearly drained the South Island system last year.
144	Ted Jones	Plan	148	this is what the UAC already aimed for in our 2020 memo on water systems. Its good to see it reiterated. The city can do more. Meadowmeer?
145	Ted Jones	Plan	148	I think this is not useful here. We have no surface water to spare unless we can dramatically impound storm water somewhere. I think the fish already need that water.
146	Ted Jones	Plan	152	I hope water utilities are doing that now
147	Ted Jones	Plan	153	Drought and emergency restrictions need to be designed and authorized ASAP. Each summer is hotter than the last. Are we going to wash our cars, water our lawns and golf courses like nothing is the matter?
148				•The Puget Lowland wasn't formed by glacial advances and retreats. The depression itself is a forearc basin situated between the Cascadia trench and volcanic arc. It is a tectonic feature that has been modified by glaciation. •I would suggest changing "Pre-European American settlement" to "Prior to European-American settlement". •KPUD monitors streamflow in Manzanita Creek and water levels in Gazzam Lake. Does COBI still monitor streamflow in the creek draining into Fletcher Bay? •I know that a few streams have local names, but there are not 59 names for the creeks. In Water Supply Bulletin 18 (Garling and others, 1965), there are 38 NUMBERED streams (427 through 464. Only one was named, Port Madison Creek. The numbers established in WSB18 were used in WAC 173-515 for Kitsap WRIA 15. None of the streams on BI mentioned in WAC 173-515 are named.
149	Joel Purdy	Model Memo	4	•What is meant by "finely packed"?
150	Joel Purdy	Model Memo	4	•The discussion on why the Qva does not connect from the peninsula to Bainbridge Island could be improved. The primary reason is that the Qva is found above sea level, thus, there is no physical connection between Qva occurrences on BI and the peninsula

151	Joel Purdy	Model Memo	4	•The average and maximum thicknesses are helpful. Consider adding to other unit descriptions. •The statement that QC1 “is present across all of the study area” is not true. There are portions of the island where it is not present. See Figure 11 of (Frans et al. 2011).
152	Joel Purdy	Model Memo	5	•Add KPUD’s Island Utility Well 2 •Add KPUD’s North Bainbridge Well 9 (described in detail on page 8 as a FBA well). •Add KPUD’s North Bainbridge Well 10 •I suggest you revise the “(except where bedrock outcrops)” to (except where bedrock exists at shallow depths). Also, outcrops is a noun not a verb. Bedrock crops out.
153	Joel Purdy	Model Memo	5	•Consider revising the statement “the bedrock is present everywhere”. Are you saying it underlies the entire model area? •There are no volcanic rocks on Bainbridge Island. •Consider revising “on the southern extent of Bainbridge Island” to “on Bainbridge Island generally south of Eagle Harbor. •The KPUD South Bainbridge wells near Lynwood Center are in unconsolidated materials, not bedrock, as are several small water system supply wells and many domestic wells south of Eagle Harbor. Consider revising the statement “This means the southern area of the Island has no named aquifer or aquitard, only bedrock.” - oPage 8 (indicating SB8 is in the sea level aquifer) directly contradicts the explanation on page 5.
154	Joel Purdy	Model Memo	9	•Combining aquifers and confining units seems problematic. How were parameters chosen? Consider adding more explanation on why this was chosen and the advantages/disadvantages. It looks like variable hydraulic conductivity values were used (based on the map). How were these chosen? Consider adding an explanation. •Does combining layers 1-3 render the surface water/ground water interaction of these layers moot? The Qva is the most significant contributor to streamflow.
155	Joel Purdy	Model Memo	5H	•The previous comments are insignificant compared to this comment: The model appears to represent the FBA occurring in the SW corner of the island. What is the basis for this? This is a major departure from previous studies. See the screenshots below from previous studies of Kato and Warren 2000, USGS 2011, and EA 2025. I do not have the Aspect model document readily available.
156	Joel Purdy	Model Memo	Fig 6,7,8,9	•They should be labeled as Groundwater Elevations, not Groundwater Levels
157	Joel Purdy	Model Memo	Fig 7	•There appears to be two somewhat severe “mounds” of groundwater in the SLA aquifer water level elevation maps, one in the middle of the island and one in the SW. The one in the center of the island initially did not appear realistic to me. However, upon review of previous studies, these appear to be correct, and the severity of the mound is a function of the small contour intervals (10 feet) in these plots compared to previous studies (50 feet).
158	Joel Purdy	Model Memo	Fig 9	•What is the basis of the GW elevation contours in the SW corner of the island? There are no FBA wells in that area.
159	Joel Purdy	Model Memo	31	•The last year in the paragraph is cut off. Is it 2080?
160	Joel Purdy	Model Memo	32	•I think it is telling that given that the prediction that total precipitation is expected to increase between 6 and 9 percent, yet three of the four scenarios are for a decrease in recharge. This is the influence of public involvement. I predict that the scenario of 20% decrease in recharge is going to be the only scenario quoted by the public. This is just an observation/opinion that does not require a response.

161	Joel Purdy	Model Memo	34	•5.1.3 first paragraph, 100 years should not be hyphenated (see second paragraph). •Peninsula is inconsistently capitalized throughout the document, even within the second paragraph of 5.1.3. e.g. “Peninsula production” should not be capitalized. Same goes for “Island”. •The concept that production on the peninsula is going to capture water and somehow reduce the volume available in the GMA and FBA on Bainbridge is problematic. For that to happen, the pumping on the peninsula would have to either dewater the aquifer (impossible) or severely reduce the heads in the GMA and FBA at the western boundary of Bainbridge (highly unlikely). Production from the peninsula aquifers will not limit the water availability on Bainbridge. These aquifers are not rivers where diversions limit downstream availability. It’s more complex than that. Lowering of the heads in the GMA and FBA will actually induce greater leakage from above. This discussion is flawed and could present serious issues if read by and misinterpreted by individuals outside the science.
162	Joel Purdy	Model Memo	35	•Another aspect of Group B systems is that there is little growth potential. Production of Group B wells are limited either to a small water right Qa or the 5,000 gallons per day water-right exemption. Thus, nearly all Group B systems are at full buildout. Most small non-public Group A water systems are also at full buildout. Thus, growth potential is essentially limited to expanding Group A systems and exempt well use.
163	Joel Purdy	Model Memo	42	I have to admit that I skimmed this population projection section, and my comments may reflect this. •Growth projections in Group A water systems could be evaluated using DOH Sentry data by comparing the active connections with the DOH approved connections values. For example, Meadowmeer WS has 311 active connections and a total approved connections of 335. Thus, the system has the growth potential of 24 connections or a population of 60. If I understand it right on Table 10 Low-Rate Scenario, Meadowmeer has the growth potential of 2 persons per year or 200 people in 100 years (growth of 166 according to Table 13). Another example is Bucklin. It has 113 active connections and is approved for 121 connections, or a total growth of 8 connections or 20 people. Table 10 says 1 person per year or 100 people, Table 13 says 62 people. Rose Avenue WS is at full buildout at 20 connections (active and approved), yet on Table 13 it shows a population increase of 9 people. I’m sure the rounding of the numbers in Table 10 is part of the explanation.
164	Joel Purdy	Model Memo	50	•KPUD’s Deer Path well has no production capacity (Table 15). •KPUD’s Island Utility wells 1-3 have a current capacity of about 100 gpm each. The wellfields water right is limited to 300 gpm for all three wells combined, Qa=336 acre-feet per year or an equivalent of 208 gpm continuously. Not sure where the capacities of 200, 250 and 250 gpm came from. They are listed as having capacities of 125, 115, and 70 gpm on the DOH Sentry database. •Port Madison and Seabold Heights’ wells have capacities of about half of what is listed in Table 15. •Ferncliff has been consolidated with COBI. •NBWC’s capacity is about right on Table 16. We hope that the discussion of North Bainbridge system’s capacity includes the system’s water right limitation of 507 acre-feet and that this limitation is considered in any pumping scenarios.
165	Joel Purdy	Model Memo	55	•I am not sure how the production amounts from Manchester Water District, McCormick Woods (now consolidated with City of Port Orchard), and Navy Yard Park have anything to do with Bainbridge Island. These systems are located far south of the bedrock high, with no physical way to influence water on Bainbridge Island. I guess because they are within the model boundary, they must be included in the model runs. •The wells that produce water for our Vinland system are located outside of the model boundary. •The production amounts for KPUD’s North Peninsula, Vinland, Suquamish, Indianola, Eldorado Hills, Miller Bay, Indian Hills and Navy Yard Park in Table 20 appear accurate.

166	Joel Purdy	Plan	General	•The editorial notes by Dawn Lawler are visible in the document view of Adobe. Even though this professional reviewer has gone through the document, there are abundant style, grammar and spelling errors. These inconsistencies, as well as font and text formatting inconsistencies, exist in both EA documents that I have reviewed, and these should be resolved in both. See below for specific occurrences. •Several figure numbers in the text do not match the figure titles. •I think that you should note when the figure that you have copied directly from another source has been modified or if it is an unaltered copy. •The entity of the City of Bainbridge Island is referred to as the City, COBI, Bainbridge Island, etc. Pick one and stay consistent. •Non-water system wells are called “homeowner wells”, “permit exempt wells”, “private wells”, etc. Pick one and stay consistent. •Fonts change throughout the document (see p. 4-7 for one such incident). Pick one and stay consistent. •The use of contractions such as “it’s”, “don’t”, “doesn’t” are unprofessional and should be eliminated from the document. •Inconsistencies of the writing style such as capitalization, hyphenation use, units of measure, abbreviations, acronyms, etc. are blatant and cumbersome.
167	Joel Purdy	Plan	ES-5	•Second paragraph. North Bainbridge system seeing 61 to 115% increased water demand and South Bainbridge system seeing 194-373 % increase. KPUD does not have the excess pumping capacity or water rights to meet those demands. This will require new wells, more water rights and the expansion of the infrastructure...and conservation and use of recycled water.
168	Joel Purdy	Plan	S2.4.1	•In bullet 3 is the first use of the acronym COBI. The acronym has not been introduced except in the acronym list. In the executive summary the City of Bainbridge Island was designated as the “City”, City and COBI seem to be used interchangeably. I suggest that you consistently use COBI throughout the document. Also, the City of Bainbridge Island is spelled out several times after the acronym has been introduced. •The acronym KPUD is introduced on p. 1-2, p. 1-3, p. 2-52, p. 4-2, and p. 5-1. Once is enough and stay consistent, e.g. “Kitsap PUD”.
169	Joel Purdy	Plan	S2.4.4	•Group A and B water systems are defined here, but the terms have been used in section 2.4, and 2.4.3. The terms are defined again in 2.4.9, 2.8.2
170	Joel Purdy	Plan	2-6	•Renumber bullets to start at 1. •The third paragraph mentions the Kato & Warren work on water rights, but there is no reference in the text to the figure (4-3) copied directly from the report. In other words, there is no “(Figure xxx)” in the text. Also, the figure is essentially illegible in the PDF. •In the fourth paragraph there is a reference to “(Figure XX)”, but I would expect that figure to show the watersheds closed to further appropriations. There is no such figure.
171	Joel Purdy	Plan	2-11	•The current water rights total for KPUD’s North Bainbridge system is a Qa of 507 acre-feet and a Qi of 1,646 gpm. •The current water rights total for KPUD’s South Bainbridge system is a Qa of 523.9 acre-feet and a Qi of 806.4 gpm. •Manzanita Heights and Sunset Hills water systems and their rights were consolidated with North Bainbridge. Their combined rights are included in the water right totals given above for North Bainbridge. •If you add up the Qa for KPUD’s systems as listed on p. 2-11, the total is 3,591 AFY. We have 1,466.1 AFY of water rights for those systems.
172	Joel Purdy	Plan	S2.5.2	•The figure labeled Bainbridge Island Surface Geology is not a map of surface geology, but of the surface expression of the aquifers. The key shows hydrostratigraphic units not geologic units. •I see no reference to the USGS detailed mapping of Bainbridge Island Open-File Report 2005-1387 (Haugerud 2005). I would consider this the definitive surface geology map of the island.

173	Joel Purdy	Plan	S2.5.3	•There is no mention of the predicted rainfall increases, only the mention of the prediction of more intense rainfall events. I think you should mention that rainfall is predicted to increase 6-9% (something like that), which equates to almost 4 inches more rain each year. •I would rewrite this sentence: “Climate change impacts are projected to result in more extreme precipitation events except for summer that is expected to see a decline in precipitation.” To: The current climate models predict an increase in annual precipitation of 6 to 9 percent, resulting in shorter, wetter winters with more extreme precipitation events and longer, drier summers.
174	Joel Purdy	Plan	2-19	•Keep the use of “;” for thousands. For example, 1400 water supply wells should be 1,400 as later in the same paragraph it is “1,000 feet deep”.
175	Joel Purdy	Plan	2-22	•I would change the last sentence that starts “These on-site septic systems...” by removing the words “a small amount of”. The contribution of 3 inches of recharge equates to 4,400 acre-feet a year. This is over twice the amount of groundwater withdrawals each year (2,000 acre-ft/yr, Frans and others, 2011).
176	Joel Purdy	Plan	2-24	•Do not use “&” in a sentence. Spell it out. •Remove the word “likely” from the second paragraph. There is no physical way that the shallow deposits are hydraulically connected between the island and peninsula. There is only air between them.
177	Joel Purdy	Plan	S2.6.3	•I don’t believe that Gazzam Lake has an outlet. At least lake water does not discharge overland from the lake. Water levels decline in the summer due to evaporation and leakage. It should be noted that the lake is perched at an elevation of about 320 feet MSL and not hydraulically connected to deeper aquifers (Qva, SLA and FBA)
178	Joel Purdy	Plan	2-44	•Level II is misspelled.
179	Joel Purdy	Plan	2-52	•Why is the following sentence cited from the UAC and not KPUD or DOH? Our estimate of the current population served is 9,254 for our owned systems, so I am not saying it is wrong, just an indirect source. This total does not include Port Madison, Seabold Heights, Onorato, Ferncliff, Blakely, Bainbridge Island Child Care Center, and Agatewood that are no longer managed by KPUD since 2023, nor does it include the population served by Meadowmeer, which is still managed by KPUD. Bill Point and Island Utility were consolidated with South Bainbridge in 2023 and are included in the total population given above. •I think a discussion paragraph on the difference between primary and secondary contaminants, and state action levels is warranted. The phrase “secondary contaminant level set for protect aesthetic qualities of water and are not health-based” is repeated four times (and should be reread and edited, i.e. “set for protect”?). All MCL exceedances except arsenic and coliform listed in the bullets are secondary MCLs. •The MCL for arsenic is 10 ppb (0.010 mg/L)!!! •This whole discussion is poorly presented. Singling out systems with mostly spurious results is not productive. A general discussion of iron, manganese, arsenic, etc. would be more valuable. For example, you report North Bainbridge has low concentrations of arsenic and sodium is 29.4 mg/L. Why even mention these? You should also mention that sodium has no MCL, only a state action level.
180	Joel Purdy	Plan	S2.8.1	•Can’t you show the historical water use for COBI? KPUD has good data for systems from 2015-present for South Bainbridge and from the late 1980s for North Bainbridge from time periods after KPUD acquired these systems.

181				•The second paragraph makes no sense to me. You say that in 1973 KPUD obtained 1,359 acre-feet of water rights. Later you say that the dates are the priority dates. My records show no water rights associated with any of our Bainbridge systems that have priority dates of 1973. Also, we do not have a single water right of 1,168 AFY as implied by Figure 4-16. Further, our water-right annual totals and priority dates for all our owned systems are as follows: <table><tr><th>System</th><th>Water Rights Qa (acre-feet)</th><th>Priority Dates</th></tr><tr><td>Harbor Crest</td><td>35</td><td>1983</td></tr><tr><td>Island Utility (now consolidated with S. Bainbridge)</td><td>336</td><td>1988</td></tr><tr><td>North Bainbridge</td><td>507</td><td>1964, 1969, 1970, 1971, 1972, 1982, 1985</td></tr><tr><td>South Bainbridge</td><td>523.9</td><td>1962, 1972, 1979, 1980, 1983,</td></tr><tr><td>Bill Point (now consolidated with S. Bainbridge)</td><td>64.2</td><td>1972</td></tr><tr><td>Totals</td><td>1,466.1</td><td></td></tr></table> •I question whether the total water rights are 7,282.67 AFY (I found the actual total three pages later) as shown on Figure 4-16. This disagrees with the total of 5,118 AFY that is presented on p. 2-8. Also, KPUD has 1,466.1 AFY of water rights on Bainbridge. However, you say in the text on p 2-11 that we have a total of 3,591 AFY for our systems. Is that extra 2,124.9 AFY (3,591-1,466.1) included in the 7,282.67 AFY total? Did you differentiate between primary from secondary water rights?	System	Water Rights Qa (acre-feet)	Priority Dates	Harbor Crest	35	1983	Island Utility (now consolidated with S. Bainbridge)	336	1988	North Bainbridge	507	1964, 1969, 1970, 1971, 1972, 1982, 1985	South Bainbridge	523.9	1962, 1972, 1979, 1980, 1983,	Bill Point (now consolidated with S. Bainbridge)	64.2	1972	Totals	1,466.1	
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Totals	1,466.1																								
	Joel Purdy	Plan	S2.8.1																						
182				•It should be noted that records of wells, i.e. water well reports, were not required before 1971 and recordkeeping and tracking have dramatically improved since the late 1990s and early 2000s. This is a factor in the comparison of the 1960s and 1980s. This is thoroughly discussed on p. 5-25. Some excerpts of that should be here too.																					
	Joel Purdy	Plan	2-56																						
183				•Explain why it is stated that there are 80 wells serving Group A systems, 135 wells serving Group B systems, and an estimated 1,350 domestic wells, totaling 1,565 wells, yet on p. 2-56 it is stated that there are records for 2,060+ (1,800 + 260 plus) wells, and on p. 5-24 it is stated that there are 2,000 water supply records. Please explain the discrepancy between the numbers. My suspicion is that your 2,060 plus records include duplicates and numerous records of well decommissions that are included as water wells based on my experience working with that database. There is a detailed and well-written section about Ecology’s well log database that starts on p. 5-24. That text should be referenced here.																					
	Joel Purdy	Plan	2-58																						

184				Figure 4-179” on p. 2-60 •Check the figure number •You have two different colors for KPUD. •Port Madison and KPUD appear to have the same colors. Same with Ferncliff and Meadowmeer. •Bill Point Water System is now part of South Bainbridge WS. •Ferncliff is part of COBI Table 4-6 Use what you see fit of this information: •Bill Pt water (now part of South Bainbridge water system) technically has 4 wells, but one of the wells hasn’t been active for decades. •Ferncliff has two wells. None are now in use since being consolidated with COBI. •Meadowmeer had four wells drilled. Two wells are actively serving the water system, one was decommissioned, and another is emergency backup and hasn’t been used for decades. •North Bainbridge has 10 wells, but only five are actively used. •Port Madison only has two water supply wells. The other is capped and has not been used for decades. •South Bainbridge only has four water supply wells (Wells 7-10). The first 6 wells were decommissioned long ago.
	Joel Purdy	Plan	2-60	•What are the predicted precipitation totals? You only mention the stressors without mentioning that total precipitation is expected to be about 5 to 9% more. This is significant and should not be left out.
185	Joel Purdy	Plan	2-64	
186				•A decline in aquifer level does not necessarily equate to exceeding natural recharge rates. A decline in aquifer levels (potentiometric surface) could be a response to continual pumping withdrawals from the aquifer and not the exceedance of the recharge rate. Once the pumping rate stabilizes, the potentiometric surface of the aquifer will stabilize. •Wells should not be referred to as “Large production wells”, which makes me think of large-diameter wells, but should be referred to as high-capacity wells or wells with high pumping capacities.
	Joel Purdy	Plan	S3.1	

187	Joel Purdy	Plan	S3.3	•First, I know that a few streams have local names, but there are not 59 names for the creeks on the island. In Water Supply Bulletin 18 (Garling and others, 1965), there are 38 NUMBERED streams (427 through 464. Only one was named, Port Madison Creek. The numbers established in WSB18 were used in WAC 173-515 for Kitsap WRIA 15. None of the streams on BI mentioned in WAC 173-515 are named. •Second, KPUD has monitored Manzanita Creek continuously since 10/12/17. We have stage and streamflow data available on our website. I also believe that COBI monitors streams (Springbrook Creek for one), but I do not know the details or have I reviewed the data. KPUD would be happy to join, or even lead, the effort in obtaining streamflow data from more streams on Bainbridge. •Third, it is easy to say monitor more streams on the island. We have run into obstacles in our numerous attempts to monitor the streams including: - oMost streams on Bainbridge have flows that are often too small to accurately measure. Measurements of narrow and shallow streams are highly susceptible to measurement error. - oMajor precipitation events rearrange the steep steam channels such that the rating curves must be adjusted often. - oAccess to stream channels at locations that are conducive for measurements may be difficult to obtain.
188	Joel Purdy	Plan	S3.3	•Don't use contractions such as "wasn't" in formal documents. It doesn't look professional. •Up until now we have had discussions of the state of things, stats and data. In this section and the next, there are numerous recommendations that may be lost in the text. Hopefully, there is a summary of these recommendations.
189	Joel Purdy	Plan	S3.4	•I agree with the emphasis of bioretention, rain gardens, stormwater infiltration, etc. to increase groundwater recharge. •I also agree with preservation of natural systems over engineered ones.
190	Joel Purdy	Plan	S4.1.1	•Here it is stated that Group A systems provide 95% of the "connected population", but on p. 2-58 it is stated that Group A systems supply water to about 71% of the "island's residents" and Group B serve about 5%. Maybe this is a function of semantics, but it is confusing. Are you saying that 95% of the people served by Group A and B water systems are served by Group A systems? How could it be that 5% of the residents are served by Group B system on p. 2-58 and 5% of the "connected population" is served by Group B systems? •South Bainbridge also consolidated the Bill Point water system in 2023.

191	Joel Purdy	Plan	S4.2	It is stated that the: groundwater system faces multiple stressors, including: •A 50% increase in demand to accommodate population growth. Who said this? Where is it in this document? This is a model scenario chosen to SIMULATE population growth of 84% to 178% (p. 3-4). •A 20% reduction in recharge rates due to climate change. Who said this? Give me a citation that there is a predicted reduction in recharge rate of 20% because of climate change. In fact, there is a predicted increase in the annual precipitation of about 6 to 9%. That would lead most people to a predicted INCREASE in recharge. The 20% reduction of recharge is a random scenario that the was selected by advisory groups to run for the model. No one at the Climate Group predicts a 20% reduction in recharge rate. This is extremely frustrating to see the 20% reduction in recharge presented as fact. •A 4-foot rise in sea level from climate change. The prediction is for a 28-inch rise in 75 years and 46 inches (almost 4 feet) in 125 years. I thought the model runs were 100 years, not 125 years. Thus, the paragraph that starts with “These declines are particularly concerning...” should be revised to something like this: These predicted declines are concerning when considering potential future demands. Model scenarios were chosen with input from advisory groups to simulate what if other potential future stressors were added. These scenarios include: •A 50% increase in demand to accommodate population growth as estimated(?) by the consultant. •A 20% reduction in recharge rate suggested by advisory groups. •A 4-foot rise in sea level from climate change predicted by UW Climate Group by 2150.
192	Joel Purdy	Plan	4-10	•Again, contractions such as “it’s” and “don’t” aren’t professional (pun intended).
193	Joel Purdy	Plan	S4.4	•It is stated that deeper aquifers are interconnected with Kitsap Peninsula, but earlier it is stated that there is no evidence of the interconnection (Section 2.6.1). There is a lot of inconsistency when discussing the relationships between peninsula and island aquifers. •The statement that “When production rates increase in these aquifers on-island, there is less water available to flow from off-island extraction wells (EA 2025).” This statement is confusing at best. As a hydrogeologist, it makes no sense to me.
194	Joel Purdy	Plan	S4.4.4	The North Bainbridge system has a current water right limitation of 507 AFY, or 165.2 MGY. Yet the scenarios have usage of 237 to 317.4 MGY from the system. Are these scenarios realistic? Same goes for South Bainbridge, our water rights limitation is 924.1 AFY, or 301.1 MGY. The modeled increase of 194% and 373% over the current rate of 169.5 MGY increases equate to an increase of production to 327.4 to 631.5 MGY. These suggest a dramatic need to increase in well capacity and water right permits at these systems. Again, is this realistic? This amount of increase for South Bainbridge MUST come from areas north of Eagle harbor where bedrock is not encountered at shallow depths. Also, I thought there was a 50% increase in demand to simulate growth (see Section 4.2).
195	Joel Purdy	Plan	S4.4.8	I think this section overstates the importance of the sole source aquifer designation. It is only effective on federally funded projects. Also, note the lack of capitalization of sole source aquifer, which is inconsistent throughout the document, there is even a hyphen in some of the uses in the document.
196	Joel Purdy	Plan	S5.1	•A few sentences in the second paragraph should be rewritten because of missing or misspelled words.

197	Joel Purdy	Plan	S5.2.1	•The phrase “in collaboration with Kitsap PUD (KPUD)” is a stretch. First, just use the acronym KPUD that you defined several times already. Second, KPUD shares its water level and production data with COBI every year. KPUD has had no input on which wells they monitor, and we do not receive their data...The “collaboration” is in essence a one-way street. Third, KPUD has wells that have data for much more than 20 years. For example, KPUD has over 45 years of monitoring data for the Fletcher Bay Observation Well and over 48 years of data for the Bloedel Farm Well. •GWMP is misspelled on p. 5-4. •The paragraph formatting is different within the Groundwater Monitoring section. •The Hydrogeologic Cross-Section of Bainbridge Island is presented three paragraphs before the discussion of it. •There is a paragraph break within the last paragraph of the Groundwater Monitoring section.
198	Joel Purdy	Plan	5-12	•The sentence “As such, these streams have no water legally available for new water rights and are protected from proposed future groundwater or surface water withdrawals that require water rights.” is poorly written and could lead to the interpretation that no water rights could be obtained within the basin. That is incorrect. New groundwater rights can be obtained if estimated impacts to streamflow from groundwater is mitigated in full as is stated in the GWMP at the top of p. 5-22. •It is written sea-level aquifer and Sea Level Aquifer in the same paragraph. Pick one and stay consistent.
199	Joel Purdy	Plan	5-15	•The text states that there are four wells monitored for water levels by COBI and one by KPUD, for a total of five wells. There are only four wells shown on the water level figure. •You should not capitalize directionals of east, west, north and south. Yet, they are here even though in some paragraphs they are not.
200	Joel Purdy	Plan	5-18	•The figure referenced in the text for data gaps show area #2 for a potential location of new monitoring wells. There are no FBA wells in that area that is underlain by bedrock.
201	Joel Purdy	Plan	5-22	•I believe that the limit for permit-exempt well withdrawals is now 950 gpd in Kitsap County. It might not be official yet. Check with Kitsap Health District. •Suddenly, all numbers are spelled out (third paragraph), inconsistent with previous text. •Are the streamflow locations monitored by COBI continuous? If so, that is contrary to the statement that no continuous streamflow data is collected on Bainbridge (see Section 3.3). KPUD has been monitoring Manzanita Creek continuously since late 2017. Data is available on our website. •Note that KPUD has an in-house database of wells within Kitsap County. The County has been sending us well logs for each new well they inspect.
202	Joel Purdy	Plan	S5.2.3	•Text is in a different format. Paragraph heading numbers are off and in blue font. •Restricting drilling to confined aquifers south of Eagle Harbor would effectively result in a moratorium on new wells in that area because there are very few areas where there are confined aquifers because of the underlying bedrock.
203	Joel Purdy	Plan	5-30	•If this is implemented, which I do not think is necessary, I would recommend that mapping of seawater intrusion risk categories be done by a licensed hydrogeologist experienced in this type of analysis. Also, the precipitation/recharge rate in Island County is much lower than on Bainbridge, and they have known areas of seawater intrusion. However, Island County’s ordinance is definitely the gold standard in Washington state.

204	Charlie Kratzer	Plan	General	(1)Why are we doing yet another modeling exercise? As I mentioned on Wednesday, every model incorporates new information and revised scenarios for the future. The amount of money spent on careful planning (by revising models and planning scenarios) pales in comparison to expenditures on development and infrastructure changes that will take place over the next 20-50 years.
205	Charlie Kratzer	Plan	General	(2)Why did I get so adamant about the interconnectedness of the aquifers on BI? I have been analyzing the USGS models for several years now and was certain that there is more connectedness than was being portrayed by EA. If all the replenishment of the deep aquifer came from the Kitsap Peninsula, then USGS would not have concluded that recharge from the Kitsap Peninsula is only about 5% of the total. I am also attaching the relevant water budget analysis in the 2011 USGS report. I highlighted the following “For the QA3 aquifer (FBA) under predevelopment conditions, lateral groundwater flow into the aquifer (641 AF/yr) was about equal to the downward groundwater flow into the aquifer (642 AF/yr) or 50 percent from each source. By 2008, lateral groundwater inflow was 364 AF/yr, or 25% of the total and downward groundwater flow into the aquifer increased to 1,057 AF/yr, or 75% of the total. The increased groundwater flow into the QA3 aquifer (FBA) from the unit above can be attributed to pumping from the aquifer drawing more water into the unit.” Knowing of this statement is why I got carried away and mentioned that the confining layers are not made of concrete, which appeared to upset everyone. Anyway, this water budget analysis in the 2011 USGS report really struck me as very significant. So much so that we included a slightly revised/simplified version of it in the GW Fact Sheet as figure 6.
206	Charlie Kratzer	Plan	General	(3)What’s the big deal about the recharge scenarios included in the low, med, and high scenarios? Isn’t 7.5% pretty close to 10%? How about if we don’t label any of the scenarios as the “most likely”? Well, as I pointed out, recharge is the most important parameter (although the most difficult to quantify). Thus, 7.5% versus 10% is definitely significant. Also, whether EA does it or not, someone (Council, COBI, etc.) will try to put the label of “most likely” on the 3 scenarios.
207	Charlie Kratzer	Plan	General	(4)Why are the recent number of water connections in Winslow last year relevant to a planning analysis for the next 20-50 years, especially when COBI has some pretty big population increases (11,000) on the table for the next 20 years? This comment seemed to get nearly unanimous agreement from the rest of you during the meeting. If COBI is not planning for growth in the future, then why is there the big discussion about the DEIS and Comp Plan numbers? Why are we trying to figure out the potential impacts of growth on the future of our aquifers, streams, and wetlands? I did not understand the relevance of the statement about last year’s water connections and also applications for water rights to this whole GWMP process.

208	Charlie Kratzer	Plan	General	(5)What are the actual climate change projections from UW CIG? I will have much more about this coming up. As I mentioned yesterday, I am looking at the next 20-50 (or 30-60) years, not 100 years. If you read the UW CIG (2015) “gold standard” report, you will notice the oft-mentioned increase in annual precipitation of 6-9% is for 60 years from now, not 20-30 years. There is also a caveat on the seasonal and annual precipitation numbers – only the summer decrease has complete agreement between the various CC models. There is not complete agreement on the precipitation projections for fall, winter, spring, and annual. On the other hand, there is complete agreement amongst the models on – temperature and an increase of intense storms.
209	Charlie Kratzer	Plan	General	(6)The draft GWMP document is hard to review in its current state. Like I said, the draft GWMP is not (in my opinion) ready for review. It is an organizational disaster. The numbering system (sections, figures, tables) is all over the place and there are many passages that are repeated verbatim throughout the report. It’s obviously a last-minute cut-and-paste job. On the bright side, I found the Tech Memo very readable and well organized.
210	Charlie Kratzer	Plan	General	(7)Last point (for now) – the timing of TAC input is too late in the process! I sensed that much of the pushback I was getting from EA had to do with their opinion that they are in the home stretch and are very resistant to significant changes (i.e., more model runs) at this point. Although I understand their feeling on this, it is really on COBI to make the TAC review process relevant, and not just a “rubber stamp”. I am not a reviewer who is comfortable with providing a “rubber stamp”.
211	Charlie Kratzer	Plan	General	As promised, I am attaching my revised recharge analysis for your consideration. I preface this with a statement of my intention here. I am going through this effort because the science is of great interest to me, not because I am a Bainbridge NIMBY on this. I have been involved in many studies looking at predictions from models combined with climate change projections, especially during my time with the California Department of Water Resources (DWR). I was part of a team of scientists revising the California Water Plan, a major planning document that DWR puts out every 5-7 years as a roadmap for future water planning. While much of my time on the TAC is being charged to the Suquamish Tribe, many of my hours are basically being volunteered to this effort, as I am a part-time employee (62% time) with the Tribe with many other water-resources-related responsibilities. The primary revision I have made to my attached recharge analysis is to include the results from the UW CIG “gold standard” report (Mauger and others, 2015) along with the results from two downscaled UW CIG on-line tools.

212				(1)(g) Estimates of the historical and current rates of groundwater use and purposes of such use within the area. The following table is a compilation of annual production over the twenty year period 2001 – 2021 from the main water supply wells managed by the City of Bainbridge Island (COBI) and Kitsap Public Utility District (KPUD). The information was received via routine public records requests. This information clearly reveals to an interested and non-technical reader that over this period, there was a 20% increase in population (about 4,200 people) and a 67% increase in extraction. Interestingly, this population increase of ~4,200 people reasonably matches the 4,524 population increase recommended by the State of Washington Department of Commerce, and is somewhat close to the Alternative 1 (~5,600 population increase) of the in-progress Draft Environmental Impact Statement and serves as a useful benchmark for the next twenty years. Importantly, it is also real information to be used to assess the twenty-year scenarios in the companion Groundwater Model. This is simply useful information for people like planners and City Council members. It is not as cryptic and interpretive as the discussions of water production that addresses concepts such as Equivalent Residential Units (ERUs) or Water Rights or per capita consumption, which are of course important. The authors of the GWMP need to consider their audience and include simple tables and clear discussions of basic conclusions from such data sets. Ultimately, present and future City Council members may or may not vote to issue bonds to support more water supply wells and attendant infrastructure as we grow. The commenter simply is urging the authors to include this clear and important information, which is routinely presented in other GWMPs. It is useful to City Staff, City Council, the Planning Commission, Utility Advisory Committee, Environmental Technical Advisory Committee and of course the public. Also included in this table is production information from ten other BI production wells owned by KPUD with data for various timespans from 2018 – 2021 (Bill Point #2, #3 and #4, and South Bainbridge #9); 2005 – 2021 (North Bainbridge #6 and #10); and Island Utilities #1, #2 and #3. Whereas it is true that most of these wells’ annual production has modestly increased, the commenter would rather stress his main objective: Include the relevant data in the Plan so future practitioners/planners/interested parties can have the data at their fingertips. The commenter will submit to the Public Works Director all backup raw data files (detailed below) that contain all data compiled in the table above. Respectively, this step thereby refutes past statements by the Public Works Director and Consultant that claim ‘the data is not available,’ or ‘we don’t have that data,’ etc.
	Gander 1	Plan	General	
213	Gander 1	Plan	S2.6.1	Comment #4: This 60-65 gals/per capita/per day requires a reference),

214				Comment #5: This discussion is disjointed with statements about water rights and well construction and population, etc. The authors need to first lay out some basic historic to current water production information along the lines of the table I presented in the General Comment at the beginning of the document. DATA IS AVAILABLE FOR THE MAIN PRODUCING WELLS FROM 2001 THROUGH 2024. And it is a simple matter to get production data from KPUD and COBI through 2024 (because I have it through 2023 – it was acquired through routine public records requests. I believe you have this data too but you have chosen not to include it and prefer to discuss historical and current use in the context of water rights. Including facts about water rights is certainly part of the story but I know that Mr. Nazy is well aware that actual production is of course a key element as well. And by the way I see Mr. Nazy is still contributing to this effort as he made comments embedded in this document dated April 13, 2025. Personally, it does not bother me that he is working on this document because he is well-qualified to do it. What is concerning is the fact that he and his cohorts are purposefully leaving out basic production data. Please do the assignment as agreed and follow the outline per Chapter 173-100-100 WAC and include the production data along with the water rights data.
	Gander 1	Plan	S2.6.2	
215				Comment #6: This paragraph is a reasonable start but as the commenter noted in the General Comment, it is appropriate to include a 20 year data set on the biggest producers to give the reader some real-world information, instead of the more abstract factoids about the water rights. Mr. Nazy, the commenter freely admit that you are much more knowledgeable about water rights than the commenter. The water rights are of course important. However, we also know they are dated information and in virtually all cases based on limited pump test/step-drawdown tests at the time of well installation, many times 30-40 years ago. It is great to have the legal right to produce a certain amount of water annually, but being able to actually produce the maximum allowed - year over year - is an unknown. It is certainly more of an unknown than providing the reader with actual historic production data from 20 years ago through at least 2021 and 2023, and 2024 data are available as well. Additionally, there is very accurate production data from throughout the 90s on the older production wells in the Fletcher Bay Aquifer such as COBI's Fletcher Bay PW, and Sands #1 and Sands #2. KPUD's North Bainbridge #3, #7 and #9 also have data back into the 90s (two of these are in the Sea Level Aquifer and the other is in the Fletcher Bay Aquifer).
	Gander 1	Plan	2-58	

216	Duplicate of above				
	217	Mike Cox	Plan	ES-2	Could provide a few sentences about what a sole source aquifer is. This is an important concept
	218	Mike Cox	Plan	ES-2	For the first goal could you say more generally Develop management strategies (eg, water conservation and recharge strategies) to ensure an adequate quality and quantity of ground water in to the future. I think there are multiple managment strategies.
	219	Mike Cox	Plan	ES-2	Maybe a sentence or two on why we need to accommodate these new housing units. This is a crucial assummption and I think important to discuss why in the ES
	220	Mike Cox	Plan	ES-3	I would suggest making this into a sidebar. To me this is the problem statement. The goals and objectives are imporant but this is the first time that it states what is the problem we are trying to solve.
	221	Mike Cox	Plan	ES-3	I thnk this section needs to provide more conclusions in regards to what you found in terms of the impact on groundwater quantity and quality. The information provided is important but and needed but to me it is characterizing the system and not providing findings.
	222	Mike Cox	Plan	ES-3	Editorial but could you bullet the discussion on the different aquifers. For me it is hard to follow.
	223	Mike Cox	Plan	ES-4	Again editorialbut make these points intobullets points. This is important context
	224	Mike Cox	Plan	ES-4	You need to provide the year that you are compating the SLR with. I assume 2025 but do not know the date the CIG study was completed...
	225	Mike Cox	Plan	ES-4	I think you need a footnote or a sentence that explains EWs. Most people will not know what those are.
	226	Mike Cox	Plan	ES-4	Some context. A sentence on why chloride levels are important to measure.
	227	Mike Cox	Plan	ES-4	Somewhere in the ES I think you need a table that provides summaries of the findings from the different scenarios by aquifer. I think the ES is what the majority of people will read. I do not see a summary of the findings in the ES
	228	Mike Cox	Plan	ES-4	This is important but gets one sentence. I think the conclusions need to more explicit and highlighted.
	229	Mike Cox	Plan	ES-5	Define ERUs

230	Mike Cox	Plan	ES-5	This is the first time the increases are mentioned. As I said above I would suggest a simple side bar or table summarizing the changes.
231	Mike Cox	Plan	1-1	I think this statement should be the introduction to the ES. I think it succinctly summarizes the issue.
232	Mike Cox	Plan	1-3	Has there been a project that the EPA has reviewed and evaluated? The exemptions identified seem to cover a very broad network of entities.
233	Mike Cox	Plan	1-4	Editorial. Take it or leave it. The long paragraphs make it very hard to read. Could you have a bulleted list for the different programs that govern the regulation.
234	Mike Cox	Plan	1-4	What role, if any, does the Growth Management Act have. If I understand we need to accommodate a specific number of additional people I know the GMA requires less total people in combination what is the impact.
235	Mike Cox	Plan	2-5	Some context would be helpful in terms of how water rights play into the issues of groundwater management. It is important or not something that needs to be worried about
236	Mike Cox	Plan	2-28	This is an important point to highlight. I would suggest making it a side table
237	Mike Cox	Plan	2-28	Can you provide some context for these values? Most people will not understand the significance or lack of significance
238	Mike Cox	Plan	2-38	In my mind this is another really important finding that gets buried in the report. Maybe you need a table of something that provides the important findings and facts
239	Mike Cox	Plan	2-38	I think it is important to provide the information from the past studies but is it possible to summarize the different findings so someone could compare the results. Or is it just background information to show what was done?
240	Mike Cox	Plan	2-44	I am not sure the relevancy of water quality data from 25 years ago. Great to have the history but if it is not compared to current information not sure its relevance
241	Mike Cox	Plan	2-45	Again great to have this information but in my mind it needs to be compared to current monitoring. Maybe it is later but it would be easier I think if you talk about the past and the present monitoring together to provide some perspective
242	Mike Cox	Plan	2-46	I did not know we had all these sites. I was waiting for some kind of conclusion about if this is a problem or not or we do not know.

243	Mike Cox	Plan	2-54	Is there a reason no new water rights have been issued?
244	Mike Cox	Plan	2-60	I think this is very important data to show. Do we have data from KPUD and Winslow broken out by area? Seems like important data to try and understand where water conservation is needed. I know the type of usage is probably not available (e.g., irrigation, golf course etc.) but it would be valuable if it was.
245	Mike Cox	Plan	2-62	This is a very important number and I am not clear. So are you assuming BI will need to accommodate 4,524 more residents by 2044 given the GMA and HB 1220? Also, what is the projected number further out that I think is also important.
246	Mike Cox	Plan	2-62	I am not clear what the future projections are and what implications that has. I see the current but the map is very hard to decipher. Again an important assumption for the future that I am not clear about.
247	Mike Cox	Plan	2-64	I would put this baseline information on comparison years in the ES.
248	Mike Cox	Plan	3-1	These are important statements but there is no date or tables wo show the trends over time. Maybe it comes later but it seems when these important statements are made it would be good to show the data
249	Mike Cox	Plan	3-2	Again some very important findings that need to be discussed more and data provided.
250	Mike Cox	Plan	3-3	In the ES it is indicated the recharge is -20 to +15. Also I think it is important to provide information on how the 122% to 167% production increases were calculated. I have not seen that analysis
251	Mike Cox	Plan	3-3	I think it would be important to provide a table or other way to portray the findings. This is really important findings but no information to support the conclusions
252	Mike Cox	Plan	3-4	It is stated that aquifers can sustain increased withdrawals but above it is indicate there are draw down issues with specific areas. I think again this information needs to be put into a table for show the range of possible outcomes.
253	Mike Cox	Plan	3-4	Not sure why you include the management options here. I think you can reference management options later but not sure this is the location to stated them
254	Mike Cox	Plan	3-4	This seems like it should be in the management options section and not here. Important information but not sure appropriate to have here
255	Mike Cox	Plan	4-1	Much of this information seems redundant with information presetned above. Maybe it is more appropriate in an appendix.
256	Mike Cox	Plan	4-9	This is a different conclusion than presented above that indicated isoated problems. Also could yo refer to the tables of figures that show these declines and what level of concern do you have
257	Mike Cox	Plan	4-9	I thought all of these had ranges of change and not specific values. Is this referring to a specific time?

258	Mike Cox	Plan	4-11	I would suggest some type of graph or table to show this data
259	Mike Cox	Plan	4-11	Seems like you have already discussed all of these above and you are repeating the information.
260	Mike Cox	Plan	4-11	I thought there was minimal interconnection with off island aquifers?
261	Mike Cox	Plan	4-20	These have been talked about several times above.
262	Mike Cox	Plan	4-20	Compare to what date?
263	Mike Cox	Plan	4-20	Sorry to repeat myself but this finding is very important along with others but it can be lost if not highlighted.
264	Mike Cox	Plan	5-1	Per our discussion last week I think it would be great if we identify the priority management actions. To do this we will need some sort of criteria for evaluating. I think the table that was developed is a good start.
265	Mike Cox	Plan	5-1	EWLs have been discussed several times above. Maybe important to retain here since some folks may just read this section.
266	Mike Cox	Plan	5-2	I cannot find a table or chart that shows each aquifer and the projected changes over time for different scenarios. I think this is really important to have. It is very difficult to read through all the information for each aquifer and trying to decipher that conclusions.
267	Mike Cox	Plan	5-4	This is an important conclusion but is buried. I would suggest stating this at the beginning of this section or maybe better have a sidebar.
268	Mike Cox	Plan	5-4	The text after provides a number of different strategies. It would be good if you could put those into a summary table.
269	Mike Cox	Plan	5-21	As I said before I think you need a summary table to indicate the number of wells, what is monitored, and the recommendations for monitoring
270	Mike Cox	Plan	5-26	I know I am repeating myself but there is so much information I think you need to have summary tables to make it easier to understand what additional information or actions are needed.
271	Mike Cox	Plan	5-32	I assume you will include the table that was being developed that provides the costs/benefits of each strategy,
272	Mike Cox	Plan	5-36	Would it be possible to create any water storage areas or reservoirs
273	Mike Cox	Plan	5-37	Also encourage more impervious services maybe in the code if not already, pricing, rainwater harvesting for new building construction, and landscaping changes

				Comment #7: The following are a series of proposed Recommendations. Their potential inclusion will require some amendments to the wording and location in this section in in some way: 1) Increase the number of wells monitored in all aquifers. Begin this process by taking the current 87 wells being monitored and expand that number to the same 103 wells that were being monitored in 2009 (see pages 6-7, Aspect 2009). 2) Implement regular monitoring of the fourteen perennial streams and begin watershed rehabilitation to restore stream levels and variably degraded water quality. 3) Preserve and protect critical recharge areas by enforcement of existing regulations. 4) Pass a simple ordinance requiring reporting to aid the management of the drinking water resources on BI. It would be beneficial for all new construction – whether residential or commercial – to estimate, before initiating construction, the project’s annual water consumption, and identify which existing well and which aquifer will supply water to that construction. Ongoing water supply and use calculations could then be made and help decision makers plan for increasing use and the decreasing aquifer recharge that is now taking place. San Juan County in Washington State is a jurisdiction with a series of islands similar to BI. They have adopted a straightforward ordinance that follows these guidelines and notes consistency to their Comprehensive Plan. Here are excerpts from Chapter 18.60 Development Standards; 18.60.020 Water Supplies: 27 “A. All development must conform to the standards set by SJCC Title 8, Health and Safety, and must satisfy the policies of Element 4 of the Comprehensive Plan (Water Resources) regarding the availability and adequacy of the water resource, the protection of water quality, and the control or avoidance of pollution, and conservation of water.”
274	Gander 2	Plan	General	“B.1. Provide documented evidence of available and adequate water quantity and quality for the intended use.”
274	Keenan 1 of 2	Model Memo	01	Need to appropriately provide for 3 different scenarios with 3 different sets of parameters, as opposed to low-med and medium-high with another medium-high with only changing recharge see technical memo, as opposed to repeating parameters in EA 3 draft scenarios. Follow 2011 USGS model (referenced below) standards which this project is updating, having solid low, medium and high scenarios, knowing the medium based on best available science will provide the most likely impacts. High is not as likely to occur. Plus, the further out in years you go beyond 50 the less statistically accurate the model is)
274	Keenan 1 of 2	Model Memo	01	MEDIUM SCENARIO should reflect ½ between 0 and 20% decrease in recharge =10% reduction in recharge not 7.5%. Medium population and pumping estimates, and medium sea level change. Otherwise, the model inappropriately settles the reader on the lower parameter impacts because the high is less statistically likely than a true medium scenario and artificially low ball expected impacts..

274	Keenan 1 of 2	Model Memo	1	Reminder to include 2009 Aspect GW Monitoring Program updated Aquifer Hydrographs from 2008 to 2023, please include reporting in GWMP. Also include an updated cumulative rainfall departure graph to compare water level changes. Updated monitoring well list. All Water Well Reports, Updated Groundwater Level Graphs
274	Keenan 1 of 2	Model Memo	2	Peer reviewers please evaluate EA changes to the model.
274	Keenan 1 of 2	Model Memo	3	Bainbridge Island is a 30-square-mile island (27.5) within Kitsap County, Washington. The island is located within Puget Sound. The City of Seattle is to the east of the Island and the Kitsap Peninsula is to the west, separated by the 2-mile wide (list the shortest distance and longest distance between Kitsap and BI)P
274	Keenan 1 of 2	Model Memo	5	(indicate Water System COBI, location on BI above Eagle Harbor).
274	Keenan 1 of 2	Model Memo	5	.(list what water system)
274	Keenan 1 of 2	Model Memo	6	List the number of wells in each aquifer unit on BI provide a table
274	Keenan 1 of 2	Model Memo	7	how does it vary from USGS 2011 and 2016?.
274	Keenan 1 of 2	Model Memo	8	Include water well logs from Aspect 2009 report in appendix of GWMP and reference them here.
274	Keenan 1 of 2	Model Memo	9	(Peer Review - does this present any modeling issues?
274	Keenan 1 of 2	Model Memo	9	Do these changes present any problems with modeling?
274	Keenan 1 of 2	Model Memo	9	Does eliminating the Clay Basal Unit reduce understanding of the thickness of FBA in locations on the Island?
274	Keenan 1 of 2	Model Memo	10	Different from USGS 2011 or 2016?
274	Keenan 1 of 2	Model Memo	10	How does this effect model runs?
274	Keenan 1 of 2	Model Memo	10	Should be using best available science. Please reference Charlie Kratzer, PhD 2024 whitepaper on Recharge. Peer review should evaluate EAs assumptions. Numerous requests for documentation to verify EA was denied by EA and COBI
274	Keenan 1 of 2	Model Memo	12	Provide a pumping table for all wells for a 20 year period as an appendix, this raw data is valuable for understanding increase in pumping with increase in population and jobs and business over time.
275	Keenan 1 of 2	Model Memo	14	Peer review please verify these numbers.
276	Keenan 1 of 2	Model Memo	16	Add column for MGL for USGS 2011 model same or different?
277	Keenan 1 of 2	Model Memo	Fig 9	Draw arrows on general direction of groundwater flow
278	Keenan 1 of 2	Model Memo	30	Please refer to Charlie Kratzer PhD white paper on Recharge.

279	Keenan 1 of 2	Model Memo	30	(Höök and Tang 2010). Vuuren et al. (2011) old data? provides a detailed overview of RCPs, their physical representation, and climate models in general. ????? COMMENTS ON STAKEHOLDER INPUT What stakeholders were involved in this draft GWMP? Please list. Previously, the draft GWMP August 2022 (40% complete) assembled by Maureen Whalen, former COBI hydrogeologist compiled a list of stakeholders. Please publish that list in the GWMP and denote who was involved, and to what extent, to justify stakeholders. A robust stakeholder process is part of a successful GWMP. See section 1.4 EA COBI Draft GWMP p.22. See references. COBI has held only one public meeting on Zoom years ago during COVID, with very little ability for public input and questions. COBI and KPUD are stakeholders representing the largest water system businesses on the Island, together they comprise 2/3 of water supply to the Island. The remaining 1/3 comprises smaller water systems and private wells. However, the large water system business (COBI and KPUD) represents a conflict of interest as lead involvement in the GWMP and Model and Comp Plan Update and directing EA Consultant objectives. The development of the GWMP directed by COBI has provided opportunities for business development, to set goals and policies to increase water system boundaries, assimilate smaller water systems and water rights, ban private wells, and generate more revenue. COBI's plan for increased boundaries and new areas seen in the COBI 2017 Water System Plan. and recent discussion at UAC meetings making amendments to the Utilities Element for the Comp Plan Update with goals to work to control water distribution on the Island. Where is the input from residents, taxpayers, ratepayers, and others, and acknowledgement of private and small water system water rights which the GMA stipulates must be honored when planning for growth? Communications with Bob Hunter (~2010) former General Manager and Angela Bennink (2024) current General Manager, both expressed desires to supply water via pipe over the Agate Pass Bridge to Bainbridge Island, this would be very lucrative for KPUD.. The required infrastructure costs and legal water rights considerations would be a heavy lift. The costs to residents, homeowners and ratepayers reliant on KPUD wheeling water from the Kitsap Peninsula would be prohibitively expensive to say the least. Understanding the EPA designated Bainbridge Island
280	Keenan 1 of 2	Model Memo	32	
281	Keenan 1 of 2	Model Memo	34	These assumptions need to be peer reviewed. Reference Charlie Kratzer 2024 Recharge white paper

282	Keenan 1 of 2	Model Memo	35	Also account for increased impervious surfaces with increase in population and resulting development, increases runoff and reduces recharge. Even if growth is concentrated in Winslow Subarea and the Neighborhood Centers, there are still new jobs, businesses and industrial development outside Winslow and the Neighborhood Centers to support growth increase impervious areas. In the GW Management Plan include photos of Lynwood Center 20 plus years ago and today, to see how growth reduces recharge areas. Use Google Earth maps. Lynwood is a poster child for the effects of growth. How KPUD S. Bainbridge Water Utility is now working to develop a new well at the north end of Bainbridge to wheel water to the South end of Bainbridge Island in the near future, as the well capacity is not sufficient, and two attempts to drill new production wells in the area to meet increased water demands failed.
283	Keenan 1 of 2	Model Memo	36	Evaluating future changes in recharge is more than just projected annual precipitation accumulation. This analysis requires peer review. Scenario parameters should consist of Low=0% change in recharge, Medium= 10% loss of recharge, and High 20% loss of recharge. Medium being the most statistically accurate.
284	Keenan 1 of 2	Model Memo	37	Table 6. Predicted Changes In Precipitation Between October And March (2010- Future recharge estimates need to be reviewed, based on years (2019-2036 and 2040-2069) from Table 6 above? as over 50+ to 100-year predictions are statistically less accurate.
285	Keenan 1 of 2	Model Memo	38	This needs review.
286	Keenan 1 of 2	Model Memo	38	According to the 2011 USGS Conceptual Model and Numerical Simulation fo the GW-Flow System of BI, approximately a little more than 5% of deep aquifer recharge comes from the Kitsap Peninsula, p. 68. “Groundwater inflow to the Island accounts for about 1,000 acre-ft/yr or slightly more than 5 percent of the recharge amount.”

				For reference or Appendix, please provide a table of known annual pumping for main production wells for the last 20 years. Enclosed is a draft table for EA and COBI to complete. As noted in the footnotes, in 2001 they extracted ~ 353M gals. in 2021 they extracted ~ 591M gall (an increase of 67%) Between 2001 - 2021, the population increased 20% (~4.200 more people) Between 2015 - 2021, the population increased 7% and the extraction from the 19 increased 27%. Also included in this table is production information from ten other BI production wells owned by KPUD with data for various timespans from 2018 – 2021 (Bill Point #2, #3 and #4, and South Bainbridge #9); 2005 – 2021 (North Bainbridge #6 and #10); and Island Utilities #1, #2 and #3. Whereas it is true that most of these wells’ annual production has modestly increased, the commenter would rather stress his main objective: Include the relevant data in the Plan so future practitioners/planners/interested parties can have the data at their fingertips
287	Keenan 1 of 2	Model Memo	39	better define the columns, is water system total include nonresidential?
288	Keenan 1 of 2	Model Memo	42	
289	Keenan 2 of 2	Model Memo	61	For the entire model domain
				Low, Medium and High impact not low mid and mid high. with high representing only a change in recharge.
290	Keenan 2 of 2	Model Memo	61	
291	Keenan 2 of 2	Model Memo	61	Seems like EA low impact planning scenario actually represents mid impact parameters (medium population). This is confusing and does not sync well with updating the USGS model which used separate parameters to represent low mid and high impact scenarios.
292	Keenan 2 of 2	Model Memo	62	Usually in a model the mid scenario is the most statistically accurate, but EA uses mid population parameter in their low scenario. This is confusing and it makes it hard for readers to interpret the results. Same with EA mid and high scenarios.
293	Keenan 2 of 2	Model Memo	62	Increasing risks for seawater intrusion? Will sealevel rise in the predicted areas result in higher chloride readings along the coast? Within the deeper aquifers (GMA and FBA) extraction-induced drawdowns ar

294	Keenan 2 of 2	Model Memo	63	Information for decreases in GW levels at 50 years is probably the most statistically accurate and would be useful information to determine impacts. The jump between 20 and 100 years knowing going out to 100 is the least statistically accurate. Table 24
295	Keenan 2 of 2	Model Memo	64	Include parameter values in table recharge, population, sea level rise
296	Keenan 2 of 2	Model Memo	64	How does SLR correlate with increase in chloride levels in wells? Explain.
297	Keenan 2 of 2	Model Memo	Fig 14	please list parameters for reference for scenarios Recharge, Population, SL Rise Also consider adding a figure for current groundwater levels to show changes for all figures. Helps readers to understand the technical information. Use arrows to indicate GW flow direction. Figure 14
298	Keenan 2 of 2	Model Memo	Fig 18	These figures are helpful to understand the impacts for 20, 50 and 100 years,
299	Keenan 2 of 2	Model Memo	Fig 19	add a current GW level figure for comparison
300	Keenan 2 of 2	Model Memo	Fig 23	These figures are helpful to see the impacts of increased growth/pumping. Recharge reduction and SL Rise, Having 50 year figures help to see the more statistically accurate impacts.
301	Keenan 2 of 2	Model Memo	Fig 24	add a current GW level figure for comparison
302	Keenan 2 of 2	Model Memo	80	This sentence is not accurate, CIG data models do not predict recharge, just precipitation and temp changes. Recharge estimates are calculations based on additional factors. Include earlier write up earlier first look
303	Keenan 2 of 2	Model Memo	80	Need to verify and list some historic testing showing past increases in chloride levels in FB PW, and increased chloride levels in one of the Sands Wells 8-12 mg, possibly KPUD N BI well and check other FBA wells, indicates the thick aquitards may not inhibit sea water intrusion as suggested. This needs to be reviewed.
304	Keenan 2 of 2	Model Memo	80	? Needs review

				The increased drawdown on the deeper aquifers is not sustainable, there is only so much policy and planning, conservation, wastewater reuse, and better stormwater management can accomplish. It will not be enough to mitigate the significant drawdown and mining of the deep aquifers seen in the model runs for EA low and mid impact scenarios with less aquifer recharge than the Aspect 2023 Model. Decision makers need to carefully consider the carrying capacity of the glacial SSA Island. There is no equilibrium, with the existing population with time you will continue to see declines in the deep aquifers, which serve most of the residents on the Island. If you were to model no growth with climate change and loss of recharge, most likely you will continue to see concerning drawdown on the aquifers. Especially if COBI and KPUD water systems continue to pursue increased water system boundaries and assimilate smaller water systems and private wells. The increased reliance on the deep aquifers will accelerate decline. Currently, most private wells are located in shallow aquifers, this helps to distributes pumping between shallow and deep aquifers and offset deep aquifer mining. What happens to the streams and wetlands in this study when Aspect 2023 model indicates 15-58% decrease in streams? The current documented decline and degradation in streams and wetlands will only increase for the next 20 years plus. What are the specifics for the 2 closed basins? What will the results be for Island perennial stream health (which is an indication of shallow aquifer health) when COBI gets around to monitoring streams and mapping stormwater in all 12 watersheds adequately? Thank you for completing a Draft GWMP and GW Model Update. The ETAC subcommittee greatly appreciates the opportunity to comment and pose questions to help finalize these efforts. The subcommittee is submitting our initial comments at this time and will continue review and submit additional comments.
305	Keenan 2 of 2	Model Memo	82	
306	Jon Quitslund	Plan	ES-3	“Protection measures” in the BIMC are referenced in the first sentence of the third paragraph; most of the paragraph is devoted to the Plan’s scope. This could be two paragraphs. In this executive summary, I would refer to the very strict environmental protections in Title 16 of the Municipal Code, and the development standards in Title 17 and 18. They operate together to place limits on residential development, especially in the 90% of the Island that is designated a “Conservation Area.”

307	Jon Quitslund	Plan	ES-3,4	Here and in the description of the “water budget” in pp. 2-36 to 38, it puzzles me that the uptake of water by trees and other vegetation is not mentioned. Also, when I see that “28% discharges to surface waters,” does this mean that wetlands and streams are fed by groundwater to that extent? It has finally become clear to me that “groundwater” is not limited to aquifers; much of it is close to the surface, with the water table, fluctuating with seasonal rainfall.
308	Jon Quitslund	Plan	ES-5	Some details in the “Problem definition” may need attention. Are there “28,914 residents” supported by the Group A and Group B systems? I suppose this is a total inferred from the water rights and/or ERUs. The second paragraph refers properly to “mounting pressures from multiple directions.” The population growth that we are required to plan for is based on a reasonable assumption that growth will continue at the rate of approximately 1% per year, so this is not a “pressure” that we ought to resist. I think it’s a mistake to describe population growth in terms of housing units. I don’t understand the percentages used to describe “projected increases in water demand.” They seem out of line with the population growth anticipated in twenty years, so let’s be clear about the time frame for projected increases.
309	Jon Quitslund	Plan	2-4	The two paragraphs devoted to the BIMC don’t say as much as could be said about how the City manages land and water. The authority of the Comprehensive Plan is different from that of the Municipal Code, but specific elements (Land Use, Housing, Environmental, and Water Resources) pertain to the forms that development takes and its cumulative impacts. Also, we now have a Stormwater Management Plan, which ought to be referenced at several points in this Plan. The Critical Areas chapter (BIMC 16.20) is the principal repository for aquifer protections. This chapter stipulates generous buffers for streams and wetlands as well as designating areas for aquifer protection. As mentioned elsewhere, BIMC 15.19 & 20 are also important.
310	Jon Quitslund	Plan	2-18	In the paragraph devoted to Vegetation, I would refer to “logging that began in the 1850’s.” Large-scale clearing and sawmilling continued into the 1920’s. The second-growth forests that have flourished since the end of clear-cutting contain, still today, a great variety of tree species, both evergreen and deciduous, and a varied understory. The last sentence in this paragraph gives the wrong impression. The 1970’s were not such a turning point. Clearing has continued to this day and some of it has been irresponsible, but the forested areas that remain (including large tracts owned by the B I Land Trust and others in private ownership) are more impressive than they were in the old days. In the paragraph on population, I don’t know why it’s said that “Most residents live in Winslow.” Even if the other designated centers are included, the total number of residents in higher-density zones would be much less than a majority. This is a problem that we’re trying to address. The so-called “Conservation Area” of lower-density zoning amounts to 90% of the land area, and it’s estimated that under current zoning that area could accommodate approximately 4,000 more residents. But at what cost, ecologically and economically?
311	Jon Quitslund	Plan	2-36-38	This discussion of the Water Budget is reassuring, up to a point, but it seems at odds with information elsewhere in the Plan. If this is a “simplified” water budget, would a more complicated water budget tell a more reliable story? The Figure on p. 2-37 shows “Estimated withdrawal by pumping” at 19%, and is that percentage measurably on the rise today? What is the limit for “safe yield” or “sustainable” withdrawal? With my uncertain understanding of hydrology, I would like to think that pumping from (let’s say) the sea-level aquifer would alter pressure in such a way that the rate of recharge increases – to some extent. If so, there might be less discharge to surface waters, I suppose.

312	Jon Quitslund	Plan	2-62	The paragraphs devoted to Population Projections strike me as pretty good. In the second paragraph I see that projected population growth for Bainbridge Island is provided for two zones. What is the percentage for Winslow (zone 9913)? Is the projected growth rate the same for both zones? (It ought to be higher for Winslow.) Also, I think the total projected growth for 2040 would be relevant here.
313	Jon Quitslund	Plan	3-4,7	This segment should take advantage of the existence now of a completed Stormwater Management Plan, which includes a number of recommended actions.
314	Jon Quitslund	Plan	4-9	“Streams on Bainbridge Island naturally drain from shallower aquifers.” There are lots of streams here, and many of them are seasonal, more or less 100% sensitive to rainfall. How many are significantly dependent on shallow aquifers? (Anecdotally, my 1-acre property contains a seasonal stream, wetland conditions, and a large pond fed by the stream and by rainfall. Water infiltrates from the pond, apparently hits an impervious layer, travels laterally, and seeps into a low-lying portion of the stream bed.) Bullet points on this page refer to “A 50% increase in groundwater withdrawal rates.” This may be misleading. An increase in the rate is not the same as an increase in withdrawal. (I’m not sure what the withdrawal rate is measuring; I suppose it’s relative to a quantity of water and a unit of time.) And this is an increase over what period of time? 20 years? 50 or 100 years? And what is the assumed population growth?
315	Jon Quitslund	Plan	4-11	I take it that the green-tinted paragraph has been marked for revision. If I were revising, I would begin, “75% of Bainbridge Island’s acreage is dedicated to residential use.” All but 10% of that acreage lies outside of Winslow. How much of the resident population on that acreage draws upon the deeper aquifers?
316	Jon Quitslund	Plan	4-14	The last paragraph on this page seemed out of place when I first read it. Looking now, it seems redundant. I can live with “This plan will be crucial . . .” but the sentence makes an assertion that I don’t agree with. (When we plan for housing and population growth, several factors other than our predicted water resources are no less “crucial.”)
317	Jon Quitslund	Plan	4-16	In the first paragraph on this page, the last sentence puzzles me. “Net consumptive withdrawal” isn’t a self-explanatory phrase, and I don’t understand well enough how withdrawal and recharge are connected. Does “only about 1%” imply that sustainability is not at risk? In the second paragraph, the reference to “particularly notable responses to withdrawals” leads me to expect information that the rest of the paragraph doesn’t deliver, although the reference to “distinct withdrawal impacts” in another aquifer raises concern about sustainability. The last paragraph in this section contains some “projected increases in withdrawal rates” that I suppose are alarming. But what is the time frame? How do withdrawal rates correlate with increases in the customer base?

				What is said in subsections 4.4.5 and 4.4.6 is crucially important and deserves very careful scrutiny. “Proactive measures” are called for, and what will they be? Reference forward to the Management Strategies in Chapter 5 would be helpful here. The comprehensive community planning required by the Growth Management Act proceeds at ten-year intervals with reference to twenty-year projections, including but not limited to anticipated population growth. This is why we have been monitoring and modeling. Goals and policies that turn out to be either inadequate or mistaken can be corrected by amending the Comprehensive Plan. All goals and policies are subject to review in the next update. Like it or not, Bainbridge Island is part of Kitsap County; Kitsap is one of four counties in the central Puget Sound region – the least urbanized, with the lowest population. For many reasons, our local culture and its governance have resisted regional and county-level guidance and imperatives. That resistance has been consequential, and we have problems that must be addressed. To be relevant to the cycles of comprehensive planning, the Groundwater Management Plan ought to include, in its forecasting, a sharp focus on changes that are anticipated in the next twenty or thirty years. In my opinion, predictions of the increase in water extraction rates over a century are useless – maybe worse than useless. It is not surprising that the deeper aquifers are “expected to experience notable drawdowns,” but with no indication of a time-frame, this statement carries little weight. In the second paragraph of subsection 4.4.6, I would suggest adding references to BIMC 17.12 (Subdivision Design Standards), and to the environmental protections in BIMC 16.18 and 16.20. I didn’t see any description of the Groundwater Flow Model within the Plan. I’ve found some information in the Technical Memorandum. I assume that the Model can produce predictions of certain conditions in aquifers at various time intervals (10 years from now, 20 years, etc.). Is this the case? After some poking around in the Technical Memorandum, I get the impression that each run of the model produces year by year data. I can’t imagine what form the data takes, and what is involved in making it meaningful.
318	Jon Quitslund	Plan	4-16,17	
319	Kratzer	Plan	General	(1)In general, the Tech Memo is well-written and concise.
320	Kratzer	Plan	General	(2)The Draft GWMP needs significant re-organizing and editing.
321	Kratzer	Plan	General	(3)If COBI and EA are unwilling to make significant changes at this point in time, then the TAC and the Public Engagement has occurred too late in the process to be effective.
322	Kratzer	Plan	General	(4)The timeframes in the documents are confusing throughout. The UW Climate Impacts Group (CIG) projections for precipitation and temperature changes only go as far as the 2050s (30 years) and the 2080s (60 years). Only projections for sea level rise (SLR) go as far as 100 years. Thus, it is unclear how EA was able to make climate projections out to 100 years. Plus, it would seem that for the purposes of the Comp Plan and planning efforts, 30 years and 60 years is plenty.
323	Kratzer	Plan	General	(5)The three scenarios should be re-phrased to represent distinct High, Medium, and Low impacts. The way it is now with the Medium and High having the same SLR (6.9’) and pumping (167% increase) is not distinct. I sensed a lot of pushback from COBI and EA during our call on 4/23/25 to making these changes, as it would require additional model runs and significant revisions. The reasoning was that they added either 7.5 or 20% recharge scenarios last minute after deciding to add a third scenario. Well, when we look back on this document in a few years this reasoning will not stand up well to scrutiny.
324	Kratzer	Plan	General	(6)Sea Level Rise – the increase of 6.9’ is way too high. This is based on something like a 1% probability. In keeping with the reasoning for the precipitation and temperature scenarios, it would make more sense to go with the “most likely” scenarios of 17-83%.

325	Kratzer	Plan	General	(7)Pumping – why is a 167% increase used for both the Medium and High Impact scenarios?
326	Kratzer	Plan	General	(8)Recharge – based on my analysis, changes in recharge for the 2050s (30 years) should be 0 to -20%; for the 2080s it should be 0 to -30%.
327	Doug Wood	Plan	2.4.6	change permitted to authorized; Water rights are managed by the Water Resources Program, one of several programs operated under the Department of Ecology.
328	Doug Wood	Plan	2-6	There are two types of forms used to register a claim filed in the early 1970s as part of the original RCW 90.14 claims registry. The first, called a long form claim has information on the quantities used and claims in addition to a date of first use. Short form claims do not have quantities or priority date and were intended to allow people to file a claim for what is usually considered a permit exempt water right per RCW 90.44.050.
329	Doug Wood	Plan	2-6	Wells drilled since the 1990s are likely to have been recorded and with the driller submitting a well log to Ecology after completion of the well. From the early 1970s to 1990s there is an incomplete record. Prior to 1970 few wells have Ecology maintained records.
330	Doug Wood	Plan	2.4.7	I believe all of Kitsap County lies entirely within WRIA 15, which also includes parts of Pierce, Mason and King Counties.
331	Doug Wood	Plan	2.4.7	Chapter 90.94 RCW is the codified version of the SB 6091. This text implies that the two are separate laws.
332	Doug Wood	Plan	2.4.7	These restrictions apply to single and group domestic use under the exemption.
333	Doug Wood	Plan	2-12	The wording here implies single and group domestic uses post 2018 are not restricted. The 950 gpd per connection restriction applies to single and group domestic uses of the permit exempt groundwater withdrawals where exempt groundwater use was established post 2018.
334	Doug Wood	Plan	2.5.2	The Seattle Fault is a thrust fault, which by definition is a compressional fault.
335	Doug Wood	Plan	2.5.2	The lower permeability of tills is due also to clay content which is missing in the parenthetical list.
336	Doug Wood	Plan	2.6.2	This is applicable for wells completed in the same aquifer, but would not apply when dealing with wells completed in different aquifers.
				Is there a reference for this 7% increase?
337	Kratzer	Plan	ES-3	
338	Kratzer	Plan	ES-4	Why is a SLR of 6.9' being considered if the projected increase for 2120 is more like 3'?
339	Kratzer	Plan	ES-4	EWLs need to be evaluated as a tool. It has been used to define "sustainability" when, in fact, a steady decline is not. It is fine as a "red flag" for evaluating monitoring data, but not as an analysis tool.
340	Kratzer	Plan	ES-4	What are you considering to be the 100 year period? 1990-2090; 2000-2100; 2010-2110; 2020-2120? The UW CIG only has projections for temperature and precipitation going to 2050s and 2080s (30 and 60 years from now). Please clear up the 100-year timeframe you are discussing. It causes lots of confusion throughout the GWMP.
341	Kratzer	Plan	ES-4	I do not believe there is any justification for an increase in recharge. I point this out in my 10-page analysis of potential changes in recharge. While an increase in annual precipitation increases recharge, it is more than counteracted by the effect of more high-intensity storms (from 2 to 7 per year), SLR, and increased temperatures (and the resulting increase in ET). I thought you had gotten rid of the +ve changes?
342	Kratzer	Plan	ES-4	These values seem unjustifiably high. Why are you so willing to use an unjustifiably high SLR projection but not reasonable reductions in recharge?
343	Kratzer	Plan	ES-5	There is some explanation missing here. The 28,914 is based on ERUs which include non-residential uses. The COBI system has been left out of this sentence
344	Kratzer	Plan	ES-5	Again, why are you using 6.9'?
345	Kratzer	Plan	1-1	The development of the GWMP started way before 2023. COBI hired Maureen Whalen to develop the plan back in 2020.
346	Kratzer	Plan	1-2	I thought Maureen was hired in 2020.

				The TAC and public input should have been started back in 2021. At this point, the GWMP and EA are so far along that there is understandably a great amount of pushback to comments from the TAC (and probably will be to the public outreach scheduled for 6/9/25) that would require more than a minimal amount of work on the part of EA and COBI.
347	Kratzer	Plan	1-3	This is a problem that could have been avoided if COBI had listened to input from its own advisory committee ETAC.
348	Kratzer	Plan	1-3	Ahem.....what about the Suquamish Tribe?
349	Kratzer	Plan	2.4.10	EWL is fine for use as a "red flag" for monitoring data, but not as an analysis tool for the "sustainability" of the groundwater system. A steady decline is by definition not "sustainable".
350	Kratzer	Plan	2.5.3	This is the amount that should be used in the climate change analysis, instead of 44.4" that was used.
351	Kratzer	Plan	2.5.3	Why not use the "gold standard" report from UW CIG? That is Mauger and others, 2015. Plus, somewhere there should be a mention of the level of confidence in the various UW CIG projections, For all projections discussed in this report there was agreement amongst all CC models except for: annual, fall, winter, and spring precipitation.
352	Kratzer	Plan	2.5.4	Somewhere there should be a mention about how the increased temperatures with CC will impact the ET from BI vegetation and what impact that will have on BI's water supply.
353	Kratzer	Plan	2.5.6	Should mention that BI is 75% residential based on zoning only. Driving around BI one does not get the impression that the land area is 75% residential. It seems more like forest land in reality.
354	Kratzer	Plan	2.5.7	This is awkwardly written. The language in the Tech Memo is much better on this.
355	Kratzer	Plan	Fig 4-2	4-2? The numbering system is very confusing for text, tables, and figures.
356	Kratzer	Plan	2.5.8	The treatment below Messenger House appears to be a small wastewater treatment package plant and not a septic system. There is an aeration pond and everything.
357	Kratzer	Plan	2.5.8	I believe that the septic contribution in the 2011 USGS report was phrased as 5-10% of the total recharge. IN the 2011 report, USGS used a total recharge of 20.45 inches/year. In the 2014 USGS report they changed methodology and used a total recharge of 11.31 inches/yr. Thus, 3"/yr from septic return is definitely high based on the 11.31" recharge number.
358	Kratzer	Plan	2.6.3	Again, there is a better description in the Tech Memo. Much of the GWMP Draft seems disjointed compared to the Tech Memo. Why?
359	Kratzer	Plan	2.6.5	Awkward description of water budget. Again, use the Tech Memo.
360	Kratzer	Plan	2.6.5	Several parts of this description are repeated over and over. The Tech Memo is much clearer because it primarily stuck with just the USGS numbers. It seems like the authors are trying to do a literature review here and it gets repetitive and confusing. If you take a look at the GW Fact Sheet, figure 6 summarizes the water budget from the 2011 USGS report as: Inflows: recharge from precipitation 85-90%; recharge from septic systems 5-10%; off-island aquifer flow to BI from Kitsap Peninsula 5% Outflows: pumping 5-10%; discharge to BI surface waters 50-60%; Discharge to Puget Sound 30-40%
361	Kratzer	Plan	2.6.6	It is not clear why the water budget results from Aspect (2016) are being quoted here and in the Executive Summary. What does this mean?

362	Kratzer	Plan	2.6.6	This information seems out-of-place here. I would suggest putting it and some of this other information in an earlier section on "Past Studies" or "Literature Review". This gets confusing and convoluted mixed in with the current study here.
363	Kratzer	Plan	2.6.6	Plus, 5% from the Kitsap Peninsula.
364	Kratzer	Plan	2-42	Terminology and discussion of model progressions are better in Tech Memo. Stick with 2011 USGS, 2016 USGS, 2021 Aspect, 2024 EA.
				This is over a year ago now. Is this data available?
365	Kratzer	Plan	2-44	
366	Kratzer	Plan	2.7.2	assessed for EC/chloride....
367	Kratzer	Plan	2-49	Site of the current transfer station?
368	Kratzer	Plan	2-58	Aren't these numbers different in the Tech Memo?
369	Kratzer	Plan	2-64	If these are the most likely SLR values, why do scenarios 2 and 3 use a SLR of 6.9'?
				Recognize?? Don't you mean something like estimate or define or project.....?
370	Kratzer	Plan	3-1	
				am glad to see the range of recharge change as 0 to -20%. The Tech Memo still mentions a scenario of increased recharge. Where is the pumping increases from 122 to 167% explained? Why is there not an intermediate value between 122 and 167? The 6.9' SLR seems totally unjustified. It is way too high. Stick with "most likely" scenarios 17-83% instead of using a 1% probability or whatever the 6.9' is.
371	Kratzer	Plan	3.3	
372	Kratzer	Plan	3.3	Offsetting effect of return water -- pipe leakage and septic? What about the direct impact of reduced recharge due to climate change? I don't believe the pipe leakage and septic offsetting the reduced recharge.
373	Kratzer	Plan	3-4	This doesn't address impacts on streams and wetlands, only public water supply.
374	Kratzer	Plan	4.1.3	What happened here? All of a sudden streams and wetlands and ecological health don't matter and there is a proclamation that there is plenty of water!!
375	Kratzer	Plan	4.2	This is like a literature review of the results from Aspect. I am not sure why this is here instead of EA's results.
376	Kratzer	Plan	4-10	Those are contradictory terms -- a consistent slow decline in water levels and safe yield.
377	Kratzer	Plan	4-20	Maybe, but the timeframe for this report is 30 years and 60 years. In 30 years precipitation is projected to increase by 4.2% to 5.0% (1.8" to 2.1"). In 60 years the increase is projected to be 6.4% to 6.9% (2.7" to 2.9").
378	Kratzer	Plan	4-20	Huh? Isn't that what I'm reading right now? This is confusing.
379	Kratzer	Plan	5.2.3	What about all the existing domestic wells in the shallow aquifers? Also, how will the deep aquifers get replenished since it is generally old water with low recharging rates.
380	Kratzer	Plan	5-28	This doesn't address the sustainability of relying more heavily on the deep aquifers which have declining potentiometric surfaces.

381	Kratzer	Plan	7-1	I don't see reference to any of the UW CIG reports. How did you get the 100-year predictions for precipitation and temperature, especially for BI and eastern Kitsap County as mentioned in this report?
382	Kratzer	Model Memo	3	Here and elsewhere -- change to Port Orchard Bay
383	Kratzer	Model Memo	3	underlying
384	Kratzer	Model Memo	3.1	KPUD currently gages Manzanita Creek. In the management strategies table, there is mention of four other creeks currently being monitored. It is not clear if "monitored" means "gaged" however.
385	Kratzer	Model Memo	5	f GMA is not used very much, why does the management scenarios table suggest drilling two new monitoring wells into the GMA?
386	Kratzer	Model Memo	16	Is this for 2021? Is 2021 the same as "current"?
387	Kratzer	Model Memo	Fig 6	For what year? 2021? Same time as "current"?
388	Kratzer	Model Memo	30	But the third scenario only changes the recharge, not the other two factors.
389	Kratzer	Model Memo	30	climate change models provide predictions for changes in factors that will influence recharge -- annual precipitation; high-intensity precipitation; and temperature. However, the evaluation of recharge change requires looking at all three of these, not just the annual precipitation as was done in this report. Please take a look at my 10-page evaluation of potential changes in recharge due to climate change.
390	Kratzer	Model Memo	30	This is a pretty old reference, especially considering the rapid change in climate change/political dynamics. As I recall, most real changes since 2010 have exceeded all projections. I don't think in 2010 we could have foreseen the havoc that the Trump administrations have reeked on climate change policies! Here is a better reference for what has been happening on the global scale from the IPCC: IPCC, 2023, Climate Change 2023: Synthesis Report. Contribution of Working Groups I, II, and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, H. Lee and J. Romero (eds.)]. IPCC, Geneva, Switzerland, pp. 35-115, doi: 10.59327/IPCC/AR6-9789291691647 See figure 2.5 from this IPCC, 2023 reference inserted at the bottom of the next page. It shows that actual 2020 GHG emissions were above all projections.
391	Kratzer	Model Memo	30	Is this what's called the 100-year projections? How did you get projections for climate change impacts (other than SLR), since the UW CIG projections only go to the 2080s?
392	Kratzer	Model Memo	31	2080
393	Kratzer	Model Memo	32	This is the 20-year projected SLR.
394	Kratzer	Model Memo	32	For 2050s use the average of 2050 and 2060 with range of low to high emissions with 50% probability. Thus, for 2050s it would be 0.8 -- 0.9'
395	Kratzer	Model Memo	32	This is the 50-year projected SLR.
396	Kratzer	Model Memo	32	Likewise, for the 2080s the range would be 1.5 -- 1.75'
397	Kratzer	Model Memo	32	Is this the 100-year SLR?
398	Kratzer	Model Memo	32	For 2120s the range would be 2.4 -- 2.95'. NOT 6.9'

				What stakeholders? I would suggest the 50% for RCP4.5 (2.3') to the 50% for the RCP8.5 (2.8'). OR better yet, how about presenting the most likely (17 - 83%) range for both?
399	Kratzer	Model Memo	32	
400	Kratzer	Model Memo	32	What is the reference for BI-specific climate change projections? I don't believe that CIG provides that. They have an on-line tool that provides values for west of the Cascades and also an on-line tribal tool that gives results for Suquamish Tribe (Port Madison Indian Reservation). Since you are showing values for Oct-Mar and Apr-Sep, you must have used the on-line tribal tool. Using this for the Port Madison Indian Reservation, I found slightly different numbers. For the 2050s (2040-2069) the range for Oct-Mar was +2.4" -- +2.3" (+7.3% -- +7.0%); for 2080s this range was +2.9" -- +4.3" (+8.8% -- +13.1%). For Apr-Sep, the 2050s range was -0.3" -- -0.3" (-3.1% -- -3.1%); the 2080s range was -0.4" -- -0.6" (-4.2% -- -6.3%) For annual, the 2050s range was +2.1" -- +2.1" (+5.0% -- +5.0%); the 2080s range was +2.5" -- +3.8" (+5.9% -- 9.0%)
401	Kratzer	Model Memo	32	What is your reference for these climate change projections? I do not see any 100-year projections from CIG, just for 2050s and 2080s. I view these as projections for 30 years and 60 years, not 100 years. So, I see the problem with your 100-year projections. For SLR you are using 2120s as the 100-year projection, while for the other CC projections you are using 1990 to 2080s. However, it is not 1990 and a lot of the change assigned to 100 years actually occurred from 1990 to 2025. This is apples and oranges compared to SLR projections.
402	Kratzer	Model Memo	33	Where did you get this? Did you calculate based on the 75% factor? Where are the base numbers coming from? CIG does not show this! For the next 80 years, based on the numbers you are showing: (1) Low Emissions $44.4 + 3.1 - 0.5 = 47.0$ $[(47.0 - 44.4)/44.4] \times 100 = 5.9\%$ (2) High Emissions $44.4 + 4.6 - 0.6 = 48.4$ $[(48.4 - 44.4)/44.4] \times 100 = 9.0\%$ OK, I see how you got this. My analysis of changes in recharge did not go out 80 years. I looked at 30 years (change in recharge from 0 to -20%) and 60 years (change in recharge from 0 to -30%).
403	Kratzer	Model Memo	Table 6	What is the reference for this table?
404	Kratzer	Model Memo	Table 6	This time projection progression is: 2010-39 = 2020s (current) 2040-69 = 2050s (30 years from current) 2070-99 = 2080s (60 years from now) 100-year projections = don't exist
405	Kratzer	Model Memo	Table 7	What is the reference for this table?
406	Kratzer	Model Memo	33	This should read "an increase from two to seven intense storms per year" according to the CIG

407	Kratzer	Model Memo	33	This leaves out the biggest factor -- how higher temperatures will increase ET by 15 -- 57% according to my recharge analysis for the months of May through September only. Another factor is the increase in impervious surfaces.
408	Kratzer	Model Memo	34	Based on my analysis of potential changes to recharge as a result of climate change, considering annual precipitation, high-intensity storms, and higher temperatures (and thus, ET), this range should be 0% to a decrease of 20% in the next 30 years and 0% to a decrease of 30% in the next 60 years. I did not run it out 100 years, as the CIG does not predict past 60 years. An increase in recharge is not warranted. This conflicts with the Tech Memo. Where is the justification for these percentage changes in recharge? I don't see them anywhere.
409	Kratzer	Model Memo	5.2	Based on my recharge analysis, the mid-impact scenario should have a 10% decrease in recharge. I understand that EA would rather not have to do anymore model runs, but the way this "after-the-fact" set of scenarios looks now doesn't make sense and should be cleaned up. As a member of the TAC, I would recommend the following scenarios: Low Impact -- +2.8' SLR; 0% recharge change; 122% increase in pumping Medium Impact -- +4.9' SLR; -15% recharge change; 145% increase in pumping High Impact -- +6.9' SLR; -30% recharge change; 167% increase in pumping If this were for 30 years, the recharge change would be -20%; for 60 years -30%, for 100 years??? I would not bother showing results beyond 60 years (2080s) since that corresponds with the extent of CC predictions except for SLR.
410	Kratzer	Model Memo	Table 23	Table 23 is very problematic. We do not have CC projections for 100 years. We have projections for 30 years and 60 years. My recommendations for the 3 scenarios for 30 years is: Low -- +2.8' SLR; 0% rech; +122% pump Med -- +xx' SLR; -10% rech; +yy% pump High -- +zz' SLR; -20% rech; +aa% pump For 60 years I would propose: Low -- +bb' SLR; 0% rech; +cc% pump Med -- +dd' SLR; -15% rech; +ee% pump High -- +ff' SLR; -30% rech; +gg% pump
411	Kratzer	Model Memo	Table 23	Since UW CIG predictions do not go past the 2080s (60 years) except for SLR; it makes more sense to show projections for 30 and 60 years, instead of 100.
412	Kratzer	Model Memo	Table 23	Why are the SLR and Pumping changes the same for the mid and high-impact scenarios? It would make more sense for the low to high scenarios to have changes in all three, i.e., a high, medium, and low impact.
413	Kratzer	Model Memo	62	It is really hard to tell the changes from current contours, as the reader would need to constantly flip back and forth between figures 14-17 and figures 6-9. It would be more illustrative if the results from figure 14 were combined with figure 6 to show contours of changes from current. This should be done for the following combinations as well: figs 7/15; 8/16; 9/17; 6/19; 7/20; 8/21; 9/22; 6/24; 7/25; 8/26; 9/27. I understand that this would require considerable work, but it would make these series of figures much more valuable in telling the story.
414	Kratzer	Model Memo	63	It seems as though the water level in Qva should drop as a function of reduced recharge, regardless of the effect of increased pumping from deeper aquifers.
415	Kratzer	Model Memo	64	Exactly. Why doesn't the Mid-Impact show this as well?

416	Kratzer	Model Memo	80	Based on my analysis on recharge the most likely is a decrease of 10% over the next 30 years (2050s). The medium impact scenario should always be the "most likely" scenario. This is the confusion brought about by only looking at two scenarios and adding a third at the last minute to satisfy reviewers. However, after-the-fact (i.e., right now) the justifications don't make sense. There will need to be addition model runs and a change in time periods. Only show projections for 30 years and 60 years, NOT 100 YEARS.
417	Kratzer	Model Memo	80	CIG does not predict changes in recharge! CIG predicts changes in precipitation, high-intensity storms, SLR, and changes in temperature. Recharge is positively related to increases in precipitation; but is negatively related to increases in high-intensity storms; increases in SLR; and increases in temperature (due to subsequent increase in ET). Based on my recharge analysis, the range of changes in 30 years should be 0 to -20% (-10% most likely); in 60 years the range should be 0 to -30% (-15% most likely).
418	Kratzer	Model Memo	82	Need a revised reference for this topic. This is way too old. Use the IPCC 2023 reference I show in my in-place comments.
419	Kratzer	Model Memo	82	don't see the UW CIG, 2015 report. This report only has SLR, not precipitation and temperature predictions.
420	Peltier	Gen	N/A	There needs to be a more clear and explicit commitment to sustainability in the GWMP's purpose. It should read: The groundwater management plan's overriding purpose is to help guide responsible land use planning to ensure clean and sufficient groundwater for the natural environment and for the Island's residents into the foreseeable future. To this end the groundwater management plan employs the precautionary principle by erring on the side of conserving groundwater resources as opposed to maximizing their use. Missing data: The GWMP needs to include the following currently missing data: 1) Annual production records from the main production wells on the Island over the last twenty years; 2) Data and/or information regarding decreased streamflows and/or degraded water quality in eleven of the fourteen BI perennial streams. Clarity around groundwater availability and use: Water use needs to be described in simple terms, such as gallons per capita, rather than in ERUs (equivalent residential units) and water rights. Additional monitoring needed, including: 1) An increase in the number of wells monitored in all aquifers by taking the current 87 wells being monitored and expanding that number to the same 103 wells that were being monitored in 2009; Also, the GWMP needs to call for regular monitoring of the fourteen perennial streams to help inform planning for watershed rehabilitation and restoration of stream levels and water quality. Protection for critical recharge areas: While the entire Island is classified as a critical aquifer recharge area, CARA, the GWMP needs to require special protections for recharge areas of special concern. Code requirements for new construction to identify its source of water: The GWMP needs to call for all new construction on the Island to be required to estimate, before initiating construction, the project's annual water consumption and the existing well and which aquifer that will supply water to the completed project.

				The GWMP provides information critical for use in city planning, including for the City's Growth Management Plan which plans for increased populations in the Winslow area. It would be nice to have a summary in the GWMP of the impacts on the deep (Fletcher Bay) aquifer caused by pumping of city wells over 100 years for different populations in the Winslow area (e.g., current, 10%, 20% increase, etc.) based on current usage rates. Is there a population that the aquifer could support (steady state; no decrease in groundwater elevation) over the long term?
421	Pat Irle	Gen	N/A	(A more in-depth study could include the impacts of changes in groundwater usage and recharge, like using reclaimed water on the golf course.)
422	Subramanian	Gen	N/A	Alternative EWL Using Chloride Trends: The GWMP's 0.5 ft/yr EWL (Page ES-5) ignores early seawater intrusion risks in SLA (Page 80). Why not adopt Vashon-Maury's chloride trend analysis (0.1 mg/L/yr increase as trigger, 1998 GWMP) instead of water-level declines, to detect intrusion before FBA/SLA levels drop below sea level by 2072 (Page 64)? Rationale: Vashon-Maury's chloride monitoring prevented intrusion (USGS 2010), while Skagit's reliance on water levels missed contamination (Cascade PBS 2016). Challenge: How will the GWMP fund quarterly chloride sampling at 87 wells (Page ES-5) and integrate data into a public dashboard (Kitsap, 1991 GWMP)?
423	Subramanian	Gen	N/A	Safe Yield Caps Aligned with GMA: With 167% production increases by 2121 (Page 61), why not cap withdrawals at safe yield, as in Vashon-Maury's 1998 GWMP, to meet GMA's CARA protection (RCW 36.70A.170), avoiding Skagit's aquifer depletion (Cascade PBS 2016)? Rationale: Vashon-Maury's caps sustained aquifers (USGS 2010); Skagit's lack of limits harmed streams. Challenge: What ordinance will enforce caps, and how will the 2025 EA Model (Page 10) quantify small development impacts?
424	Subramanian	Gen	N/A	Proactive Saltwater Intrusion Barriers: SLA risks intrusion by 2072 (Page 62). Why not adopt Kitsap's monitoring wells and setback zones (1991 GWMP) to prevent intrusion, unlike Whidbey's reactive response (Whidbey News-Times 2018)? Rationale: Kitsap's monitoring protected aquifers (USGS 2015); Whidbey's delays led to well closures. Challenge: How will the GWMP fund \$5M for monitoring wells by 2030 (Comprehensive Plan)?

425	Subramanian	Gen	N/A	Conservative Recharge Buffers: The GWMP's -20% recharge scenario (Page ES-5) is optimistic compared to the EA Model's -7.5% to -20% (Page 61). Why not use Kitsap's -25% buffers (1991 GWMP) to ensure GMA-compliant resilience (RCW 36.70A.070), avoiding Skagit's recharge losses? Rationale: Kitsap's buffers mitigated drought (USGS 2015); Skagit's underestimation harmed agriculture. Challenge: How will the GWMP adjust allocations if recharge falls below -20% and model PDO impacts (Columbia 2014)?
426	Subramanian	Gen	N/A	Prioritized Managed Aquifer Recharge (MAR): MAR is proposed (Page 5-36) but unfunded, despite FBA risks (Page 63). Why not prioritize Shallow Aquifer Recharge (SAR) at Winslow WWTP, as in Vashon-Maury (1998 GWMP), over ASR, unlike Skagit's failed surface water reliance? Rationale: Vashon-Maury's SAR boosted recharge (USGS 2010); Skagit's dams failed. Challenge: How will the GWMP secure \$3M by 2030 and meet EPA standards (EPA 2024)?
427	Subramanian	Gen	N/A	Stricter Development Standards: BIMC 18.15/18.18 exemptions risk recharge loss (Page ES-3). Why not adopt Kitsap's 500-ft wetland buffers (1991 GWMP) to meet GMA's CARA rules, unlike Whidbey's paving-driven decline (Whidbey News-Times 2018)? Rationale: Kitsap's buffers enhanced recharge (USGS 2015); Whidbey's lax standards reduced it. Challenge: What penalties will enforce buffers, and how will community reporting align with GMA (RCW 36.70A.140)?
428	Subramanian	Gen	N/A	Mandatory Conservation Targets: The GWMP's conservation lacks targets (Page 5-37), despite 373% demand rises (Page ES-5). Why not mandate 15% per capita cuts by 2035, as in Vashon-Maury (1998 GWMP), to avoid Skagit's depletion? Rationale: Vashon-Maury cut demand 20% (USGS 2010); Skagit's lack of controls strained aquifers. Challenge: How will the GWMP fund low-income retrofits and enforce landscaping limits (USGS 2018)?
429	Subramanian	Gen	N/A	Equitable Community and Tribal Engagement: Engagement (Appendix B) excludes Suquamish Tribe and low-income groups. Why not adopt Kitsap's tribal consultation model (1991 GWMP) to meet GMA's inclusivity (RCW 36.70A.140), unlike Skagit's exclusion? Rationale: Kitsap ensured equity (USGS 2015); Skagit's oversight harmed tribal waters. Challenge: How will the GWMP fund \$0.5M for training and prioritize tribal water uses?

430	Subramanian	Gen	N/A	Binding Cross-Jurisdictional Agreements: KPUD coordination lacks agreements (Page 5-32), risking FBA overuse (Page 5). Why not adopt Kitsap’s inter-agency pacts (1991 GWMP) per GMA coordination (RCW 36.70A.100), unlike Whidbey’s fragmented pumping? Rationale: Kitsap balanced withdrawals (USGS 2015); Whidbey’s lack of coordination depleted wells. Challenge: What legal framework will resolve KPUD disputes and address Port Orchard’s growth?
431	Subramanian	Gen	N/A	Contamination Risk Management: Wyckoff/landfill risks (Page ES-5) lack no-build zones. Why not adopt Kitsap’s 500-ft contamination buffers (1991 GWMP) per GMA’s BAS, unlike Skagit’s polluted wells? Rationale: Kitsap prevented runoff (USGS 2015); Skagit’s lax oversight allowed nitrates. Challenge: How will the GWMP enforce buffers and fund quarterly monitoring (USGS 2024)?
432	Subramanian	Gen	N/A	Surface-Groundwater Monitoring: No gauging for 59 streams (Page ES-5) limits baseflow data (Page 10). Why not adopt Vashon-Maury’s stream monitoring (1998 GWMP) per GMA’s BAS, unlike Whidbey’s streamflow losses? Rationale: Vashon-Maury’s gauges protected ecosystems (USGS 2010); Whidbey’s neglect harmed streams. Challenge: What funding will install gauges by 2028 and restrict withdrawals in sensitive watersheds?
433	Subramanian	Gen	N/A	Sustainable Funding via Fees: MAR and monitoring lack funding (Page 5-32). Why not adopt Kitsap’s water bill fees (1991 GWMP) to meet GMA’s infrastructure goals (RCW 36.70A.070), unlike Skagit’s underfunded efforts? Rationale: Kitsap’s fees supported monitoring (USGS 2015); Skagit’s budget gaps exacerbated pollution. Challenge: How will the GWMP secure voter approval for fees and prioritize aquifer protection?
434	Subramanian	Gen	N/A	Adaptive Management Triggers: Adaptive management lacks triggers (Page ES-3). Why not adopt Vashon-Maury’s 5-year reviews (1998 GWMP) per GMA’s periodic updates (RCW 36.70A.130), unlike Skagit’s delayed response? Rationale: Vashon-Maury adjusted policies (USGS 2010); Skagit’s inaction worsened depletion. Challenge: What metrics will prompt revisions, and how will community input shape updates?
435	Subramanian	Gen	N/A	Ecosystem Buffers for Recharge: Wetlands lack buffers (Page ES-1). Why not adopt Kitsap’s wetland preservation (1991 GWMP) per GMA’s critical area rules, unlike Whidbey’s wetland loss? Rationale: Kitsap’s buffers boosted recharge (USGS 2015); Whidbey’s paving reduced it. Challenge: How will the GWMP enforce no-build zones and monitor ecosystem impacts?

436	Subramanian	Gen	N/A	Tourism and Second-Home Restrictions: Tourism demand is omitted (Page 61). Why not limit second-home water use, as in Vashon-Maury (1998 GWMP), per GMA's resource protection (RCW 36.70A.170), unlike Skagit's unchecked growth? Rationale: Vashon-Maury's limits protected aquifers (USGS 2010); Skagit's growth strained supplies. Challenge: How will the GWMP enforce limits using 2025 EA Model data (Page 10)?
437	Subramanian	Gen	N/A	Puget Sound Lessons: Vashon-Maury's chloride trends, caps, and SAR succeeded (USGS 2010), while Skagit's weak monitoring and Whidbey's reactive policies failed (Cascade PBS 2016; Whidbey News-Times 2018). 2. Model-Related Feedback (2025 EA Groundwater Flow Model) The 2025 EA Model predicts FBA drawdowns (40–60 ft by 2072, Page 62), SLA intrusion (Page 80), and recharge declines (-7.5% to -20%, Page 61). Below are the most sensitive parameters and critical assumptions that could drastically alter outputs, with hydrological and financial impacts: • Recharge Rates: Assumes 13,673 acre-ft/yr with -20% declines (Page ES-4). A 1% error alters water levels by 0.5–1 ft (USGS 2011), risking 100+ ft FBA drawdowns or \$5–10M in emergency MAR (TNC 2022). Vashon-Maury's -20% buffers succeeded (USGS 2010). • Hydraulic Conductivity (K): Calibrated K for 11 units (Page 10). A 10% error doubles drawdowns (60 ft to 120 ft), requiring \$5M in wells or \$10M desalination (USGS 2018). Kitsap's field tests refined K (USGS 2015). • Demand Growth: Assumes 61–373% demand rises by 2121 (Page ES-5). A 10% error increases drawdowns by 10–20 ft, costing \$3–10M in conservation/MAR. Vashon-Maury's caps worked (USGS 2010); Skagit's growth failed (Cascade PBS 2016). Sea-Level Rise: Assumes 6.9 ft by 2100 (Page 64). A 1 ft error advances intrusion by 5–10 years, requiring \$10–15M barriers (TNC 2022). Kitsap planned conservatively (USGS 2015). • Calibration Data: Limited to 45 wells (Page ES-5). A 5–10% error in heads amplifies drawdowns by 5–15 ft, risking \$5M misallocations. Vashon-Maury's extensive monitoring succeeded (USGS 2010). Recommendations: Test -25% recharge, ±20% K, and 50–400% demand scenarios. Expand monitoring to 87 wells (\$0.5–1M). Adopt chloride EWL (0.1 mg/L/yr, Vashon-Maury). Use machine learning for calibration.

438	Subramanian	Gen	N/A	3. 10 Strategy Recommendations for Water Management (builds on above) To manage growth (1,977 units by 2044, Page ES-3) while protecting aquifers, COBI should consider adopting these strategies, inspired by Vashon-Maury and Kitsap successes and avoiding Skagit/Whidbey failures: 1. Chloride-Based EWL: Use 0.1 mg/L/yr trigger (Vashon-Maury, 1998 GWMP) for SLA intrusion (Page 80). Fund \$2M for sampling/dashboard (USGS 2010). 2. Safe Yield Caps: Cap withdrawals to limit 167% production (Page 61), with \$1.5M for audits (Vashon-Maury, USGS 2010). Avoid Skagit’s depletion (Cascade PBS 2016). 3. Intrusion Barriers: Install wells and 500-ft setbacks (\$5M by 2030, Kitsap, 1991 GWMP) to prevent 2072 intrusion (Page 62), unlike Whidbey (Whidbey News-Times 2018). 4. Recharge Buffers: Adopt -25% buffers (Kitsap, 1991 GWMP) for -20% declines (Page 61), with \$1M modeling (USGS 2015). Avoid Skagit’s losses (Cascade PBS 2016). 5. Shallow Aquifer Recharge (SAR): Prioritize SAR at Winslow WWTP (\$3M, Vashon-Maury, 1998 GWMP) to offset drawdowns (Page 63), unlike Skagit’s dams (Cascade PBS 2016). 6. Stricter Standards: Enforce 500-ft wetland buffers (\$1.2M, Kitsap, 1991 GWMP) to protect recharge (Page ES-3), avoiding Whidbey’s losses (Whidbey News-Times 2018).
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439	Subramanian	Gen	N/A	7. Conservation Targets: Mandate 15% demand cuts by 2035 (\$3M, Vashon-Maury, 1998 GWMP) for 373% rises (Page ES-5), unlike Skagit (Cascade PBS 2016). 8. Tribal/Community Engagement: Include Suquamish/low-income groups (\$0.5M, Kitsap, 1991 GWMP), addressing exclusion (Appendix B), unlike Skagit (Cascade PBS 2016). 9. Cross-Jurisdictional Agreements: Formalize KPUD pacts (\$0.8M, Kitsap, 1991 GWMP) to balance FBA use (Page 5), avoiding Whidbey’s fragmentation (Whidbey News-Times 2018). 10. Funding via Fees: Use water bill fees (Kitsap, 1991 GWMP) for MAR (\$3M), gauges (\$0.8M), and monitoring (\$1.5M), unlike Skagit’s underfunding (Cascade PBS 2016). Implementation: Update BIMC codes (2025–2026), fund via fees/bonds (2027–2030), and enforce via ordinances and 5-year reviews. Ensure GMA compliance (RCW 36.70A.170, .100) and COBI’s sustainability goals. Conclusion COBI must act proactively to protect its aquifers under growth and climate pressures. The 15 questions and table highlight GWMP gaps (e.g., weak EWL, unfunded MAR), model feedback identifies risks (e.g., recharge errors costing \$5–15M), and strategies provide a roadmap inspired by Vashon-Maury/Kitsap successes. These align with GMA’s BAS and COBI’s Comprehensive Plan, ensuring sustainable, equitable water management.
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				Demand. •Water reuse. Using treated wastewater for irrigation is something that has been done for years. The use for golf courses could be a very useful, given significant water requirements •Impervious services hopefully the building code supports the use of more impervious services •Landscaping education about how yards can be converted to rely on less water- less lawn, drought tolerant plants, etc and linking education to the challenges arising from groundwater. •Pricing having pricing that discourages overconsumption at household level •Education - Water use/consumption linked to the challenges facing the Island as we face population growth and changes in the climate Supply. •Rainwater Harvesting. Are there techniques that could be used, especially on public and private conservation lands to manage flows during higher rainfall periods. Are there techniques that could be applied in forested watersheds to capture more water for recharge? Are there nature-based applications that could be applied in watersheds? This could be done with the Parks Land Trust, for example. •Rainwater harvesting for new construction. There may be possibilities for multi-family building to include roof based rainwater harvesting to collect rainwater in cisterns that could be pumped from for irrigation of landscaping at those building sites. •Pumping of treated wastewater into some of the public lands to allow recharge to happen. Is that feasible from a cost perspective?
445	Online	Gen	N/A	
446	Online	Gen	N/A	Seems quite thorough and professionally done. I remain skeptical that population growth can easily be addressed with no major changes. I look forward to the recommendations and implementation plans. One area that is not being fully addressed is intentional damage to water system components or water quality from vandalism or terrorism
447	Online	Gen	N/A	COBI is myopic in their thinking that we are required to increase housing. We are not if there will be water issues in the future. The reports as read indicate there is a lot of uncertainty with population growth and climate change. Please open your eyes. Listen to Bainbridge constituents for a change. Please read between the lines of the report.....water levels are uncertain. The tech report is just about unreadable. Full of jargon and goes beyond the scope of BI to include the Peninsula, Bremerton etc. There is no comparison.....here on the island water is uncertain. Development needs to slow.
448	Online	Gen	N/A	I agree with the all of the recommendations by Ron Peltier, with the exception that data collection over the past 20 years should be required if and only if data for those years are reasonably available.
449	Online	Gen	N/A	There needs to be a more clear and explicit commitment to sustainability in the GWMP's purpose. It should read: The groundwater management plan's overriding purpose is to help guide responsible land use planning to ensure clean and sufficient groundwater for the natural environment and for the Island's residents into the foreseeable future. To this end the groundwater management plan employs the precautionary principle by erring on the side of conserving groundwater resources as opposed to maximizing their use.
450	Online	Gen	N/A	I haven't reviewed the plan but did read comments submitted from Ron Pelletier and his comments make sense. I encourage careful consideration of Ron's comments.
451	Online	Gen	N/A	a more clear and explicit commitment to sustainability in the GWMP's purpose. include the following currently missing data: 1) Annual production records from the main production wells on the Island over the last twenty years; 2) Data and/or information regarding decreased streamflows and/or degraded water quality in eleven of the fourteen BI perennial streams. Water use needs to be described in simple terms, such as gallons per capita, rather than in ERUs (equivalent residential units) and water rights. An increase in the number of wells monitored in all aquifers by taking the current 87 wells being monitored and expanding that number to the same 103 wells that were being monitored in 2009; Also, the GWMP needs to call for regular monitoring of the fourteen perennial streams to help inform planning for watershed rehabilitation and restoration of stream levels and water quality. Protection for critical recharge areas. Code requirements for new construction to identify its source of water

452	Online	Gen	N/A	100 year sustainability in water supplies should be a requirement for island citizens. Even before new home construction is approved, be sure the homes here will not have to be abandoned for lack of water and/or cost of getting water. A new home purchaser may be paying 1 million dollars, and in 20 years there may be no water for their home. This should be unacceptable to responsible leaders.
453	Online	Gen	N/A	Code requirements for new construction to identify its source of water: The GWMP needs to call for all new construction on the Island to be required to estimate, before initiating construction, the project's annual water consumption and the existing well and which aquifer that will supply water to the completed project. Commit to sustainability in the GWMP's purpose. It needs to state explicitly that conserving groundwater is the goal – not maximizing groundwater usage. Missing data: 1) Annual production records from the main production wells for the last twenty years; 2) Data demonstrating decreased stream flows and/or degraded water quality in perennial streams. Water use needs to be described in simple terms, such as gallons per capita. Increase in the number of wells monitored in all aquifers to the same 103 wells that were being monitored in 2009. Call for regular monitoring of perennial streams to inform planning for watershed rehab and restoration. Protection for critical recharge areas. Thank you for your attention to my comments.
454	Online	Gen	N/A	The GWMP needs to include, evaluate, and address the following: (1) production and water level data from the main production wells on the Island for the entire period that such data is available; this critical data is not discussed in the current draft; it is needed to show the cumulative decline in water levels in all aquifers using all available historical data; (2) all available information on decreased streamflow and degraded water quality in all BI watersheds; we have a responsibility to maintain adequate surface water for flora, fauna, wetlands, natural systems, etc., in addition to maintaining sustainable water supply for human needs. (3) get independent, high-quality peer review input on the questionable Scenario parameters used, e.g., the "Low Impact Scenario" (which the Draft deems "the most likely") uses a 0% change in aquifer recharge across the entire 100 year period, despite likely increases in temperatures and evapo-transpiration, and the increase in impervious surfaces and run-off due to increased development. Seems like a flawed parameter calculated to understate potentially adverse impacts on water supply. Same with 122% increase in pumping input. On Recommendations: (1) increase number of wells monitored in all aquifers, including near shoreline for seawater intrusion; (2) increase monitoring of streamflow and begin watershed rehabilitation in all watersheds; (3) require all new construction to estimate water use and identify adequate available source.
455	Online	Gen	N/A	I would like to see a hard copy. I do not own a printer or a functioning computer.
456	Online	Gen	N/A	The consequences of over drawing from island aquifers are dire for island residents (current and future) and for the island's environment. The GWMP should, above all else, recognize ground water as a critical and fragile resource. There are near countless variables that factor into tracking aquifer health and capacity. Many are not fully understood, others difficult to measure, and it could be years, perhaps a decade before it becomes apparent that aquifer health is in danger. Consequently, it is critical that any GWMP for a sole source aquifer island must err on the side of caution, and must make every effort to preserve and protect the fragile resource that is the island's groundwater. In addition, the GWMP needs to call for further monitoring, particularly of the island's streams as these are not only critical indicators of shallow aquifer health, but these streams and shallow aquifers have a dramatic impact on the island's environment. Thank you, Mike Kushler Bainbridge Island



This image shows where COBI/EA came up with the SLR of 6.9' for 100 years from now. It is a very low probability (1%), worst case (high emissions) and 100 years projection. However, the same probability was not applied to the other two factors — recharge or pumping. As I mentioned in my in-place comments, the CIG only has projections for 60 years (2080s) for temperatures and precipitation, not the 100 years (2120) shown for SLR. Plus for recharge and pumping the "most likely; 50th percentile" results are used not the 1% probability. Using this same criteria for SLR from the Miller and others (2018) tool provides the following projections:

2050s (30 years): 0.8 — 0.9' SLR

2080s (60 years): 1.5 — 1.75' SLR

457	Kratzer	Gen	N/A	This is hugely different from the 6.9' SLR used in the draft GWMP! Using the term "conservatively...." in the next sentence is making a value judgment on the potential for decrease in recharge. Please, please, please take a look at my 10-page analysis of recharge. I don't understand how you can so eagerly put the most extreme SLR (6.9') into the scenarios, yet are so unwilling to consider that a 5 degree F change in year-round temperatures will have a major effect on ET and thus on recharge. Plus, in my 10-page analysis, you will notice that there is not only an increase from 2 to 7 intense storms per year, but the size of these "intense" storms also increases from 1.5 inches per 24 hours to about 1.83 inches per 24 hours. This is a very significant change and is explained in the Mauger and others (2015) CIG report that is considered the "gold standard" for the Puget Sound region, yet is somehow not in your list of references. If I sound snarky here, it is because I feel as though my work on my 10-page recharge analysis has been ignored for weeks now.
458	Kratzer	Model Memo	34	

459	Kratzer	Model Memo	34	Remember though that according to the water budget in the 2011 USGS report on BI, only 5% of the total water input to BI GW is from off-island.
460	Kratzer	Model Memo	46	I recall elsewhere in this document where the 3 scenarios describe pumping changes of 122%, 167%, and 167% for the 3 scenarios. Please make this change elsewhere -- this makes more sense now!
461	Kratzer	Model Memo	48	Why are these projections different from the 83, 122, and 167% in the previous table?
462	Kratzer	Model Memo	56	So, what is your bottom line on pumping increases on the Kitsap Peninsula compared to on BI? Table 23 is very problematic. We do not have CC projections for 100 years. We have projections for 30 years and 60 years. My recommendations for the 3 scenarios for 30 years is: Low -- +0.55' SLR; 0% rech; +122% pump Med -- +0.85' SLR; -10% rech; +xx% pump High -- +1.2' SLR; -20% rech; +yy% pump For 60 years I would propose: Low -- +1.08' SLR; 0% rech; +zz% pump Med -- +1.63' SLR; -15% rech; +aa% pump High -- +2.23' SLR; -30% rech; +bb% pump My SLR ranges are from the Miller et al (2018) interactive tool for BI, using the average of the Low and High Emissions 83% projection for Low; Average of Low and High Emissions 50% projection for Med; and Average of Low and High Emissions 17% projection for High. There are many ways the Low, Med, and High could be portrayed but this gives a good spread of projections. The 17 -- 83% projections give the central 2/3's of the data. Thus, the "most likely" (medium) scenarios for 30 years (2050s) would be +0.85' SLR; -10% recharge; +xx% pumping
463	Kratzer	Model Memo	61	For 60 years (2080s) the "most likely" scenario would be +1.63' SLR; -15% recharge; +aa% pumping
464	Kratzer	Model Memo	80	When you look at the water budget in the GW Fact Sheet and also in the pre- and post-development water budgets in the 2011 USGS report, the deep city wells have started to pull (suck) more water across this confining layer. Assuming a continued increase in pumping from the deep aquifers, the movement across the confining layers should increase more in the future and this protection from seawater intrusion will be reduced.

465	Rudnick	Plan	Gen	This is not, as of yet, a management plan. This document is a fairly comprehensive assessment of groundwater resources; water resource infrastructure; and monitoring and modeling efforts that have been taken to date to better understand and evaluate Bainbridge’s groundwater resource. But Chapter 6, where presumably the suite of management alternatives that is described in Chapter 5 would actually get prioritized and a plan would be developed for implementation, is entirely missing. The public engagement plan for this document is also entirely missing. I do not understand how you can expect to take public and expert comment on a plan that has no plan, or how you expect in the next few months for this to be a finalized and adopted plan that can actually guide groundwater management. As an example, the stormwater system plan you adopted last fall is a plan, complete with tables of recommendations, funding and staffing considerations, and implementation processes. That is the type of planning I would expect to see here in order to make this an actionable plan.
466	Rudnick	Plan	Gen	This document is missing a statement of management goals that is actionable and estimable. Currently it has neither. The goals and objectives need statements that specifically articulate the need for the continued management of groundwater resources for present and future residents and for the present and future ecosystems of this Island. In association with this, I’d recommend something similar to what Vashon has created with their non-degradation policy. Nowhere in this document is “sustainable groundwater management” defined. It’s used as a term, but never defined. Yet, it is implicit that such management is needed. I have more detail on this point below.
467	Rudnick	Plan	Gen	This plan needs significant reorganization and updating. There are many points in this document where information is too generalized to be useful; the information being provided needs to be updated; and there are many subsections where the same information is being repeated and interspersed in ways that are both redundant and confusing. I provide several examples of this in the specific comments that follow.

**U.S. GEOLOGICAL SURVEY
RESEARCH/DEVELOPMENT SCIENTIST RECORD**

Please Circle One:

Research Grade Review (RGE)

Equipment Development Grade Evaluation (EDGE)

- (1) NAME: Karen R Burow
- (2) DATE PREPARED: 3/7/2019
- (3) DUTY STATION: Sacramento, CA
- (4) REGION: Pacific
- (5) CLASSIFICATION TITLE, SERIES, AND GRADE: Research Hydrologist,
GS 1315, 13
- (6) DATE OF ENTRANCE ON DUTY TO FEDERAL SERVICE: 11/1992
- (7) DATE OF LAST PROMOTION: 5/2005
- (8) DATE OF LAST RESEARCH or DEVELOPMENT PANEL REVIEW: 7/2014
- (9) EDUCATION:

<u>School</u>	<u>Major</u>	<u>Dates</u>	<u>Degree</u>
Eastern Washington University	Geology	1/79-6/83	B.S. 1983
University of California Davis	Hydrologic Sciences	9/90-3/93	M.S. 1993

(10) TECHNICAL TRAINING RECEIVED:

- *Geochemistry for ground water systems*, USGS Denver Jan-Feb 1994 (2 weeks)
- *Modeling transport of ground-water solutes*, USGS Denver Feb-Mar 1995 (2 weeks)
- *Advanced workshop on integrated uses of geophysics in hydrology and geology*, USGS Denver, Nov 1996 (4 days)
- *Subsurface flow and transport modeling using Sutra in 3D*, USGS Honolulu Jan 2001 (4 days)
- *Modeling solute transport in ground water using MODFLOW-GWT*, USGS Reston, Nov 2004 (3 days)
- *Hydrofacies modeling with TproGS*, USGS Sacramento Feb 2006 (4 days)
- *Principals and applications of estimating the age of young water*, USGS Reston, April 2006 (3 days)

(11) PROFESSIONAL EXPERIENCE

a. PRESENT ASSIGNMENTS

DATES From: February 2017

To: July 31, 2020

POSITION TITLE: Researcher for the California Ambient Groundwater Monitoring Project (100%)

I analyze statewide and regional groundwater quality datasets for a variety of constituents to develop an understanding of chemical and physical processes affecting water quality in aquifers across the state of California.

Research (35%)

Implemented resampling of a 5-km flow path monitoring network near Fresno, CA for the third time to evaluate decadal trends in nitrate, uranium, DBCP, and other constituents of interest. Designed an extension of the network to regional scale (30 km) to test scaling of physical and chemical processes. I apply the understanding of processes with these flow path networks to water-quality data from areally-distributed sampling.

Research (30%)

Evaluated occurrence, concentrations, and primary factors affecting 1,2,3-trichloropropane (1,2,3-TCP) contamination in groundwater in California. This chemical is of great importance at this time because a new state drinking water standard was established in 2018. Also evaluated occurrence, concentrations and primary factors affecting uranium concentrations in the southeastern San Joaquin Valley.

Design and implementation (35%)

I assist other project staff in completing their report products as required under the cooperative contract. I work with other scientists from state agencies, present groundwater quality findings at local and national meetings, and am involved in stakeholder groups in California.

NAME AND TITLE OF SUPERVISOR, TEAM LEADER(S), OR PROJECT CHIEF: Miranda Fram, Supervisory Research Chemist, California Ambient Groundwater Monitoring Project, California Water Science Center Cooperative Program

b. PREVIOUS PROFESSIONAL POSITIONS

DATES: From: 2013

To: 2017

POSITION TITLE: National Analyst for the Groundwater Status and Trends team of the National Water-Quality Assessment (NAWQA) project
Supervisor: Kenneth Belitz

Analyzed complex datasets of a wide variety of constituents to develop an understanding of chemical and physical processes affecting water quality in aquifers across the nation. Analyzed changes in uranium concentrations nationally to identify networks in arid settings where agricultural practices may have affected concentrations. Designed and implemented groundwater quality trends networks across the nation. These networks are a combination of decadal-scale monitoring and process-based flow path networks. Groundwater age date tracers and a broad range of water quality constituents were collected along approximate groundwater flow paths, or were collected from distributed networks at multiple depths to interpret changes in water quality with changes in age.

DATES: From: 2006 To: 2013

POSITION TITLE: Senior Technical Specialist for Nutrient and Trace Element National Synthesis team of the NAWQA program (team member), Supervisor: Neil Dubrovsky

Performed broad national scale assessment and evaluation of changes in groundwater nutrient concentrations. Demonstrated importance of explanatory factors such as redox, groundwater age, nutrient sources, soils, and other hydrologic features in determining nutrient concentrations in groundwater.

DATES: From: 2004 To: 2006

POSITION TITLE: Supervisory Hydrologist; lead scientist for the San Joaquin Valley Groundwater Research Group, CA-WSC. Supervisor: Kenneth Belitz

Supervised a group studying the San Joaquin Valley, CA. I oversaw development of a database of aquifer texture with which I did geostatistical analysis; oversaw preliminary development of a regional groundwater flow model to use for optimization of groundwater resources.

DATES: From: 2001 To: 2007

POSITION TITLE: Groundwater Specialist for San Joaquin-Tulare Basins (SANJ) NAWQA study area (team member), Transport of Anthropogenic and Natural Contaminants (TANC) to Public-Supply Wells. Project supervisor: Sandy Eberts

Lead scientist for SANJ effort to assess processes affecting movement of contaminants from land surface to a public-supply well in Modesto, CA. My own research included development of a nested, 3-D transport model to characterize contaminant movement and project future concentrations in the well with applicability to other similar wells in the valley.

DATES: From: 2000

To: 2006

POSITION TITLE: Project Chief, Modesto Groundwater Basin Characterization Cooperative Project. Supervisor(s): Neil Dubrovsky and Kenneth Belitz

Worked with local stakeholders in the Modesto Groundwater Basin to better characterize the hydrostratigraphy of the basin using visual and statistical software and oversaw development of a regional groundwater flow model to run optimization scenarios. I initiated involvement and worked jointly with researchers from Michigan State University with specialty in hydrostratigraphic characterization.

DATES: From: 1997

To: 2004

POSITION TITLE: Groundwater Specialist (team member), Twitchell Island Demonstration Project. Project supervisor: Roger Fujii

I estimated subsurface contributions of dissolved organic carbon (DOC) from a pond to agricultural drains in a peatland by working with NRP researcher to apply heat as a tracer method. Completed a groundwater flow and heat transport model and analyzed results. Results indicated that groundwater flow paths were shallow and a significant amount of DOC was being transported through the subsurface to the drains.

DATES: From: 1992

To: 2006

POSITION TITLE: Groundwater Specialist (team member), San Joaquin-Tulare Basins NAWQA Study Unit. Supervisor: Neil Dubrovsky

Designed and implemented groundwater quality networks at multiple scales and analyzed occurrence and trends of nitrate and pesticides using statistical and groundwater flow and transport modeling methods. I demonstrated increasing nitrate concentrations and quantified the in-situ transformation rate of the pesticide DBCP.

(12) SIGNIFICANT RESEARCH or DEVELOPMENT ACCOMPLISHMENTS

a. RECENT ACCOMPLISHMENTS

The focus of my research is to use my extensive experience in hydrogeology to interpret complex groundwater-quality datasets and report the occurrence, distribution, and temporal trends of both anthropogenic and natural contaminants in groundwater at regional to national scales by developing meaningful explanatory variables and using appropriate methods of analysis.

Factors affecting 1,2,3-trichloropropane contamination in groundwater in California

Background - 1,2,3-trichloropropane (1,2,3-TCP) is a volatile organic chemical of eminent concern due to severe health effects and frequent occurrence at concentrations of concern worldwide. California established a maximum contaminant level (CA-MCL) of 0.005 µg/L in 2018. This work is unique in that it presents statewide occurrence and concentrations of 1,2,3-TCP in groundwater and then characterizes the most vulnerable groundwater in the most impacted region of the state.

Role – I designed and completed this analysis because of the new interest in this chemical by the state regulatory community and water providers. Because of the very low MCL and improvement in analytical methods there was a lot of newer data available to provide a timely analysis of 1,2,3-TCP occurrence, concentrations, and primary factors determining groundwater vulnerability to this contaminant.

Results – I combined databases from the USGS and California Division of Drinking Water (DDW) to characterize overall occurrence and then developed explanatory variables for the most impacted region in the San Joaquin Valley. Widespread occurrence is related to nonpoint source agricultural contaminant inputs and hydrogeologic factors that determine vulnerability such as recharge rates, position in the flow system, and geochemical environment, as shown in my earlier work on nitrate and pesticides in groundwater in the San Joaquin Valley (see publications 8, 18, 22, and 29).

Impact - Before this study, there was no systematic analysis of 1,2,3-TCP in California at the scale of the San Joaquin Valley. It has already received the attention of the California regulatory community and the Department of Justice. This work also corroborates my earlier publications on the vulnerability of groundwater to agriculturally-derived constituents, including nitrate, pesticides, and uranium.

High uranium concentrations in groundwater of the southeastern San Joaquin Valley, California

Background – High uranium concentrations in groundwater in the San Joaquin Valley have been a significant problem for drinking water providers since the USEPA established an MCL in 2000. Our work to date (see publications 26 and 32) has provided evidence of anthropogenic causes for increased uranium concentrations.

Role – I designed an analysis of high uranium concentrations in the southeastern San Joaquin Valley in the context of the hydrostratigraphic framework. I drafted a manuscript which had to be completed by another researcher due to an emerging chronic health condition.

Results – I developed a dataset of USGS-sampled wells located within the boundaries of the fluvial fans delineated by Weissmann and others (2014). Parameters included uranium and explanatory factors such as bicarbonate, pH, dissolved oxygen, nitrate, phosphate, manganese, iron, sulfate, calcium, sodium, potassium, and molybdenum. In addition to a statistical evaluation of physical and chemical factors affecting uranium, I made PHREEQC computations to assist in interpretation.

Impact – This manuscript is currently in review at Journal of Hydrology. Results are consistent with processes described by publication 26, but provide a more

detailed geologic context (alluvial fan morphology), and consider effects of phosphate and nitrate on high uranium concentrations.

Large decadal-scale changes in uranium and bicarbonate in groundwater of the irrigated western U.S.

Background - Since 1991, NAWQA has monitored concentrations of widespread contaminants such as uranium in primary aquifers across the U.S. This research is unique in that it includes an analysis of changes in uranium concentrations in 1,105 wells sampled during 1993-2014 in 53 study areas across the U.S.

Role - I interpreted the national dataset containing a large number of variables, including aeroradiometric data, climate (aridity), geochemical variables, groundwater age, and other aquifer and well construction characteristics using statistical methods. Additionally, I used PHREEQC to determine speciation of dissolved uranium and saturation indices of uranium and carbonate minerals to further characterize uranium occurrence.

Results - This was the first known national-scale assessment of changes in uranium concentrations across the U.S. This analysis demonstrated that uranium increases were strongly linked to bicarbonate increases in arid settings as a result of irrigation and plant production. In general, uranium concentrations are increasing much more than they are decreasing, which has implications to human health.

Impact - This research is broad in scope and the dataset is large and complex. Because uranium is a common issue worldwide, it has often been cited in the international community. The work also provides an example for analyzing multi-variate decadal trends data across a wide range of aquifers.

b. OTHER CAREER ACCOMPLISHMENTS

The focus of my previous research was to use geophysical, statistical, geostatistical, and groundwater flow and transport modeling methods to develop and apply hydrogeologic analysis methods at local, regional, and national scale. I directed multiple studies and analyzed complex water-quality datasets to interpret the occurrence, distribution, and temporal trends of contaminants in groundwater.

Regional change in nitrate concentrations in the Central Valley, CA

Background - Nitrate occurs in groundwater in many parts of the nation at concentrations above drinking-water standards. Temporal changes in nitrate concentrations are not well defined, especially over multiple decades and at large regional scales. It is becoming especially important to find ways to best analyze data on water quality changes at regional and national scales so that the USGS can report to Congress and the public on whether water-quality conditions are getting better or worse.

Role - I proposed this work as a method to evaluate long-term changes in water quality over regionally extensive areas. I worked alone to propose and complete this study with only minor input from my co-authors.

Results - I combined databases from multiple agencies to assess changes in nitrate concentrations over six decades in the Central Valley principal aquifer (see pub. 29). I used soils data to approximate historical regional recharge and discharge zones as a proxy for redox conditions in the aquifer. I divided redox

subareas into equal-area cells to decluster the wells. I then analyzed the decadal data for trends using a statistical method that had not been applied previously to this type of data. Results documented that the highest nitrate concentrations were associated with regionally oxic settings, whereas the lowest concentrations were associated with a regionally-extensive reduced setting. My results also documented that nitrate concentrations increased over the last six decades in the eastern part of the valley, whereas there were no apparent trends in concentration in the western and central part of the valley.

Impact - Before this study, there was no systematic analysis of nitrate occurrence and temporal trends and accompanying redox relations at the scale of the Central Valley principal aquifer. My work also provides a robust method to apply in other settings. It provides information to state and local stakeholders on long-term nitrate conditions in the valley, and has recently received recognition as a robust method to evaluate improvement in contaminant concentrations as a result of regulatory programs.

Occurrence and distribution of nitrate concentrations in groundwater of the United States

Background - Since 1991, NAWQA has monitored concentrations of widespread contaminants such as nitrate in primary aquifers across the U.S. This research is unique in that it includes an analysis of nitrate in 5,101 wells sampled during 1991-2003 in 51 study areas across the U.S.

Role - I interpreted the national dataset containing a large number of variables, including geochemical variables, groundwater age, and other aquifer and well construction characteristics using statistical methods. Additionally, classification and regression tree (CART) analysis was done to show the relative importance of the variables; much of the CART work was done by my co-author B.T. Nolan.

Results - This research demonstrated that nitrate concentrations were highest in young, oxic, shallow groundwater beneath agricultural areas with high nitrogen fertilizer inputs (pub. 28). Concentrations were lowest in deeper groundwater that is older and more geochemically reduced. Nationally, nitrate concentrations were most significantly affected by redox conditions, a finding that had not been demonstrated previously.

Impact - This research is broad in scope and the dataset is large and complex. Because nitrate is a common issue worldwide, it has often been cited in the international community. The work also provides an example for analyzing complex, multivariate datasets and serves as the basis for the nitrate occurrence and distribution section for groundwater in pub. 27.

Changes in nitrate concentrations in groundwater of the United States

Background - Across the U.S., nitrate concentrations increased significantly in 495 wells first sampled during 1988-1995, and then resampled during 2001-2004. Changes at individual wells were highly variable as a result of variable groundwater age, redox conditions, nitrogen fertilizer inputs, and well depth and type.

Role - Because of its size and complexity, completion of the Nutrient Circular (pub. 27) was a large team effort. Aside from the groundwater occurrence and distribution section (noted above), I wrote the section on changes in nitrate concentrations in groundwater in the U.S.

Results - In pub. 27, I demonstrated the importance of redox condition, depth, and well type on changes in nitrate concentrations. I compared changes in nitrate in the Delmarva Peninsula with the eastern San Joaquin Valley and demonstrated how nitrate concentrations at the water table were high and greatly increased in both settings over time, but because of the difference in aquifer thickness (and thus well depths and groundwater ages), the deeper wells in the eastern San Joaquin Valley wells had lower, but still increasing concentrations. I also summarized results from the NAWQA TANC team that used groundwater flow and transport modeling from sites across the nation to demonstrate that the physical features such as aquifer thickness and well depth affected the age of the groundwater and thus affected the concentrations and lag time between nitrogen inputs at the land surface and arrival at the wells.

Impact - This work was broad in scope and complex because it used datasets and comparisons from different aquifers across the U.S. The groundwater results and the entire Nutrient Circular have had a wide impact at national, state, and local levels. It was the subject of a Congressional Briefing in Washington D.C. after its completion.

Research at the flow path monitoring well transect near Fresno, CA

Background - Widespread occurrence of the banned pesticide DBCP at concentrations above the drinking-water standard has been an issue in the eastern San Joaquin Valley, CA for decades. I designed and installed a monitoring well transect along an approximate groundwater flow path near Fresno in 1994 to study the fate of DBCP and compare resulting in-situ half-life estimates to published laboratory column half-life values.

Role - I was lead scientist in conceptualizing and performing the work and also coordinated a team of people who were involved in this project. This project was funded in part by U.C. Davis, NAWQA, and was also awarded a USGS merit grant (no longer available today), which provided matching USGS cooperative funds for several years.

Results - This study site became the focus of multiple research topics, and is still being used today (see Sec. 11, present assignments). The wells were sampled for a wide range of constituents, including groundwater age dating tracers. Large diameter continuous core was collected which allowed U.C. Davis researchers to identify paleosols in the subsurface which were thought to control transport of contaminants in the subsurface. I designed and led a research effort to use seismic reflection techniques (in cooperation with the University of Kansas) and ground-penetrating radar to map the extent of these paleosols in the subsurface (pub. 3). These results were used by U.C. Davis researchers to develop a geostatistical model. I used the geostatistical model in a groundwater flow and transport model to evaluate possible half-life values for DBCP (pub. 8). I also worked with the USGS Branch of Geophysics to test new borehole radar equipment in an alluvial environment. Previously, it had only been used in hard rock settings. I also secured NAWQA funding to resample this transect of wells in 2003 and 2013 to look at changes in DBCP, nitrate and mean age of groundwater.

Impact - The impact of the development of this study site and subsequent research by USGS, U.C. Davis, and University of Kansas scientists has been far reaching. State and local agencies were able to recognize the persistence of this legacy contaminant DBCP, and the reports and data coming from this work have been used by consultants and in multiple lawsuits between cities and the

chemical manufacturer. The data from this site are also being used to evaluate persistence of other legacy contaminants, such as 1,2,3-trichloropropane and nitrate in groundwater in the region.

Public-supply well (PSW) vulnerability study

Background - As part of the NAWQA team Transport of Anthropogenic and Natural Contaminants (TANC) to PSWs, we studied a single PSW in detail in multiple study areas around the nation and compared and contrasted the susceptibility and vulnerability of PSWs in each of the study areas to identify the major factors that control the vulnerability of PSWs.

Role - I was lead scientist, interpreter, and coordinator of a team doing the TANC study in Modesto, CA. I also was selected to participate in conceptualizing and designing the TANC study as a whole, and actively participated in interpreting the findings of the first round of TANC study areas around the nation.

Results - In Modesto we installed and sampled 23 monitoring wells in 2003-04 in the zone of contribution of a single PSW. The wells were sampled for many constituents, including groundwater age dating tracers. I supervised and jointly interpreted the chemistry data (pub. 21), which indicated that uranium and nitrate posed the biggest threat to the PSW. We identified that uranium, naturally adsorbed on the granitic sediments, was desorbed by elevated bicarbonate concentrations, which were elevated because of the agricultural development after the turn of the century. The City of Modesto has grown and urban development has replaced agricultural areas, but legacy contamination such as nitrate still remains a problem in parts of the urban area (pub. 19). Another major factor affecting the contaminant concentrations in this PSW was that shallow, contaminated water was moving downward in the wellbore during the time that the well was idle, such that high concentrations stored near the bottom of the well screen were pumped back out whenever the well resumed pumping, which resulted in sampled uranium concentrations above the MCL. Besides supervising and jointly interpreting the chemistry data, I built a nested groundwater flow and transport model of the study area (pub. 23) and used the model to characterize contaminant transport to the well, evaluate the age of the water reaching the well, and project concentrations into the future under possible contaminant input scenarios. For the model, I developed a detailed, 3-D geostatistical representation of the subsurface (using TProGS) to represent the hydraulic conductivity distribution.

Impact - This study was an integral part of the national TANC study, representing an alluvial environment with short-circuiting down the wellbore. The results were important to state agencies and local water suppliers who have a stake in protecting PSWs, and invaluable to the City of Modesto who was able to pump the well more continuously to avoid concentrations above the MCL. I was invited to present these findings on uranium and wellbore short-circuiting at a Congressional Briefing in Washington D.C. in May 2010. This work is currently (2019) being used by the City of Modesto to develop feasibility plans under a grant award from the state of California to improve water quality with respect to arsenic, uranium and nitrate concentrations.

(13) SCIENTIFIC LEADERSHIP

Earlier in my career, I served as lead scientist on complex, overlapping, long

term groundwater projects (Sec 11b, 12b). These projects include studies of pesticide fate (Sec 12b, pub. 7,8,9,15,18,22), nitrate occurrence and trends (Sec 12a, pub. 6, 7, 18, 19, 20, 22, 23, 24, 27, 28, 29), uranium occurrence and trends (Sec 12b, pub. 21, 23, 26, 32), innovative characterization of a local groundwater basin (pub. 13), the use of geophysics in hydrostratigraphic characterization (pub. 3), and studies of groundwater/surface water interaction using heat as a tracer (Sec. 11b, pub. 14). These projects have been funded through a variety of sources, including federally appropriated funding and state and local cooperative projects. I have applied innovative design and skilled communication with minimal supervisory input to integrate project goals and leverage funds where possible. I have advanced multidisciplinary approaches to hydrogeologic and water quality investigations, as evidenced by the breadth of the studies I have been involved in and the quality of the publications I have produced.

In recent years, I have moved from these comprehensive hydrogeologic and water quality studies in the eastern San Joaquin Valley to studies of water quality occurrence and trends at regional to national scale (Sec 11a, 12a, pub. 27, 28, 29, 32), where I have applied my skills and knowledge of hydrogeologic systems developed earlier in my career to larger regions and to other aquifers around the nation.

I have served local (Sec. 11b, 14c), state (Sec. 12a, 14c, pub. 9, 29), national (Sec 12a, b, pub. 27, 28), and international communities (Sec 12a, 14c) and with other researchers at the NRP (Sec 11b) and in the academic community (Sec 12b, 14d) on the subjects of hydrogeology and water quality.

(14) SCIENTIFIC AND PUBLIC SERVICE

a. CURRENT MEMBERSHIPS IN PROFESSIONAL SOCIETIES.

Member of American Geophysical Union, Geological Society of America, and National Ground Water Association

Served as Vice-president of the Sierra Chapter of the Association for Women Geoscientists from 2001-2003.

b. TECHNICAL PRESENTATIONS

1. Burow, K. R., Miller, R.D., Fogg, G.E., and Carle, S.F., 1993, Vadose-zone characterization using shallow seismic reflection techniques, Abstracts of the American Society of Agronomy, Crop Science Society of America, and Soil Science Society of America Annual Meetings, November 7-12, 1993, Cincinnati, Ohio. (INVITED, PRESENTED)
2. LaBolle, E.M., Carle, S.F., Fogg, G.E., and Burow, K.R., 1993, Fluid flow and mass transport in juxtaposed alluvial fan and fluvial depositional environments, Abstracts of American Geophysical Union Fall Meeting, December 6-10, 1993, San Francisco, California. (LaBolle presented)

3. Burow, K.R., 1994, The U.S. Geological Survey Perspective: Assessing Ground Water Contamination in California: U.C. Berkeley School of Public Health, Environmental Health Policy Program, workshop entitled, "Pesticide Contamination of Ground Water in California," December 2, 1994. (INVITED, PRESENTED)
4. Dubrovsky, N.M., Burow, K.R., and Gronberg, J.M, 1995, Effects of two contrasting agricultural land uses on shallow groundwater quality in the San Joaquin Valley, California: design and preliminary interpretation: Models for Assessing and Monitoring Groundwater Quality, Proceedings of the IAHS, July, 1995, Boulder, Colorado, pp. 49-56. (Presented by Dubrovsky)
5. Burow, K.R., 1995, DBCP in the San Joaquin Valley -- New Approaches for Unraveling Processes Controlling its Environmental Fate: Abstracts of the Association of Engineering Geologists, Groundwater Resources Association Annual Meeting, October 2-8, 1995, Sacramento, California. (INVITED, PRESENTED)
6. Burow, K.R., Dubrovsky, N.M., and Panshin, S.Y., 1995, Evaluation of chemical and physical processes controlling DBCP fate and transport in the eastern San Joaquin Valley, California: Abstracts of the American Geophysical Union Fall Meeting, December 11-15, 1995, San Francisco, California. (PRESENTED)
7. Burow, K.R., Carle, S.F., VanBrocklin, D., Weissmann, G.S., and Fogg, G.E., 1996, Integration of lithologic and geophysical data using stochastic methods [poster]: U.S. Geological Survey Advanced Workshop on Integrated Uses of Geophysics in Hydrology and Geology, November 4-7, Golden, Colorado (PRESENTED)
8. Burow, K.R., 1997, Evaluation of the Processes Controlling DBCP Transport and Fate in Ground Water in the Eastern San Joaquin Valley, California: Association for Women Geoscientists, Sierra Chapter Meeting, August 6, 1997, Sacramento, California. (INVITED, PRESENTED)
9. Burow, K.R., 1997, Occurrence and Concentrations of Nitrate and Pesticides in the Eastern San Joaquin Valley, California: Groundwater Resources Association of California, Sacramento Branch Meeting, August 21, 1997, Sacramento, California. (INVITED, PRESENTED)
10. Burow, K.R., Gamble, J.M., Fujii, Roger, and Constantz, Jim, 2001, Shallow ground-water flux beneath a restored wetland using two-dimensional simulation of ground-water flow and heat transport: Abstracts of the American Geophysical Union Fall Meeting, December 10-14, 2001, San Francisco, California. (PRESENTED)

11. Burow, K.R., 2002, Regional nitrate trends in ground water in the San Joaquin Valley: Abstracts of the Groundwater Resources Association of California symposium Nitrate in Groundwater: Sources, Impacts, Solutions, November 12 and 13, 2002, Fresno, California. (INVITED, PRESENTED)
12. Burow, K.R., 2004, Maximizing the use of existing data in characterizing ground-water flow in a fluvially-dominated alluvial fan system, eastern San Joaquin Valley, California: Association for Women Geoscientists, Sierra Chapter Meeting, October 6, 2004, Sacramento, California. (INVITED, PRESENTED)
13. Burow, K.R., 2004, Regional assessment of arsenic concentrations in ground water in the San Joaquin Valley, California: Abstracts of the Groundwater Resources Association of California symposium Arsenic in Groundwater: Impacts on a Critical Resource, October 18 and 19, 2004, Fresno, California. (INVITED, PRESENTED)
14. Lansdale, A.L., Weissmann, G.S., and Burow, K.R., 2004, Influence of coarse-grained incised valley fill on ground-water flow in fluvial fan deposits, Stanislaus County, California, USA: Eos Transactions American Geophysical Union 85(47), Fall Meeting Supplement, Abstract H21E-1057 (Presented by Lansdale)
15. Weissmann, G.S., Burow, K.R., and Lansdale, A.L., 2005, Coarse-grained incised valley fill deposits in eastern San Joaquin Valley fluvial fans: implications for artificial recharge: Abstracts of the Groundwater Resources Association of California Workshop on Artificial Recharge: Nexus of Quantity and Quality in California, March 16-17, 2005, Sacramento, California. (Presented by Weissmann)
16. McMahon, P., Böhlke, JK, Brown, C, Burow, K., Crandall, C, and Landon, M, 2005, Use of isotopes, age-dating, and numerical simulation to evaluate source histories and transport of NO₃ to public supply wells in principal aquifers of the United States: Abstracts of the 6th International Symposium on Applied Isotope Geochemistry, September 11-16, 2005, Prague, Czech Republic. (Presented by McMahon)
17. Burow, K.R., 2005, Effects of agriculture and urbanization on the Central Valley aquifer system: sustaining the health of California's heartland: Abstracts of the University of California Center for Water Resources 25th Biennial Groundwater Conference and 14th Annual Meeting of the Groundwater Resources Association of California, October 25-26, 2005, Sacramento, California. (INVITED, PRESENTED)
18. Jurgens, B.C., Burow, K.R., Brown, C.J., Dubrovsky, N.M., and Stollenwerk, K.G., 2005, Elevated levels of naturally occurring uranium in ground water in

Modesto, California: Geological Society of America Abstracts with Programs, vol. 37, no. 7, p. 356. (Presented by Jurgens)

19. Dalgish, Barbara A., Burow, Karen R., and Fogg, Graham E., 2005, Hydrogeologic sensitivity analysis of a heterogeneous facies model of an alluvial aquifer in the eastern San Joaquin Valley, California: Geological Society of America Abstracts with Programs, vol. 37, no. 7, p. 504. (Presented by Dalgish)
20. Burow, Karen R., Jurgens, B.C., Shelton, J.L., and Dalgish, B.A., 2005, Effects of well operation on quality of water from a public-supply well in Modesto, California: Geological Society of America Abstracts with Programs, vol. 37, no. 7, p. 247. (PRESENTED)
21. Jurgens, B.C., Bennett, G.L., Landon, M.K., Burton, C.A., Shelton, J.L., Belitz, K., Burow, K.R., and Fram, M.S., 2007, Elevated levels of naturally-occurring uranium in ground water in the eastern San Joaquin Valley, California: Abstracts of the University of California Center for Water Resources 26th Biennial Groundwater Conference and 16th Annual Meeting of the Groundwater Resources Association of California, October 25-26, 2007, Sacramento, California. (Presented by Jurgens)
22. Burow, K.R. and Green, C.T., 2008, Nitrate trends in ground water of the eastern San Joaquin Valley: Proceedings of the American Society of Agronomy, California Chapter annual meeting, February 5-6, 2008, Visalia, California. (INVITED, PRESENTED)
23. Phillips, S.P., Green, C.T., Burow, K.R., Shelton, J.L., and Rewis, D.L., 2008, Development of regional and nested local-scale ground-water models for study of the fate of agricultural nitrogen, Merced county, California: Abstracts for the California Central Valley Groundwater Modeling Workshop, July 10-11, 2008, Berkeley, CA (Presented by Phillips)
24. McMahon, P.B., Böhlke, J.K., Kauffman, L.J., Kipp, K.L., Landon, M., Crandall, C.A., Burow, K.R., and Brown, C.J., 2008, Source and transport controls on the movement of nitrate to public-supply wells in selected principal aquifers of the United States: Geological Society of America Abstracts with Programs, October 5-9, 2008, Houston, Texas. (Presented by McMahon)
25. Domagalski, J.D., Burow, K.R., and Dubrovsky, N.M., 2008, Nitrate in ground water of the San Joaquin Valley: evolution of understanding: Geological Society of America Abstracts with Programs, October 5-9, 2008, Houston, Texas. (Presented by Domagalski)
26. Burow, K.R., Nolan, B.T., Rupert, M.G., and Dubrovsky, N.M., 2009, Nitrate in groundwater in the United States: *Eos*, Transactions American Geophysical

Union, Vol. 90, Number 52, 29 December 2009, Fall Meeting Supplement, Abstract H34C-06. (PRESENTED)

27. Burow, K.R., Nitrate occurrence and trends in the groundwater: from the U.S. to California's Central Valley: Abstracts of the Groundwater Resources Association of California 28th Biennial Groundwater Conference, October 5-6, 2011, Sacramento, California. (INVITED, PRESENTED)

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28. Burow, K.R., Belitz, K., and Jurgens, B.C., Processes controlling temporal changes in agriculturally-affected groundwater: *Eos*, Transactions American Geophysical Union, 15 December 2014, Fall Meeting Supplement, Abstract H130-02. (PRESENTED)
29. Burow, K.R., Belitz, Kenneth, Dubrovsky, N.M., and Jurgens, B.C., Decadal-scale changes in uranium and bicarbonate in groundwater in the U.S.: Effects of irrigation on the mobilization of uranium: Abstracts of Second International Conference: Toward Sustainable Groundwater in Agriculture—An International Conference Linking Science and Policy, June 28-30, 2016, San Francisco, California (INVITED, PRESENTED)
30. Petela, V., Vankeuren, A.N., and Burow, K.R., Modeling to determine controls on arsenic release into groundwater in the San Joaquin Valley, California: Abstracts of the Groundwater Resources Association of California Western Groundwater Congress, September 17-19, 2019, Sacramento, California

c. RENDERING SCIENTIFIC JUDGMENT

Serving as expert consultant on technical advisory committee for the City of Modesto wellfield remedial investigation program. Provide technical comment on design of feasibility project to mediate widespread, high concentrations of arsenic, uranium, and nitrate concentrations in Modesto groundwater, 2019 to present.

Invited Technical Program Council Member and Moderator for Conference, "Toward Sustainable Groundwater in Agriculture—an International Conference Linking Science and Policy," June 28-30, 2016, San Francisco, CA. Sponsored by University of California Davis and Water Education Foundation.

Invited Technical Program Council Member and Moderator for Conference, "Toward Sustainable Groundwater in Agriculture—an International Conference Linking Science and Policy," June 15-17, 2010, San Francisco, CA. Sponsored by University of California Davis and Water Education Foundation.

Served as expert consultant reviewing the technical feasibility document for the U.S. Bureau of Reclamation (USBR) for controversial artificial recharge and recovery project in the San Joaquin Valley. Subsequently served as expert

consultant with USBR to design technical approach for implementing the project, 1998-1999.

Served as expert consultant on technical advisory committee for the California State Water Resources Control Board on the highly controversial topic of regulation of groundwater under the influence of surface water. Provided technical comment and assisted in development of analytical test for possible regulation of groundwater as it affects flow in streams, 2001-2002.

Attended numerous committee and board meetings as USGS Team Leader for the Stanislaus and Tuolumne Rivers Groundwater Basin Association to provide technical guidance to local agencies and present USGS findings. 2002-2006

Reviewed manuscripts for Ground Water, Journal of Environmental Quality, Environmental Science and Technology, Environmental Earth Sciences, Hydrogeology Journal. 2007--.

Numerous presentations to state and local government agencies on conceptualization, design, and results of ongoing USGS projects. 1993--.

Reviewed (15+) USGS-authored reports. 1993--.

d. LECTURESHIPS AND OTHER ACADEMIC SERVICE

Seminars:

- Initiated speaker, "Factors affecting the vulnerability of groundwater to pesticides in the eastern San Joaquin Valley" for San Joaquin County Continuing Education workshop, February 2019, Hosted by Jessica Fowler, Deputy Agricultural Commissioner, San Joaquin County Department of Agriculture
- Invited speaker "Trends in nitrate concentrations in groundwater: Central Valley" for subcommittee on Nitrate in Groundwater in the Tulare Basin, April 2011, Hosted by Dr. Thomas Harter, University of California Davis
- Invited speaker "Hydrogeology of the eastern San Joaquin Valley" for hydrogeology class, March 5, 2007, Hosted by Dr. Horacio Ferriz, California State University Stanislaus.
- Invited speaker and demonstration on the theory and application of ground-penetrating radar (1-hr lecture and 3-hr field demonstration) for advanced geophysics course, November-December 1996. Hosted by Dr. Susan Slaymaker, California State University Sacramento.
- Organized/participated in demonstration of groundwater sampling equipment and protocols, and drilling methods for:
 - Dr. Tim Horner, California State University Sacramento groundwater hydrology lab course, spring 2004, Modesto, California,

- Dr. Tim Horner, California State University Sacramento groundwater hydrology lab course, spring 1996, Sacramento, California
- Dr. Thomas Harter, University of California Davis Agricultural Extension short-course “Introduction to Applied Groundwater Hydrology: Principles, Measurements, and Interpretation,” fall 1996, Fresno, California.

Thesis committees and advising:

- Served on thesis committee for Bryant Jurgens, 2008, “Hydrogeology, Water Chemistry, and Factors Affecting the Transport of Contaminants in the Zone of Contribution of a Public-Supply Well in Modesto, Eastern San Joaquin Valley, California” University of California Davis (note: this is a USGS SIR in lieu of separate thesis).
- Served on thesis committee for Rosenelsy Marrero-Cuebas, 2008, “Nitrate Loading in Ground Water from the Eastern San Joaquin Valley, California using Delta Nitrogen-15 and Delta Oxygen-18 Isotopic Ratios”, California State University Fresno
- Served on thesis committee for Barbara Dalgish, 2003, “Hydrogeologic Characterization and Groundwater Flow Model Analyses in Modesto, CA” University of California Davis
- Provided extensive technical advice to graduate student Amy Lansdale for Dr. Gary Weissmann from Michigan State University, 2004-05; thesis entitled, “Influence of a coarse-grained incised-valley fill on groundwater flow in fluvial fan deposits, Stanislaus County, Modesto, California, USA”
- Assisted in advising graduate student Matt Gamble for Dr. Dave Evans from California State University Sacramento, 2001-03.
- Assisted in advising graduate student Valerie Petela for Dr. Amelia VanKeuren from California State University Sacramento, 2017-2019.

e. TECHNICAL TRAINING PROVIDED

Instructor on the theory and application of borehole radar methods in unconsolidated sediments as part of the workshop on the “Application of Borehole Geophysics in Ground-Water Studies--Alluvial Settings;” U.S. Geological Survey course GW1167W, June 23-26, 1997, Long Beach, California.

f. SPECIAL ASSIGNMENTS: None

g. OTHER TECHNICAL ACTIVITIES: None

(15) TECHNOLOGY AND INFORMATION TRANSFER AND DISSEMINATION

I presented a talk entitled, “1,2,3-trichloropropane (123TCP) in groundwater in California” to the California Department of Justice in January 2019.

I presented a talk entitled, “1,2,3-trichloropropane (123TCP) in groundwater in California” to the California Regional Water Quality Control Board in September, 2018.

I was quoted in an online journal “Environmental Monitor” on April 21, 2014, in an article about the new NAWQA groundwater monitoring networks referred to as Principal Aquifer Surveys.

I presented a talk entitled, “Quality of water in public-supply wells in Modesto, California” as part of a Congressional Briefing by NAWQA on the quality of water in public-supply wells in the U.S., May 21, 2010, Washington, D.C. This talk was also videotaped and posted on the Environmental and Energy Study Institute website.

I was quoted in a multi-media spread by California Watch on May 13, 2010, in an article about nitrate contamination in California.

I was invited to present a day-long seminar for continuing education credit for Water Utility Operators entitled, “Geology, hydrology, and water quality of the San Joaquin-Tulare Basins aquifers, Mid-Valley Water Utility Association, June 2, 2004, Modesto, California.

I developed an ACCESS database of 3,500 drillers’ logs for use in characterizing the hydrostratigraphic facies and geologic formation contacts in the Modesto and Turlock groundwater basins (2002). It was used for general characterization and in developing geostatistical models of the basin for groundwater flow models. Recently (2014) it was made available to the Stanislaus County Department of Environmental Resources to evaluate water resource issues in the county.

I was invited by the Stanislaus and Tuolumne Groundwater Basin Association to present a technical workshop entitled, “Approach to Interpreting Ground-Water Level Data Using Hydrologic, Geologic, and Water-Quality Data,” November 5, 1997, Modesto, California.

(16) INVENTIONS, PATENTS HELD: None

(17) HONORS, AWARDS, RECOGNITION, ELECTED MEMBERSHIPS:

USGS performance-based cash awards or quality step increase:

11/30/2012

11/18/2011

06/17/2011

11/30/2010

12/04/2009

06/16/2002

08/14/1998
12/09/1997
09/18/1994

(18) BIBLIOGRAPHY

a. PUBLISHED REPORTS

1. Burow, K. R., 1993, Flow and transport modeling in a heterogeneous vadose zone characterized by conventional and seismic reflection methods, Salinas Valley, California, unpublished Master's thesis, Department of Land, Air, and Water Resources, University of California, Davis, California, 146 p.
2. Dubrovsky, N.M., Burow, K.R., and Gronberg, J.M., 1995, Effects of two contrasting land uses on shallow groundwater quality in the San Joaquin Valley, California: design and preliminary interpretation: Models for Assessing and Monitoring Groundwater Quality, Proceedings of the IAHS, July 1995, Boulder, Colorado, pp. 49-56.
3. Burow, K.R., Weissmann, G.S., Miller, R.D., and Placzek, G., 1997, Hydrogeologic facies characterization of an alluvial fan near Fresno, California, using geophysical techniques: U.S. Geological Survey Open-File Report 97-46, 15 p.
<http://pubs.er.usgs.gov/publication/ofr9746>
4. Gronberg, JoAnn, Dubrovsky, N.M., Kratzer, C.R., Domagalski, J.L., Brown, L.R., and Burow, K.R., 1998, Environmental setting of the San Joaquin-Tulare basins, California: U.S. Geological Survey Water-Resources Investigations Report 97-4205, 45 p.
<http://pubs.er.usgs.gov/publication/wri974205>
5. Dubrovsky, N.M., Kratzer, C.R., Brown, L.R., Gronberg, J.M., and Burow, K.R., 1998, Water quality in the San Joaquin-Tulare Basins, California, 1992-95: U.S. Geological Survey Circular 1159, 38 p.
<http://pubs.usgs.gov/circ/circ1159/>
6. Burow, K.R., Shelton, J.S., and Dubrovsky, N.M., 1998, Occurrence of nitrate and pesticides in ground water beneath three agricultural land-use settings in the eastern San Joaquin Valley, California, 1993-1995: U.S. Geological Survey Water-Resources Investigations Report 97-4284, 51 p.
<http://pubs.er.usgs.gov/publication/wri974284>
7. Burow, K.R., Stork, S.V., and Dubrovsky, N.M., 1998, Nitrate and pesticides in ground water in the San Joaquin Valley, California, occurrence and trends: U.S. Geological Survey Water-Resources Investigations Report 98-4040A, 33p.
<http://pubs.er.usgs.gov/publication/wri984040A>

8. Burow, K.R., Panshin, S.Y., Dubrovsky, N.M., VanBrocklin, D., and Fogg, G.E., 1999, Evaluation of processes controlling the transport and fate of 1,2-dibromo-3-chloropropane (DBCP) in ground water in the eastern San Joaquin Valley, California: U.S. Geological Survey Water-Resources Investigations Report 99-4059, 57 p.
<http://pubs.er.usgs.gov/publication/wri994059>
9. Spurlock, F., Burow, K., and Dubrovsky, N., 2000, Chlorofluorocarbon dating of herbicide-containing well waters in Fresno and Tulare Counties, California: Journal of Environmental Quality, vol. 29, no. 2, pp. 474-483.
<https://www.agronomy.org/publications/jeq/abstracts/29/2/JEQ0290020474>
10. Shelton, J.L., Burow, K.R., Belitz, Kenneth, Dubrovsky, N.M., Land, M.T., and Gronberg, JoAnn, 2001, Low-level volatile organic compounds in active public-supply wells as ground-water tracers in the Los Angeles physiographic basin, California, 2000: U.S. Geological Survey Water-Resources Investigations Report 01-4188, 29 p.
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Data collection: 5%
Interpretation: 95%
Writing: 100%
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Concept and design of study: 20%
Data collection: 0%
Interpretation: 5%
Writing: 0%
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Concept and design of study: 10%
Data collection: 0%
Interpretation: 0%
Writing: 0%
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Concept and design of study: 5%
Data collection: 0%
Interpretation: 10%
Writing: 10%
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Concept and design of study: 90%

Data collection: 0%

Interpretation: 90%

Writing: 95%

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Concept and design of study: 95%

Data collection: 0%

Interpretation: 95%

Writing: 100%

-----since 2014 -----

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Concept and design of study: 50%

Data collection: N/A

Interpretation: N/A

Writing: 90%

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<http://dx.doi.org/10.1016/j.scitotenv.2014.02.057>

Concept and design of study: 2%

Data collection: 10%

Interpretation: 5%

Writing: 0%

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Concept and design of study: 80%

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Interpretation: 80%

Writing: 90%

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Concept and design of study: 75%

Data collection: 50%

Interpretation: 60%

Writing: 60%

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Concept and design of study: 99%

Data collection: 50%

Interpretation: 100%

Writing: 99%

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Concept and design of study: 5%

Data collection: 0%

Interpretation: 5%

Writing: 0%

(19) HIGHLIGHTED PUBLICATIONS (not completed yet)

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1. Miranda Fram, Supervisor, Sacramento, CA, (916)278-3088; mfram@usgs.gov
2. Kenneth Belitz, Previous supervisor, Carlisle, MA, (858)775-6309; kbelitz@usgs.gov
3. Neil Dubrovsky, Previous supervisor, Sacramento, CA, (916)278-3078; nmdubrov@usgs.gov
4. Sandy Eberts, Previous team leader, Columbus, OH, (614)430-7740; smeberts@usgs.gov
5. Bruce Lindsey, Peer and NAWQA team leader, New Cumberland, PA, (717)730-6964; blindsey@usgs.gov
6. Steve Phillips, Peer and Groundwater Specialist for CA-WSC, Sacramento, CA, (916)278-3002; sphillip@usgs.gov

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City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: (7:15 PM) Introduce Resolution 2025-12 Adopting Updates to the Water, Sewer and Storm and Surface Water Management Utility Rates - Public Works,

SUMMARY: City staff presented findings from the 2024-25 Utility Rate Study at the May 13 and May 27 City Council meetings. The findings evaluated revenue and expenditures for the City's Water, Sewer and Storm and Surface Water Management (SSWM) Utility. The recent utility rate study was recommended as a follow up to the study performed in 2022-23, which anticipated increased spending on major infrastructure upgrades.

With a majority of those infrastructure costs now known, Resolution 2025-12 proposes to adopt increases to the Water and Sewer Utility rates, which will increase the average residential ratepayer costs by approximately \$10/month and \$15/month more per month each year for the next three years beginning in 2026. SSWM rates are expected to be sufficient with inflationary increases only for the next three years.

AGENDA CATEGORY: Ordinance

PROPOSED BY: Public Works

RECOMMENDED MOTION:

Move to forward Resolution 2025-12 Adopting Updates to the Water, Sewer and Storm and Surface Water Management Utility Rates to the June 10, 2025 Regular Business Meeting for adoption.

COMMUNITY ENGAGEMENT AND OUTREACH:

A flyer was distributed to all rate-payers announcing the potential rate increases and highlighting the meetings during which the City Council will discuss and adopt the rates.

FISCAL IMPACT:

Amount:	N/A
Ongoing Cost:	N/A
One-Time Cost:	N/A
Included in Current Budget?	true

BACKGROUND: The Utility Advisory Committee (UAC) was heavily involved in the development of the rate strategy for all the utilities, having met to discuss and formulate the final recommendations at 6 (six) meetings in 2024 and early 2025. A separate memo from the UAC is included in the packet for review along with the rate study Final Report and the presentation slide show.

ATTACHMENTS:

[Draft - Resolution No. 2025-12 Water Sewer and Storm and Surface Water Utility Rates.docx](#)
[Resolution No. 2025-12 Exhibit A Water and Sewer Participation Fees DRAFT.docx](#)
[Resolution No 2025-12 Exhibit B Water and Sewer Monthly Rates DRAFT\(2\).docx](#)

RESOLUTION NO. 2025-12

A RESOLUTION of the City of Bainbridge Island, Washington, updating certain Water, Sewer and Storm and Surface Water Utility fees in the City's Fee Schedule.

WHEREAS, the City of Bainbridge Island periodically updates the City's Fee Schedule including Water, Sewer and Storm and Surface Water Management fees to reflect City Council actions; and

WHEREAS, studies of the rates, charges, and fees of utility systems are generally conducted on periodic intervals to ensure they provide adequate revenue for the utilities, and to ensure the rates, charges, and fees are, and continue to be, in conformance with state law; and

WHEREAS, in June 2024, the City engaged the services of FCS Group to evaluate and provide recommendations and a final report to the City concerning water, sewer and storm and surface water management monthly rates and for fees connecting to the City's water and sewerage systems, referred to as a "system participation fee"; and

WHEREAS, City staff following the recommendations of the FCS Group study have identified that increases to the City's 2026-2028 monthly water, sewer and storm and surface water management rates and fees are necessary to support the operations, maintenance and capital needs of the systems; and

WHEREAS, City staff met and developed the rate and fee increase recommendations in coordination with the City's Utility Advisory Committee (UAC) over seven (7) public meetings between October 2024 and April 2025, and the UAC ultimately endorsed the recommendations.

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

Section 1. Section 11.A.I.A and Section 11.A.I.B Water and Sewer Participation Fees of the City's Fee Schedule shall be revised as shown in the attached Exhibit A.

Section 2. Section 11.B Water and Sewer Monthly Rates of the City's Fee Schedule shall be revised as shown in the attached Exhibit B.

Section 3. Should any section, paragraph, sentence, clause, or phrase of this resolution conflict with the terms of any prior ordinance or resolution, including terms related to fee or charge adjustments, the terms of this resolution shall control.

Section 4. This resolution shall take effect and be in force January 1, 2026.

PASSED by the City Council this XX day of XX, 2025.

APPROVED by the Mayor this XX day of XX, 2025.

Ashley Mathews, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, MMC, City Clerk

FILED WITH THE CITY CLERK:	May 23, 2025
PASSED BY THE CITY COUNCIL:	Date, 2025
PUBLISHED:	Date, 2025
EFFECTIVE DATE:	January 1, 2026
RESOLUTION NO:	2025-12

Resolution No. 2025-12

EXHIBIT A

11. UTILITY FEES

A. CONNECTION TO CITY UTILITIES

(Required by Ordinance No. 82-20)

1. SYSTEM PARTICIPATION FEES

(Ordinance No. 2018-47 2023-16)

A. WATER

(1) Residential – Single Family

Meter Size of:	3/4"	\$7,125.00 <u>\$10,516.00</u>
	1"	\$11,875.00 <u>\$14,264.00</u>
	1.5"	\$23,749.00 <u>\$23,635.00</u>
	2"	\$37,999.00 <u>\$34,881.00</u>
	3"	\$75,998.00 <u>\$64,868.00</u>
	4"	\$118,746.00 <u>\$98,605.00</u>
	6"	\$237,492.00 <u>\$192,316.00</u>

(2) Residential – Multi Family

Meter Size of:	3/4"	\$8,307.00 <u>\$12,962.00</u>
	1"	\$13,845.00 <u>\$16,710.00</u>
	1.5"	\$27,691.00 <u>\$26,082.00</u>
	2"	\$44,305.00 <u>\$37,327.00</u>
	3"	\$88,610.00 <u>\$67,315.00</u>
	4"	\$138,453.00 <u>\$101,051.00</u>
	6"	\$276,905.00 <u>\$194,763.00</u>

(3) Commercial

Meter Size of:	3/4"	\$8,307.00 <u>\$12,962.00</u>
	1"	\$13,845.00 <u>\$16,710.00</u>
	1.5"	\$27,691.00 <u>\$26,082.00</u>
	2"	\$44,305.00 <u>\$37,327.00</u>
	3"	\$88,610.00 <u>\$67,315.00</u>
	4"	\$138,453.00 <u>\$101,051.00</u>
	6"	\$276,905.00 <u>\$194,763.00</u>

(4) Irrigation

Meter Size of:	3/4"	\$4,760.00 <u>\$5,623.00</u>
	1"	\$7,933.00 <u>\$9,371.00</u>
	1.5"	\$15,867.00 <u>\$18,742.00</u>

2"	\$25,387.00	\$29,988.00
3"	\$50,773.00	\$59,975.00
4"	\$79,334.00	\$93,712.00
6"	\$158,667.00	\$187,423.00

B. SEWER

WINSLOW

- | | | |
|---------------------------------|------------------------|--|
| (1) Residential – Single Family | \$12,884.00 | \$18,372.00 (a flat fee) |
| (2) Residential – Multi Family | \$7,993.00 | \$11,398.00 per living unit |
| (3) Commercial | \$12,884.00 | \$18,372.00 per ERU |

Where "ERU" is defined as each set of 20-fixture units as shown on the schedule of fixture units on file with the City Clerk.

SOUTH ISLAND SEWER

- | | | |
|---------------------------------|-----------------------|---------------------------------------|
| (1) Residential – Single Family | \$5,694.00 | \$7,574.00 (a flat fee) |
| (2) Residential – Multi-Family | \$3,532.00 | \$4,699.00 per living unit |
| (3) Commercial | \$5,694.00 | \$7,574.00 per ERU |

Where "ERU" is defined as each set of 20-fixture units as shown on the schedule of fixture units on file with the City Clerk.

SEWER PARTICIPATION CHARGE (SEWER DISTRICT NO. 7)

(Kitsap County Sewer District No. 7 Resolution # ~~2024-01~~ 2025-01)

- | | | |
|---------------------------------|------------------------|-----------------------------------|
| (1) Residential – Single Family | \$12,818.01 | \$13,458.90 (Flat Fee) |
| (2) Commercial | \$12,818.01 | \$13,458.90 per ERU |

Where "ERU" is defined as each set of 20-fixture units as shown on the schedule of fixture units on file with the City Clerk.

Resolution No. 2025-12

EXHIBIT B

B. UTILITY FEES – MONTHLY RATES

(Ordinance No. 2012-21, unless otherwise indicated)

SERVICE CATEGORIES

CATEGORY 1 – Single Family Residences (SFR)

CATEGORY 2 – Multiple Dwellings (MFRs)

Residences including but not limited to apartment houses, condominiums and mobile home courts are included in this category. Each dwelling unit shall constitute one unit for the purposes of this rate schedule.

CATEGORY 3 – Commercial Users (COMM)

Commercial users including but not limited to retail sales, personal and professional services, entertainment, repair facilities, and restaurants. Each water meter shall constitute one unit for the purposes of this rate schedule.

CATEGORY 4 – Other (MIX)

Any users other than those in Categories 1, 2, 3 and 5. Each water meter shall constitute one unit for the purposes of this rate schedule. Ordinance 98-24 provides that there shall be no new connections in this category after October 1, 1998.

CATEGORY 5 – Industrial Users

~~DISCOUNTS FOR LOW INCOME SENIORS OR DISABLED~~ RATEPAYERS CITIZENS (does not apply to sewer service connections for sewer treatment provided by Kitsap County Sewer District No. 7)

(BIMC 13.16.~~080-2~~ through 086, ~~Ordinance No. 2017-15, Resolution No. 2020-01,~~ Ordinance No. 2025-16)

Persons who meet the qualifications for property tax exemption under RCW 84.36.381, or ~~disabled~~ persons who meet the requirements set forth in BIMC 13.16.~~080 through~~ and 13.16.086, and qualify based on the following income brackets set forth below, may apply for the following water, sewer and storm drain discounts to their single-family residence or residential cooperative or condominium unit utility bills:

<u>\$0- \$46,000:</u>	<u>60% reduction</u>
<u>\$46,001 - \$56,000:</u>	<u>55% reduction</u>
<u>\$56,001 - \$65,000:</u>	<u>50% reduction</u>

DISCOUNTS ARE NOT RETROACTIVE

WATER RATES

WATER RATES FOR THE WINSLOW, CASEY STREET, & ROCKAWAY BEACH WATER SYSTEMS (Ordinance Nos. 2023-16) <u>Resolution No. 2025-12</u>				
CATEGORY 1 (SINGLE FAMILY)	Current	1/1/26	1/1/27	1/1/28
Monthly Base Rate per Meter				
Up to 3/4"	\$24.80	<u>\$31.25</u>	<u>\$39.37</u>	<u>\$49.61</u>
1"	\$48.91	<u>\$61.63</u>	<u>\$77.65</u>	<u>\$97.84</u>
1-1/2"	\$89.16	<u>\$112.34</u>	<u>\$141.55</u>	<u>\$178.35</u>
Consumption Charge per 100 Cubic Feet (cf)				
For the first 500 cf per billing period	\$2.52	<u>\$3.18</u>	<u>\$4.00</u>	<u>\$5.04</u>
For the next 700 cf per billing period	\$4.04	<u>\$5.09</u>	<u>\$6.41</u>	<u>\$8.08</u>
For the next 1,800 cf per billing period	\$5.75	<u>\$7.25</u>	<u>\$9.13</u>	<u>\$11.50</u>
For amounts over 3,000 cf per billing period	\$7.81	<u>\$9.84</u>	<u>\$12.40</u>	<u>\$15.62</u>
CATEGORY 2 (MULTIPLE DWELLINGS)	Current	1/1/26	1/1/27	1/1/28
Monthly Base Rate per Living Unit	\$10.71	<u>\$13.49</u>	<u>\$17.00</u>	<u>\$21.42</u>
Consumption Charge per 100 Cubic Feet (cf)	\$2.20	<u>\$2.77</u>	<u>\$3.49</u>	<u>\$4.40</u>
CATEGORY 3 (COMMERCIAL)	Current	1/1/26	1/1/27	1/1/28
Monthly Base Rate per Meter				
Up to 3/4"	\$32.53	<u>\$40.99</u>	<u>\$51.64</u>	<u>\$65.07</u>
1"	\$71.95	<u>\$90.66</u>	<u>\$114.23</u>	<u>\$143.93</u>
1-1/2"	\$137.96	<u>\$173.83</u>	<u>\$219.03</u>	<u>\$275.97</u>
2"	\$216.53	<u>\$272.83</u>	<u>\$343.76</u>	<u>\$433.14</u>
3"	\$426.83	<u>\$537.81</u>	<u>\$677.64</u>	<u>\$853.82</u>
4"	\$663.41	<u>\$835.90</u>	<u>\$1,053.23</u>	<u>\$1,327.07</u>
6"	\$1,320.57	<u>\$1,663.92</u>	<u>\$2,096.54</u>	<u>\$2,641.64</u>
Consumption Charge per 100 Cubic Feet (cf)	\$3.07	<u>\$3.87</u>	<u>\$4.87</u>	<u>\$6.14</u>
CATEGORY 4 (INDUSTRIAL) shall pay rates as set by individual contract, which contract shall not provide rates less than any of the categories 1 through 3.				
IRRIGATION SYSTEMS	Current	1/1/26	1/1/27	1/1/28
Monthly Base Rate per Meter				
Up to 3/4"	\$8.14	<u>\$10.26</u>	<u>\$12.92</u>	<u>\$16.28</u>
1"	\$10.71	<u>\$13.49</u>	<u>\$17.00</u>	<u>\$21.40</u>
1-1/2"	\$15.01	<u>\$18.91</u>	<u>\$23.83</u>	<u>\$30.03</u>
2"	\$20.17	<u>\$25.41</u>	<u>\$32.02</u>	<u>\$40.35</u>
3"	\$33.86	<u>\$42.66</u>	<u>\$53.76</u>	<u>\$67.73</u>
4"	\$49.32	<u>\$62.14</u>	<u>\$78.30</u>	<u>\$98.66</u>
6"	\$92.21	<u>\$116.18</u>	<u>\$146.39</u>	<u>\$184.45</u>
Consumption Charge per 100 Cubic Feet (cf)	\$6.72	<u>\$8.47</u>	<u>\$10.67</u>	<u>\$13.44</u>
WATER FOR CONTRACTOR PROJECT USE (Ordinance No. 2023-16) <u>(Resolution No. 2025-12)</u>	Current	1/1/26	1/1/27	1/1/28
Consumption Charge per 100 Cubic Feet (cf)	\$7.59	<u>\$9.56</u>	<u>\$12.05</u>	<u>\$15.18</u>
Monthly Administrative Fee	\$30.00	<u>\$37.80</u>	<u>\$47.63</u>	<u>\$60.01</u>

SEWER RATES

SEWER RATES FOR USERS OF BOTH WATER AND SEWER (Ordinance Nos. 2023-16 Resolution No. 2025-12)				
CATEGORY 1 (SINGLE FAMILY)*	Current	1/1/26	1/1/27	1/1/28
Monthly Base Rate per Living Unit	\$52.32	\$60.43	\$69.80	\$80.61
Consumption Charge per 100 Cubic Feet (cf)*	\$8.93	\$10.31	\$11.91	\$13.76
CATEGORY 2 (MULTIPLE DWELLINGS)	Current	1/1/26	1/1/27	1/1/28
Monthly Base Rate per Living Unit	\$45.83	\$52.93	\$61.14	\$70.61
Consumption Charge per 100 Cubic Feet (cf)*	\$8.93	\$10.31	\$11.91	\$13.76
CATEGORY 3 (COMMERCIAL)	Current	1/1/26	1/1/27	1/1/28
Monthly Base Rate per Account	\$160.88	\$185.82	\$214.62	\$247.88
Consumption Charge per 100 Cubic Feet (cf)	\$12.14	\$14.02	\$16.20	\$18.71
CATEGORY 4 (INDUSTRIAL) shall pay rates as set by individual contract.				
*Category1. Sewer bills in the summer are reduced to the average of each property's billing during the winter to account for irrigation and similar water usage that doesn't go down the sewer.				

SEWER RATES FOR USERS WITHOUT WATER SERVICE SERVED BY THE WINSLOW WASTEWATER TREATMENT PLANT				
CATEGORY 1 (SINGLE FAMILY)	Current	1/1/26	1/1/27	1/1/28
Monthly Base Rate per Account	\$146.84	\$169.60	\$195.89	\$226.25
CATEGORY 3 (COMMERCIAL)	Current	1/1/26	1/1/27	1/1/28
Monthly Base Rate per Equivalent Residential Unit (ERU)*	\$197.21	\$227.78	\$263.08	\$303.86
Where "ERU" is defined as each set of 20-fixture units as shown on the schedule of fixture units in file with the City Clerk.				

SEWER RATES FOR CUSTOMERS SERVED BY THE KITSAP COUNTY SEWER DISTRICT NO. 7 TREATMENT PLANT (Ordinance Nos. 2009-39, 2023-16, Resolution 2025-12) Kitsap Sewer District No. 7 Resolution No. 2024-01, No. 2025-01				
PROPERTIES WITH GRINDER PUMPS	Current	1/1/26	1/1/27	1/1/28
Monthly Rate – City (Flat Fee)	\$34.59	\$39.95	\$46.14	\$53.30
Monthly Rate per ERU – Kitsap County Sewer District No. 7*	\$89.84	\$89.84	\$89.84	\$89.84
Total Monthly Rate	\$124.43	\$129.79	\$135.98	\$143.14
PROPERTIES WITHOUT GRINDER PUMPS	Current	1/1/26	1/1/27	1/1/28
Monthly Rate per ERU – City	\$28.46	\$32.87	\$37.97	\$43.85
Monthly Rate per ERU – Kitsap County Sewer District No. 7*	\$89.84	\$89.84	\$89.84	\$89.84
Total Monthly Rate per ERU	\$118.30	\$122.71	\$127.81	\$133.69
*The 2025 rate charged by Kitsap County Sewer District No. 7 is \$69.64 \$89.84 . This is subject to future changes by the District.				

C. STORM AND SURFACE WATER RATES

(BIMC 13.24, Ordinance No. 2017-22, 2025-16)

Storm and Surface Water fees are billed on Kitsap County property tax bills.

CHARGE PER IMPERVIOUS SURFACE UNIT (ISU)

~~\$236.00~~ 244.00 annually

Current	1/1/26	1/1/27	1/1/28
\$244.00	\$252.54	\$261.38	\$270.53

REDUCTIONS

(Ordinance No. 2015-20 and Resolution No. 2016-10 ~~2025-16~~)

Refer to Section B. for Discounts offered to Low-Income Ratepayers.

~~Rate reductions for low income seniors or disabled citizens~~ _____ ~~50% discount~~

~~As defined by BIMC 13.16.082.~~

~~Categories other than Single Family Residence may apply for the following impervious surface rate reductions for:~~

~~Compacted Gravel Surfaces Used by Vehicles~~ _____ ~~25% discount~~

~~On-site Stormwater Mitigation Facility~~ _____ ~~up to 50% discount~~

~~Less than 15% Impervious Groundcover~~ _____ ~~50% discount~~

~~These discounts are not retroactive; they are granted at the sole discretion of the City, and they may not be used to reduce the charge to less than 50% of the fee.~~



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (7:30 PM) Introduce Ordinance 2025-16 Adopting Revisions to BIMC 13.16 to Expand the Utility Rate Reduction Program to all Low-Income Customers - Public Works,

SUMMARY: The 2024-25 Utility Rate Study is recommending additional increases to the Water and Sewer Utility rates, which will increase the average residential ratepayer costs by approximately \$10/month and \$15/month more per month each year for at least the next three years beginning in 2026. Storm and Surface Water Management rates are expected to be sufficient with inflationary increases only for the next three years.

The Utility Rate Study included a recommendation from the staff, with input and support from the Utility Advisory Committee, for related expansions to the utility bill low-income program, which would potentially make more qualified ratepayers eligible for a progressive rate reduction beginning at 60%.

AGENDA CATEGORY: Presentation

PROPOSED BY: Public Works

RECOMMENDED MOTION:

Move to forward Ordinance 2025-16 Adopting Revisions to BIMC 13.16 to Expand the Utility Rate Reduction Program to all Low-Income Customers to the June 10, 2025 Regular Business Meeting for adoption.

COMMUNITY ENGAGEMENT AND OUTREACH:

City staff expect to develop a communications plan for the new program that will encourage and assist those who may meet the new criteria to become enrolled.

FISCAL IMPACT:

Amount:	N/A
Ongoing Cost:	N/A
One-Time Cost:	N/A
Included in Current Budget?	true

BACKGROUND: The utility rate low-income program recommendation was developed through the use of the City's equity "toolkit," which outlines a process for collecting data and evaluating the impacts of policy decisions on vulnerable and marginalized populations. The use of the toolkit for the evaluation of the low-income program included developing a customer survey that helped identify the parameters of a program that would be impactful for income-qualified residents.

The results of the survey indicated that there were more potential customers who could benefit from the program if it was expanded to cover a wider income bracket, and if the limitations on qualifying for the program were reduced to cover all low-income residents - not just those who also meet senior and disabled qualifications.

ATTACHMENTS:

[Draft Ordinance 2025-16 regarding Low-Income Utility Rate Discounts.docx](#)

ORDINANCE NO. 2025-16

AN ORDINANCE of the City of Bainbridge Island, Washington, Adopting Revisions to BIMC 13.16 to Expand the Utility Rate Reduction Program to all Low-Income Customers effective January 1, 2026.

WHEREAS, BIMC 13.16 establishes a low-income senior citizen and low-income disabled citizen reductions in water, sewer and storm and surface water management service charges; and,

WHEREAS, as part of the development of the 2024-25 Utility Rate Study, the city staff evaluated the impacts of rate increases on low-income utility customers as part of an equity tool-kit analysis and customer survey, and determined that a more equitable approach to the rate reduction program was warranted; and,

WHEREAS, the Council adopted Ordinance 2025-10, accepting the findings of the 2024-25 Utility Rate Study, including recommended increases to water, sewer and storm and surface water fees and rates beginning on January 1, 2026, and the concurrent expansion of the low-income rate reduction program to include three thresholds of potential reductions that would apply to all customers with qualifying incomes.

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

Section 1. Low-income customer discounts. BIMC 13.16.082 is repealed, BIMC 13.16.084 and 13.16.086 are renumbered, BIMC 13.16.080 and the renumbered BIMC 13.16.082 and 13.16.083 are amended as follows:

13.16.080 Low-income ~~senior citizen~~ customer discount.

Low-income ~~senior citizens~~ customers who meet the requirements set forth in BIMC 13.16.0834 and 13.16.086 shall be entitled to a reduction in water, sewer, and storm and surface water service charges as established by the city by resolution.

~~13.16.082 Disabled citizen discount.~~

~~Low income disabled citizens who meet the requirements set forth in BIMC 13.16.084 and 13.16.086 shall be entitled to a reduction in the city's water, sewer, and storm and surface water service charges as established by the city by resolution. For the purposes of this chapter, a disabled citizen is a person who is disabled as defined by the Social Security Administration and who receives Social Security benefits, or any other benefits, for that disability from any governmental source. (Ord. 2005-04 § 1, 2005: Ord. 92-26 § 4, 1992: Ord. 88-16 § 19, 1988: Ord. 85-06 § 1, 1985)~~

13.16.0842 Application for discount.

In order to qualify for the rate reductions set forth in BIMC 13.16.080 and 13.16.082, a person must file an application for the reduction with the city clerk prior to January 1st of the year for which the rate reduction is desired. Persons qualifying for the discount after the first of the year may apply at any time at least 30 days prior to the billing date upon which the rate reduction is to be effective. Applicants must meet the requirements for eligibility set forth in BIMC 13.16.0863.

13.16.0863 Requirements for eligibility for discount.

A. The rate reduction shall only apply to utility charges for service to a residence. The residence for which the rate reduction is requested must be the applicant's principal place of residence.

B. The applicant must be the head of the household for the residence for which the rate reduction is requested.

C. The utility account must be in the applicant's name or the name of the applicant's spouse or in the name of a cooperative or condominium association. In situations where the utility account is in the name of a cooperative or condominium association, that organization must guarantee to the city that the full benefit of any rate reduction shall be received by the qualifying individuals under BIMC 13.16.080, ~~or 13.16.082.~~

D. No person may claim a rate reduction for more than one dwelling unit during the same billing period.

~~E. The rate reduction authorized by BIMC 13.16.080 shall not be used in conjunction with the rate reduction authorized by BIMC 13.16.082.~~

~~F. For purposes of this chapter, a "senior citizen" is a person who meets the age qualifications for a property tax exemption under RCW 84.36.381(3).~~

~~G.~~ E. For purposes of this chapter, "low income" means that the person has a combined disposable income in an amount that would qualify the person for property tax exemption under RCW 84.36.381(5). "Combined disposable income" shall be defined as stated in RCW 84.36.383.

Section 2. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. Effective date. This ordinance shall take effect and be in force January 1, 2026.

PASSED by the City Council this 10th day of June, 2025.

APPROVED by the Mayor this 10th day of June, 2025.

Ashley Mathews, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, MMC, City Clerk

FILED WITH THE CITY CLERK:	Date, 2025
PASSED BY THE CITY COUNCIL:	Date, 2025
PUBLISHED:	Date, 2025
EFFECTIVE DATE:	Date, 2025
ORDINANCE NUMBER:	2025-16



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: (7:40 PM) Introduce an Ordinance to Prohibit the Use of Gasoline-Powered and Diesel-Powered Leaf Blowers - Executive,

SUMMARY: As part of the 2018 greenhouse gas emissions inventory, the city recorded close to 6,500 gallons of fuel consumption per year for the use of gas-powered equipment for vegetation management, accounting for about 3% of the emissions from city government operations. In 2022, the Council directed city operations to transition to electric hand tools for landscape maintenance, this was substantially completed mid-year 2023.

Subsequently, the Council deliberated prohibiting gas-powered landscape tools city wide. In February 28, 2025, the Climate Change and Race Equity Advisory Boards recommended the Council consider a prohibition only on the use of gas-powered leaf blowers and review other gas-powered landscape tools in the future. At its March 18, 2025 meeting, the Council directed staff to prepare an ordinance and return to the Council with an ordinance prohibiting gas and/or diesel-powered leaf blowers with an effective date two years in the future.

According to the U.S. Environmental Protection Agency (EPA) gasoline-powered and diesel-powered leaf blowers emit a host of air pollutants, including nitrogen oxides, particulate matter, and carbon dioxide. The findings of fact contained in Washington State House Bill 2051 in the 2024 legislative session stated one hour of running a gasoline-powered leaf blower can contribute as much smog-forming pollution as driving a passenger car 1,100 miles, equal to driving from Seattle to Santa Barbara. Gasoline-powered and diesel-powered leaf blowers can also contribute to asthma, hearing loss, and other health issues. The noise from gasoline-powered leaf blowers is a common complaint of residents. Electric and battery-operated leaf blowers are readily available, are less noisy, and are as powerful as gasoline-powered and diesel-powered leaf blowers.

When the Council provided its guidance in March, it asked for a two-year implementation date, which is reflected in the draft ordinance.

This ordinance adds a new chapter to the Bainbridge Island municipal code to prohibit the use of gasoline-powered and diesel-powered leaf blowers and sets penalties for their use. In order to provide time for the community to be ready for this change, the effective date of this ordinance is July 1, 2027, nearly two years in the future.

AGENDA CATEGORY: Ordinance

PROPOSED BY: Executive

RECOMMENDED MOTION:

I move to advance Ordinance 2025-10 prohibiting the use of gasoline-powered and diesel-powered leaf blowers and prescribing penalties for their use, effective July 1, 2027, to the Regular Meeting of June 10, 2025, for consideration of adoption.

COMMUNITY ENGAGEMENT AND OUTREACH:

Meetings of the Climate Change Advisory Committee, Race Equity Advisory Committee, surveys on

the City website and Council meetings.

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: The proposed ordinance reflects Council feedback received at the March 18, 2025, meeting. The ordinance is limited to gasoline-powered and diesel-powered leaf blowers. It reflects the recommendations of the Climate Change and Race Advisory Committees.

The ordinance pertains to leaf blowers - a tool that propels air out of a nozzle or opening to move debris. It does not apply to any other gas-powered landscape tool. It also prevents cuttings and debris from being blown off one property to another or into streets or storm drain facilities. There are no limits on time or day of use. The ordinance exempts Emergency Responders - police, fire, and emergency responders while responding to emergency situations. Enforcement is conducted against the person who controls the real property or owner who knowingly uses or allows a gas or diesel-powered lawn blower to be used. The first violation is a warning, and the second violation is a civil infraction.

Prohibiting gas-powered leaf blowers is consistent with other climate action initiatives the city has taken. Some of these actions include:

- Heat Pump Program - \$261,500 for heat pump education and subsidy for approximately 10 heat pumps
- Vehicle Fleet Electrification - estimate total cost \$19.4 million
- Electric vehicle infrastructure development standards
- Home Compostable Disposable Food Service Ware Ordinance
- Spearman Center Carbon Offset project at publicly-owned facility (Woodward School) - \$582,000

The implementation date is July 1, 2027. Pursuant to Council direction, staff will develop a program that will allow for electric hand tools to be available for use to the public prior to the 2027 implementation date.

ATTACHMENTS:

[Ordinance 2025-10 Prohibiting Gasoline-Powered and Diesel-Powered Leaf Blowers.docx](#)
[Gas and Diesel Powered Leaf Blowers.pptx](#)

ORDINANCE 2025-10

AN ORDINANCE of the City of Bainbridge Island, Washington, adding a new chapter 16.14 to the Bainbridge Island Municipal Code prohibiting the use of gasoline-powered and diesel-powered leaf blowers and prescribing penalties for such use effective July 1, 2027.

WHEREAS, gasoline-powered and diesel-powered leaf blowers emit a host of air pollutants, including nitrogen oxides, particulate matter, and carbon dioxide; and

WHEREAS, according to the United States Environmental Protection Agency, 17,000,000 gallons of fuel, mostly gasoline, is spilled annually while refueling lawn equipment, including gasoline-powered and diesel-powered leaf blowers; and

WHEREAS, according to data compiled by the United States Department of Transportation, in 2018 Americans used nearly 3,000,000,000 gallons of gasoline running lawn and garden equipment, including gasoline-powered leaf blowers, equivalent to the annual energy use of more than 3,000,000 homes; and

WHEREAS, one hour of running a gasoline-powered leaf blower can contribute as much smog-forming pollution as driving a passenger car 1,100 miles; and

WHEREAS, gasoline-powered and diesel-powered leaf blowers can also contribute to asthma, hearing loss, and other health issues, and can disturb the peace of quiet neighborhoods because of the noise caused by their use; and

WHEREAS, electric and battery-operated leaf blowers are readily available, are less noisy, can be just as powerful as gasoline-powered and diesel-powered leaf blowers, and can provide health benefits for those who have to hear, handle, and inhale fumes from gasoline-powered and diesel-powered leaf blowers for hours on end; and

WHEREAS, the Bainbridge Island City Council therefore finds that it is in the best interest of the health, safety, and welfare of those who live and work in the City of Bainbridge Island to prohibit the use of gasoline-powered and diesel-powered leaf blowers.

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

Section 1. Leaf Blowers. A new chapter 16.14 is added to the Bainbridge Island Municipal Code to read as follows:

LEAF BLOWERS

<u>16.14.010</u>	<u>Purpose.</u>
<u>16.14.020</u>	<u>Definitions.</u>
<u>16.14.030</u>	<u>Use of Gasoline-Powered and Diesel-Powered Leaf Blowers Prohibited.</u>
<u>16.14.040</u>	<u>Use of Electric-Powered and Battery-Powered Leaf Blowers.</u>
<u>16.14.050</u>	<u>Exception for Emergency Responders.</u>
<u>16.14.060</u>	<u>Penalty.</u>

16.14.010 **Purpose.**

The purpose of this chapter is to control dust and other airborne pollutants, reduce health hazards, and minimize noise pollution resulting from the use of gasoline-powered and diesel-powered leaf blowers in the City of Bainbridge Island.

16.14.020 **Definitions.**

As used in this chapter, the following terms have the meanings set forth below:

- A. “Leaf blower” means a tool that propels air out of a nozzle or opening to move debris.
- B. “Electric-powered or battery-powered leaf blower” means a leaf blower that is powered by electricity, whether by means of an electrical cord or by means of a battery.
- C. “Gasoline-Powered or Diesel-Powered Leaf Blower” means a leaf blower that is powered by gasoline or diesel fuel.

16.14.030 **Use of Gasoline-Powered and Diesel-Powered Leaf Blowers Prohibited.**

The use of gasoline-powered and diesel-powered leaf blowers is prohibited.

16.14.040 **Use of Electric-Powered and Battery-Powered Leaf Blowers.**

- A. Cuttings, refuse, and debris shall not be blown or deposited onto neighboring properties, into critical areas (such as streams, ravines, and wetlands), into storm facilities (such as gutters, catch basins, rain gardens and dispersion trenches), or into a street.
- B. After electric-powered and battery-powered leaf blower use, all debris and waste materials shall be disposed of in yard waste receptacles (if available from the local solid waste hauler), at a transfer station (if yard waste is accepted for disposal separate from garbage), or retained on site for compost or other uses. Debris and waste materials shall not be disposed of in containers designated for trash or garbage.

16.14.050 **Exception for Emergency Responders.**

Notwithstanding any contrary provision of this chapter, gasoline-powered and diesel-powered leaf blowers may be used by police, fire, and public works emergency responders for the purpose of responding to emergency situations, including but not limited to, the clearing of downed trees, brush, and debris in areas needing expedient clearing for the safety of the public.

16.14.060 **Penalty.**

Any person or firm who owns or is in control of real property and who knowingly uses or allows to be used any leaf blower in violation of this chapter shall be issued a warning by

the City for the first such violation. A second knowing violation by the same person or firm shall be a Class 2 civil infraction and, upon a finding that the infraction has been committed, the violator shall be required to pay a monetary penalty in the amount of \$125.00. A third or subsequent knowing violation shall be a Class 1 civil infraction and, upon a finding that the infraction has been committed, the violator shall be required to pay a monetary penalty in the amount of \$250.00 for each such violation.

Section 2. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This ordinance shall take effect and be in full force July 1, 2027, which is more than five (5) days from its passage and publication as required by law.

PASSED BY THE CITY COUNCIL this ____ day of _____, 2025.

APPROVED BY THE MAYOR this ____ day of _____, 2025.

Ashley Mathews, Mayor

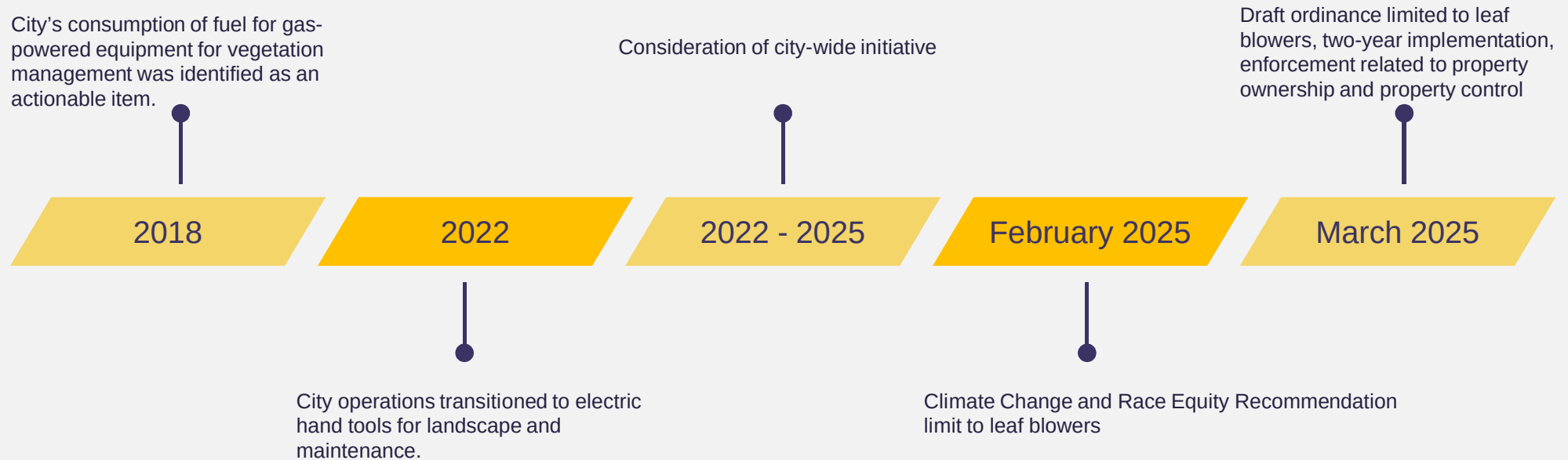
ATTEST/AUTHENTICATED:

Christine Brown, MMC, City Clerk

PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:

Proposed Prohibition - Gasoline-Powered and Diesel-Powered Leaf Blowers

This proposed ordinance is a product of several years of review



5/22/2025

- According to the U.S. Environmental Protection Agency (EPA) gasoline-powered and diesel-powered leaf blowers emit a host of air pollutants, including nitrogen oxides, particulate matter, and carbon dioxide.
- One hour of running a gasoline-powered leaf blower can contribute as much smog-forming pollution as driving a passenger car 1,100 miles, equal to driving from Seattle to Santa Barbara.
- Gasoline-powered and diesel-powered leaf blowers contribute to asthma, hearing loss, and other health issues.
- Gasoline-powered leaf blowers are a common complaint of residents.

- Leaf blowers are tools that propel air out of a nozzle or opening to move debris.
- Does not apply to other tools
- No limitations on time of day for use
- Ordinance says one cannot dump debris in streets, storm drains, or on other property
- Emergence responders exempted
- Enforcement - property owners or persons who control property
 - Knowingly allow - warning, then civil citation
- Effective July 1, 2027



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (7:55 PM) Confirm Selections for "Something New" Art Rotation - Executive,

SUMMARY: Council will review the artwork recommended by the Public Art Committee (PAC) selection jury for the next rotation of "Something New." The "Something New" project was first approved in 2017, with three new artworks installed annually in the downtown area. In 2021, the program expanded to five sites. PAC recommends the installation of five new pieces, to be installed in July and displayed for one year.

AGENDA CATEGORY: Discussion

PROPOSED BY: Executive

RECOMMENDED MOTION:

I move to accept the recommended artwork for the Something New 2025-2026 rotation and direct the City Manager to prepare and execute necessary agreements and installation plans.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	\$26,000 for total program cost, \$2,000 to each artist for display
Ongoing Cost:	
One-Time Cost:	up to \$26,000
Included in Current Budget?	

BACKGROUND: In 2017, the Public Art Committee (PAC), a subcommittee of the Arts and Humanities Bainbridge (AHB) Board, presented the City Council with a proposal for a new public art project titled "Something New." Since that time, the City has installed five permanent plinths (bases) in the downtown Winslow area which are used to display artwork from various artists on a one-year rotation schedule. In 2022, the display payment to the artists was increased from \$1,000 to \$2,000. The recruitment and selection of artists is the responsibility of AHB, with assistance from PAC. Using a jury process, PAC solicited for and selected artwork pieces, which have been installed annually. Project management for construction and installation of the bases for the artwork is the responsibility of staff in the Public Works Department. The artwork that is part of Something New is located on the south side of Winslow Way at Ericksen, two in Waterfront Park, at City Hall, and at the terminus of Madison Avenue. PAC has selected the following five artwork pieces for 2025 - 2026. They will be installed in the summer of 2025. The locations will be finalized by PAC and City staff in coming weeks, but are expected to be:

Winslow/Ericksen - Tall Hummer, Charles Fitzgerald
Southern Terminus of Madison - Tranquility and Chaos, Ed McCarthy
City Hall - Octopus, Steve Nagode
Waterfront Park East - Anemone, Will Jewett

Waterfront Park West - Buckminster Fuller, MacRae Wylde

ATTACHMENTS:

[Something New VIII Public Art Jury Selections.pdf](#)

Something New VIII

Public Art Jury Selections

Charles Fitzgerald-Tall Hummer

Location #1 (Winslow Way / T&C)



Tall Hummer- Location #1



Charles Fitzgerald-Tall Hummer

Description of Sculpture: “This piece is fabricated aluminum. I create the concept mentally then create it as a vector image in a computer and send it to a water jet cutting machine. Next the pieces are bent as needed and fabricated. Due to its height and the material the piece is very resistant to human and climate damage.”

Tall Hummer

aluminum

9' x 4' x 3'

Artwork for Sale: Yes

\$10,000.00

2024

Sculpture

Art in Public Places: No

Jury Notes: Piece is different on each side so needs to be installed with the “arch” overhanging the water garden.

Ed McCarthy- Tranquility and Chaos

Location #2 (South Madison Overlook / Docs)



Tranquility and Chaos- Location #2

Ed McCarthy-Tranquility and Chaos

Description of Sculpture: “In Tranquility and Chaos, the circle embodies tranquility. Yet, the intrusion of forged stainless steel rods, chaotic in their arrangement, introduces an element of disruption. The clash between the calm circular form and the tumultuous dance of the forged rods highlights the delicate balance between tranquility and chaos. The sculpture is intended to inspire viewers to contemplate the coexistence of these contrasting forces within the realm of art and human existence. By visually embodying the tension between order and chaos, the sculpture compels us to reflect on the complexities of fostering unity amid discord. It encourages a thoughtful examination of the forces that disrupt harmony and the collective responsibility to navigate and overcome these challenges for a more balanced and peaceful world.”

Tranquility and Chaos

Rusted mild steel and stainless steel

62" x 48" x 12"

Artwork for Sale: Yes

\$9,500.00

2024

Sculpture

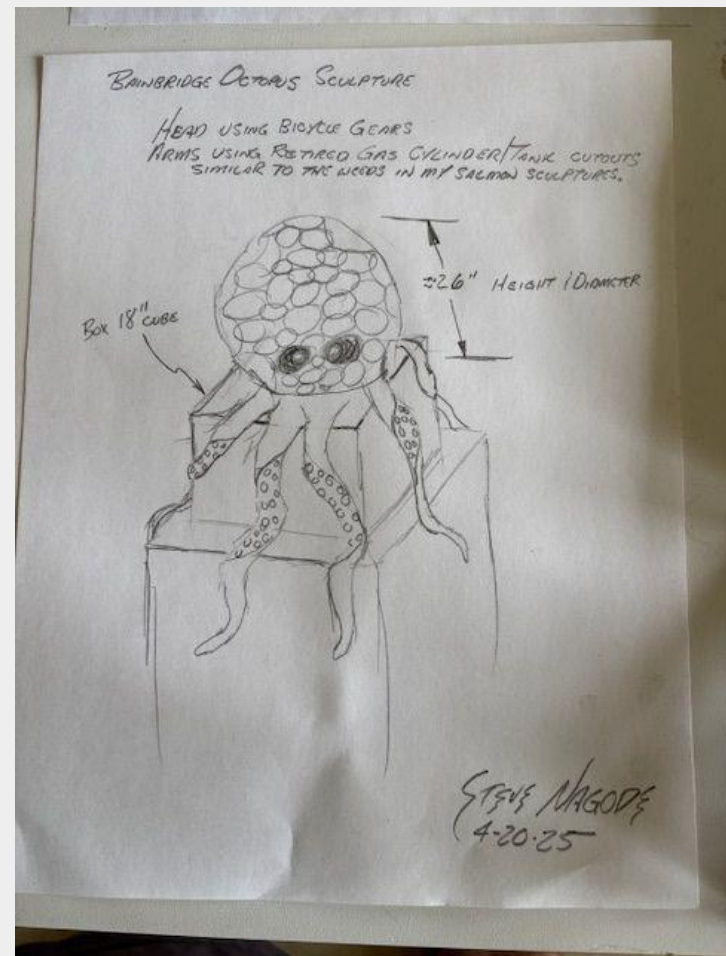
Art in Public Places: No

Steve Nagode- Octopus

Location #3 (City Hall)



Octopus- Location 3 (City Hall)



Steve Nagode- Octopus

Description of Sculpture: “The Giant Pacific Octopus is a signature piece for me. I have made 19 so far. They have sold well in galleries, and won a people's choice award last year at the Federal Way Arts Explosion. The arms however have not been durable enough for public art. By adding a square 18 inch cube to which the arms will be affixed, the piece will be resistant to vandalism as all the arms will be secured. I'd like to let the piece rust for a nice outdoor look and add contrast to the black glass eyes, but could also spray it with a clear artists grade lacquer to maintain the flame colored steel if that's is appealing to the selection committee.”

Giant Pacific Octopus

Steel, recycled bicycle parts

55" x 44" x 16"

Artwork for Sale: Yes

\$5,000.00

2025

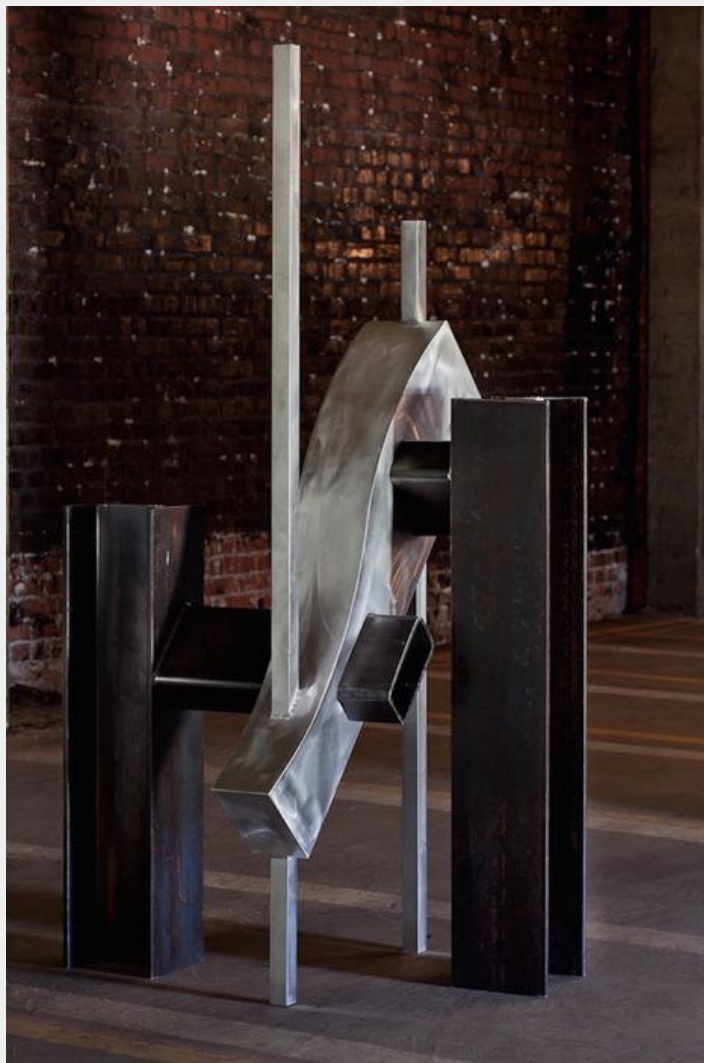
Public Art

Art in Public Places: No

MacRae Wylde- Buckminster Fuller

Location #4 (Waterfront)

Buckminster Fuller-
Location #4



MacRae Wylde- Buckminster Fuller

Description of Sculpture: “Buckminster Fuller is a sculpture that combines two different materials. The piece is designed in a manner that no one piece could stand alone. Each part supports the others. The aluminum seems to float just off the ground surface and yet anchors the two massive steel columns. I had the opportunity to meet Buckminster Fuller and have always respected his quest to find new ways to solve some of life’s problems.”

Buckminster Fuller

Steel and Aluminum

70" x 34" x 36"

Artwork for Sale: Yes

\$7,500.00

2014

Sculpture

Art in Public Places: No

Will Jewett- Anemone

Location #5 (Waterfront / Closest to Boat House)



Anemone- Location #5

Will Jewett- Anemone

Description of Sculpture: “This piece began as a group of 1/4" rods tightly welded together at one end, which was then anchored to the ground. I wrestled with the rods for a few days, filling in some gaps with some recycled mesh along the way, and eventually this form arrived. It sways and bounces in the wind, giving life to the steel. Medium: Recycled steel mesh, cold rolled steel, concrete
Dimensions: 82" x 35" x 42" Year Completed: 2022”

Anemone

Recycled steel mesh, cold rolled steel, concrete

82" x 35" x 42"

Artwork for Sale: Yes

\$8,000.00

2022

Sculpture

Art in Public Places: No



City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (8:05 PM) Introduce Ordinance No. 2025-11 Relating to Commute Trip Reduction to Amend BIMC 2.70, Commute Trip Reduction Incentive Program, and BIMC 10.24, Commute Trip Reduction Program,

SUMMARY: In 1991, the State of Washington adopted a Commute Trip Reduction (CTR) law as part of the Washington Clean Air Act. The law focuses on reducing traffic congestion and air pollution by shifting drive-alone commutes to other modes. BIMC 10.24 establishes Commute Trip Reduction (CTR) program requirements for affected employers within the city and incorporates by reference the City's Commute Trip Reduction plan, which establishes CTR goals for the City. This plan is developed by Kitsap Transit, which implements CTR for Kitsap County. Kitsap Transit has updated the City's 4-year Commute Trip Reduction (CTR) Plan. The suggested amendments to BIMC 10.24 reflect this updated CTR plan.

The City of Bainbridge Island voluntarily established a Commute Trip Reduction Incentive Program for its employees. BIMC 2.70 establishes the City's employee CTR program including incentives for commuting using some transportation mode other than a single-occupancy vehicle. The suggested edits to this chapter removes references to specific incentive values and commuting thresholds which may become outdated. The suggested changes to the chapter reference the City of Bainbridge Island (COBI) employee manual as the document establishing incentive values and commuting thresholds.

AGENDA CATEGORY: Ordinance

PROPOSED BY: Executive

RECOMMENDED MOTION:

I move to forward Ordinance No. 2025-11 relating to commute trip reduction to a future business meeting for consideration of approval.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: In 1991, the State of Washington adopted a Commute Trip Reduction (CTR) law as part of the Washington Clean Air Act. The law focuses on reducing traffic congestion and air pollution by shifting drive-alone commutes to other modes. Certain employers are required to establish a CTR program, including those with over 100 employees in a single location with work schedules that start between 6 and 9 a.m. The City of Bainbridge Island is not required to participate, but has done so voluntarily.

The ordinance in the packet addresses two aspects of commute trip reduction:

1. BIMC 10.24: Satisfies the City's obligation to establish commute trip reduction program requirements for affected employers located on Bainbridge Island.
2. BIMC 2.70: Creates the City of Bainbridge Island's commute trip reduction incentive program for its employees.

The changes made to BIMC 10.24 reflect updates made to the City's four-year CTR Program plan update. This implementation plan, developed by Kitsap Transit, establishes the City's baseline drive-alone rate (DAR) and sets the commute-trip reduction goal for the City. In addition, the plan describes how the City and Kitsap Transit will work to achieve the CTR goal through incentive programs and encouragement activities. The 2024 4-year CTR Plan establishes the 2023-2025 CTR survey results as the City's baseline value. Future CTR survey data will measure progress towards the adopted jurisdictional goal of a DAR of 60% or less.

As of August 2024, the City's weighted DAR was 58.1% which meets the jurisdictional goal of 60% or less. The City will continue to partner with Kitsap Transit to provide CTR incentives to City employees. Currently, the City and Kitsap Transit work together to provide dedicated preferential parking spaces for carpools and vanpools in the City Hall parking lot and Kitsap Transit educational and promotional materials for City CTR programming such as Bike to Work Day. These incentives and activities are in addition to the City's \$50/month CTR incentive.

ATTACHMENTS:

[Ordinance No. 2025-11 relating to the CTR Program.docx](#)

ORDINANCE NO. 2025-11

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to the City Commute Trip Reduction (CTR) Program; amending Sections 2.70 and 10.24 of the Bainbridge Island Municipal Code to align with the updated four-year CTR Plan developed by Kitsap Transit in 2024.

WHEREAS, the Washington State's Commute Trip Reduction (CTR) Law was first passed by the State Legislature in 1991 with goals to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to driving alone; and

WHEREAS, Kitsap Transit is the CTR implementer for all affected workplaces in Kitsap County and works with the City and its major employers to develop and periodically update a four-year CTR implementation plan; and

WHEREAS, the City recognizes the importance of increasing employers', employees', and individual citizens' awareness of air quality, energy consumption, and traffic congestion, and the contribution that individual actions can make toward addressing these issues; and

WHEREAS, 8% of all City greenhouse gas emissions come from City employee commutes and 13% of Island-wide greenhouse gas emissions come from on-road vehicle travel and the 2020 Climate Action Plan establishes a goal of 90% reduction of transportation-related emissions on the Island by 2045.

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

Section 1. Section 2.70.010 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

2.70.010 Incentives.

The city will provide ~~a the following~~ monetary incentive to encourage commute trip reduction according to the following sections:

A. ~~A monthly monetary incentive~~ to all full-time city employees who ~~rideshare through utilization of commute using~~ one of the alternatives to the use of a single occupancy vehicle as described in BIMC 2.70.020. ~~for 60 percent or more of their shifts worked per month. Incentive values and eligibility are set forth in Employee Handbook.~~ For the purpose of this program, full-time employees are those employees who work more than 20 hours per week.

B. ~~\$20.00 monthly to~~ A monthly monetary incentive to part-time workers who ~~rideshare through utilization of commute using~~ one of the alternatives to the use of a single occupancy vehicle as described in BIMC 2.70.020 ~~for 60 percent or more of their shifts worked per month. Incentive values and eligibility are set forth in Employee Handbook.~~ Part-time employees are those who work 20 or fewer hours per week.

C. ~~Rideshare~~ Commute trip reduction incentives will be paid on a quarterly basis by the city following the end of the quarter. (Ord. 2000-08 § 1, 2000)

Section 2. Section 2.70.020 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

2.70.020 Program participation.

All city employees, except temporary and seasonal, are eligible to participate in this program. The program options are as follows:

A. Car Pool.

1. Two or more city employees who commute together: 60 percent or more of their ~~shifts~~ commuting days worked per month.

2. A city employee who commutes with a noncity employee: 60 percent or more of their ~~shifts~~ commuting days worked per month.

B. Transit. Any city employee who rides ~~the bus~~ public transit, including but not limited to bus, light rail, or ferry, 60 percent or more of their ~~shifts~~ commuting days worked per month.

C. Van Pool. Any city employee who participates in a transit agency sponsored (i.e. Kitsap Transit, King County Metro) ~~Kitsap Transit~~ van pool: for 60 percent or more of their ~~shifts~~ commuting days worked per month.

D. Other. Walking, running, biking, ~~motorcycle commute, and drop-offs, and bicycles~~ qualify under 60 percent or more participation options.

E. Any combination of the above options.

~~F.~~ E. Program Restrictions.

1. Unless you presently (or will in the future) walk from your home to your worksite, or unless you are part of a car pool, van pool, or other city-approved commuter method which requires that you drive to work, program participants may park no closer than one mile (except in a parking area approved for this purpose) to their worksites. In other words, program participants will not be allowed to drive alone in their cars part way to work, park within a few blocks of their worksite, and then walk the short distance to work in order to qualify for the incentive payment. This would not be consistent with the purposes of the program.

2. Program participants will not be allowed to rideshare exclusively with city employees who normally walk from their home to their worksite. In other words, a participant cannot make arrangements to pick up or drop off a city employee who normally walks to work in order to qualify for the incentives payment. (Ord. 2000-08 § 1, 2000)

Section 3. Section 10.24.020 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

10.24.020 Definitions.

The following definitions shall apply in the interpretation and enforcement of this chapter:

A. “Affected employee” means a full-time employee who begins a regular workday at a single worksite covered by the commute trip reduction plan between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least 12 continuous months who is not an independent contractor. Seasonal agricultural employees, including seasonal employees of processors of agricultural products, are excluded from the count of affected employees.

B. “Affected employer” means an employer that employs 100 or more full-time employees at a single worksite covered by the commute trip reduction plan who are scheduled to begin their regular workday between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least 12 continuous months. Construction worksites, when the expected duration of the construction is less than two years, are excluded from this definition. (See also definition of “employer.”)

C. “Alternative mode” means any method of commute transportation other than that in which the single-occupant motor vehicle is the dominant mode, including telecommuting, and compressed work week schedules if they result in reducing commute trips.

D. “Alternative work schedules” means programs such as compressed work week schedules that eliminate work trips for affected employees.

E. “Base year” means baseline value that performance targets are measured against. For the 2025 4-year CTR plan update, the 2023-2025 survey results will be used to evaluate progress towards CTR goals. the 12-month period from January 1, 2007, through December 31, 2007, which commences when a major employer is determined by Kitsap Transit to be participating within the CTR program. Kitsap Transit uses this 12-month period as the basis upon which it develops commute trip reduction goals.

F. “Base year survey” or “baseline measurement” means the survey, during the base year, of employees at a major employer worksite to determine the drive-alone rate and vehicle miles traveled per employee at the worksite. The jurisdiction uses this measurement to develop commute trip reduction goals for the major employer. The baseline measurement must be implemented in a manner that meets the requirements specified by the city.

G. “Carpool” means any motor vehicle, including a motorcycle, occupied by two to six people of at least 16 years of age traveling together for their commute trip, resulting in the reduction of a minimum of one motor vehicle commute trip.

H. “Commute trips” means trips made from a worker’s home to a worksite on weekdays.

I. “CTR” is the abbreviation of commute trip reduction.

J. “Commute trip reduction (CTR) plan” means the city’s plan that is designed to achieve reductions in the proportion of single-occupant vehicle commute trips and the commute trip vehicle miles traveled per affected employees of affected employers within the city.

K. “Commute trip reduction (CTR) program” means an employer’s strategies to reduce employees’ drive-alone commute trips and average vehicle miles traveled per employee.

L. “Commute trip vehicle miles traveled per employee” means the sum of the individual vehicle commute trip lengths in miles over a set period divided by the number of full-time employees during that period.

M. “Commuter ride matching service” means a system that assists in matching commuters for the purpose of commuting together.

N. “Compressed work week” means an alternative work schedule, in accordance with employer policy, that regularly allows a full-time employee to eliminate at least one workday every two weeks by working longer hours during the remaining days, resulting in fewer commute trips by the employee. This definition is primarily intended to include weekly and bi-weekly arrangements, the most typical being four 10-hour days or 80 hours in nine days, but may also include other arrangements.

O. “Custom bus/buspool” means a commuter bus service arranged specifically to transport employees to work.

P. *Repealed by Ord. 2003-22.*

Q. “Dominant mode” means the mode of travel used for the greatest distance of a commute trip.

R. “Drive-alone” means a motor vehicle occupied by one employee for commute purposes, including a motorcycle.

S. “Drive-alone trips” means commute trips made by employees in single-occupant vehicles.

T. “Employee transportation coordinator (ETC)” means a person who is designated as responsible for the development, implementation, and monitoring of an employer’s CTR program.

U. “Employer” means a sole proprietorship, partnership, corporation, unincorporated association, cooperative, joint venture, agency, department, district or other individual or entity, whether public, nonprofit, or private, that employs workers.

V. “Exemption” means a waiver from any or all CTR program requirements granted to an employer by Kitsap Transit based on unique conditions that apply to the employer or employment site.

W. “Flex-time” is an employer policy that provides work schedules allowing individual employees flexibility in choosing the start and end time, but not the number of their working hours.

X. “Full-time employee” means a person, other than an independent contractor, whose position is scheduled on a continuous basis for 52 weeks for an average of at least 35 hours per week.

Y. “Good faith effort” means that an employer has met the following conditions:

1. The employer has met the minimum requirements identified in RCW 70.94.531 and this chapter; and

2. The employer is working collaboratively with Kitsap Transit to continue its existing CTR program or is developing and implementing program modifications likely to result in improvements to its CTR program over an agreed upon length of time.

Z. Repealed by Ord. 2003-22.

AA. “Implementation” or “implement” means active pursuit by an employer of the CTR goals of RCW 70.94.521 through 70.94.555 and this chapter as evidenced by appointment of an employee transportation coordinator (ETC), distribution of information to employees regarding alternatives to drive-alone commuting, and commencement of other measures according to its approved CTR program and schedule.

BB. “A major employer” means a private or public employer, including state agencies, that employs 100 or more full-time employees at a single worksite who are scheduled to begin their regular workday between 6:00 a.m. and 9:00 a.m. on weekdays for at least 12 continuous months.

CC. “Major employer worksite” or “affected employer worksite” or “worksite” means the physical location occupied by a major employer, as determined by the local jurisdiction.

DD. “Major employment installation” means a military base or federal reservation, excluding tribal reservations, or other locations as designated by the city, at which there are 100 or more affected employees.

EE. “Mode” refers to the means of transportation used by employees, such as single-occupant vehicle, carpool, vanpool, transit, ferry, bicycle, walking, compressed work week schedule and telecommuting.

FF. “Notice” means written communication delivered via the United States Postal Service with receipt deemed accepted three days following the day on which the notice was deposited with the Postal Service unless the third day falls on a weekend or legal holiday, in which case the notice is deemed accepted the day after the weekend or legal holiday.

GG. “Presiding officer” means a person or persons designated by Kitsap Transit to hear and determine a contested notice of civil infraction.

HH. “Peak period” means the hours from 6:00 a.m. to 9:00 a.m. (inclusive), Monday through Friday, except legal holidays.

II. “Peak period trip” means any commute trip that delivers the employee to begin his or her regular workday between 6:00 a.m. and 9:00 a.m. (inclusive), Monday through Friday, except legal holidays.

JJ. “Proportion of drive-alone trips” or “drive-alone rate” means the number of commute trips over a set period made by employees in single-occupancy vehicles (SOVs) divided by the number of potential trips taken by employees working during that period.

KK. “Single-occupant vehicle (SOV)” means a motor vehicle occupied by one employee for commute purposes, including a motorcycle.

LL. “Single worksite” means a building or group of buildings on physically contiguous parcels of land or on parcels separated solely by private or public roadways or rights-of-way occupied by one or more affected employers.

MM. “Teleworking” or “telecommuting” means the use of telephones, computers, or other similar technology to permit an employee to work from home, eliminating a commute trip, or to work from a location closer to home than the employer’s worksite, reducing the distance traveled in a commute trip by at least half.

NN. “Transit” means a multiple-occupant vehicle operated on a for-hire, shared-ride basis, including bus, ferry, rail, shared-ride taxi, shuttle bus, worker/driver bus, or vanpool.

OO. “Transportation demand management (TDM)” means a broad range of strategies that are primarily intended to reduce and reshape demand on the transportation system.

PP. “Transportation management association (TMA)” means a group of employers or an association representing a group of employers in a defined geographic area. A TMA may represent employers within specific city limits or may have a sphere of influence that extends beyond city limits.

QQ. “Vanpool” means a vehicle occupied by five to 15 people traveling together for their commute trip, resulting in the reduction of a minimum of one motor vehicle trip.

RR. “Vehicle miles traveled (VMT) per employee” means the sum of the individual vehicle commute trip lengths in miles made by employees over a set period, divided by the number of employees during that period.

SS. “Week” means a seven-day calendar period, starting on Monday and ending on Sunday.

TT. “Weekday” means any day of the week, except Saturday or Sunday.

UU. “Writing,” “written,” or “in writing” means original, signed and dated documents. Facsimile (fax) transmissions are a temporary notice of action that must be followed via mail or delivery of the original signed and dated document. (Ord. 2009-16 § 1, 2009: Ord. 2003-22 § 11, 2003; Ord. 99-33 § 1, 1999: Ord. 93-09 § 2, 1993)

Section 4. Section 10.24.030 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

10.24.030 City CTR plan.

The goals established for the jurisdiction and affected employers in the city's ~~2009~~ 2025 commute trip reduction plan, which is on file with the city clerk's office, are wholly incorporated herein by reference. (Ord. 2009-16 § 1, 2009: Ord. 99-33 § 1, 1999: Ord. 93-09 § 3, 1993)

Section 5. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 6. This ordinance shall take effect and be in force five (5) days from its passage and publication as required by law.

PASSED by the City Council this ____ day of _____, 2025.

APPROVED by the Mayor this ____ day of _____, 2025.

Ashley Mathews, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, MMC, City Clerk

FILED WITH THE CITY CLERK:	April 18, 2025
PASSED BY THE CITY COUNCIL:	_____, 2025
PUBLISHED:	_____, 2025
EFFECTIVE DATE:	_____, 2025
ORDINANCE NUMBER:	2025-11



City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (8:15 PM) Consider Renewing Participation in the Kitsap County Urban County Federal Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) Programs Consortia.

SUMMARY: The attached letter from Kitsap County explains that Kitsap County has received notice from HUD that it is time to requalify Kitsap County as an Urban County entitlement and a HOME Consortia for the three calendar years 2026 - 2028. This requalification enables Kitsap County to continue receiving federal Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) funds of approximately \$1.6 million annually (2024 amounts). The funds are used to assist low-income individuals and families in our community by addressing priorities and goals identified in the 2026 – 2030 Kitsap County and City of Bremerton HOME Consortium Consolidated Plan.

The CDBG and HOME programs are signature federal assistance programs of the U.S. Department of Housing and Urban Development to provide financial assistance via block grants for safe and decent affordable housing and to address the needs for low-income residents. The block grant program distributes funds to entitlement communities (over 50,000 in population) or to consortium of local governments as an Urban County, state, or Metropolitan Statistical Area (MSAs). Not less than 70 percent of CDBG funds must be used for activities that benefit low-and moderate-income persons.

The City of Bainbridge Island does not qualify on its own for a direct allocation of CDBG funds. However, Bainbridge Island, along with the cities of Port Orchard and Poulsbo have executed an Interlocal Agreement (ILA) with Kitsap County to be included in the Urban County for CDBG and HOME funds. The ILA has been previously approved by HUD and contains an automatic renewal provision, but an amendment is necessary to update sections and include new provisions. Unless the City of Bainbridge Island wishes to withdraw its Unit of General Local Government (UGLG) from the Urban County, the Interlocal Agreement will be automatically renewed for the three-year period FY 2026 – 2028 when the amendment is executed.

The requalification process does require that each city be notified of its right to elect to be excluded from the Urban County. If the city chooses to be excluded, projects in the city would no longer be eligible for County CDBG and HOME funds. If Bainbridge Island chooses to remain part of the Urban County, the following applies:

1. The City would continue to be eligible for County CDBG funds, if the City can identify the low-income benefit.
2. The City would continue to be eligible for HOME funds under the HOME Program as a part of the Urban County.

The City would also continue having the opportunity to participate in the review, selection, and award process for CDBG and HOME funds through the appointment of volunteers to the Grant Recommendation Committee. Councilmember Quitslund has been designated to participate in the review process.

Attached is the executed Interlocal agreement and first amendment as well as the current draft amendment (KC-

055-15B) for Council to review.

If the City chooses to terminate the Interlocal Agreement, a letter must also be sent to HUD CPD in Seattle by June 3, 2025. If notification is not received, the amendment will continue through the review and execution process and the ILA will automatically be renewed. The City could participate under the State CDBG program. The State's program allows larger grant awards and provides a broader range of eligible activities, specifically economic development, local micro-enterprise assistance programs.

AGENDA CATEGORY: Discussion

PROPOSED BY: Executive

RECOMMENDED MOTION:

I move to direct the City Manager to allow the automatic renewal of the ILA to continue participation in the Kitsap County CDBG and HOME Block grant consortia and execute required updates and new provisions.

OR

I move to direct the City Manager to provide notice to terminate the Kitsap County Interlocal Agreement and participate via competitive applications in the Washington Department of Commerce Federal CDBG program for small cities.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

ATTACHMENTS:

[City of BI- Letter to Requalify Entitlement Status_5.1.25.pdf](#)

[KC-055-15-B ILA cities BI Poulsbo PO Amendment 02 REDLINE.pdf](#)

[KC-055-15-B ILA cities BI Poulsbo PO Amend 02.pdf](#)

[KC-055-15- Cities ILA Executed.pdf](#)



Department of Human Services

Doug Washburn
Director

KITSAP COUNTY DEPARTMENT OF HUMAN SERVICES

Sonya Miles
Deputy Director
Phone: 360-337-4839

Kesha Anderson - Evans
Office Supervisor
Phone: 360.337.7185 x 3530

Developmental Disabilities
Kelly Oneal, Coordinator
Phone: 360.337.4624

Behavioral Health
Jolene Kron, Administrator
Phone: 360.337.4832

Mental Health/Chemical
Dependency/Therapeutic Court
Hannah Shockley, Coordinator
Phone: 360.337.4827

1/10th Affordable Housing
Joel Warren, Coordinator
Email: jwarren@kitsap.gov

Pretrial Services
William Basler, Program
Specialist
Phone: 360.337.4457

Substance Abuse Prevention/
Treatment and Youth Services
Laura Hyde, Coordinator
Phone: 360.337.4879
Substance Abuse Prevention
Deanne Jackson, Prevention
Coalition Coordinator
Phone: 360.337.4878

Aging & Long-Term
Care/Senior Information &
Assistance
Givens Community Center
1026 Sidney Avenue, Suite 105
614 Division Street, MS-5
Port Orchard, WA 98366
Phone: 360.337.5700
1.800.562.6418
Fax: 360.337.4950
Stacey Smith, Administrator
Phone: 360.337.5624

Community Development
Block Grant
Norm Dicks Government
Center
345 6th Street, Suite 400
Bremerton, WA 98337
Fax: 360.337.4609
Bonnie Tufts, Coordinator
Phone: 360.337.4606

Housing and Homelessness
Carl Borg, Program Manager
Phone: 360.979.6027

Kitsap Recovery Center
Outpatient Services:
1026 Sidney Road
Port Orchard, WA 98366
Inpatient and Detox Services:
661 Taylor Street
Port Orchard, WA 98366
Fax: 888.834.8027
Keith Winfield, Clinical
Manager
Phone: 360.337.5640

Workforce Development
3120 NW Randall Way
Silverdale, WA 98383
William Dowling, Acting
Director
Phone: 360.689.8525

Veterans Assistance
Richard Becker, Coordinator
Phone: 360.337.4811

May 1, 2025

Ashley Mathews, Mayor
City of Bainbridge Island
280 Madison Avenue North
Bainbridge Island WA 98110

RE: CDBG/HOME Interlocal Agreement - Requalification

Dear Mayor Mathews,

We have received notice from HUD that it is time to requalify Kitsap County as an Urban County entitlement and a HOME Consortia for the three calendar years 2026 - 2028. This requalification enables Kitsap County to continue receiving federal Community Development Block Grant and (CDBG) and HOME Investment Partnership (HOME) funds of approximately \$1.6 million annually (2024 amounts). The funds are used to assist low- income individuals and families in our community by addressing priorities and goals identified in the 2026 – 2030 Kitsap County and City of Bremerton HOME Consortium Consolidated Plan.

The City of Bainbridge Island does not meet HUD's eligible grantee criteria of a principal city of a metropolitan area, as designated by the U.S. Office of Management and Budget, and does not qualify on its own for a direct allocation of CDBG funds. However, Bainbridge Island, along with the cities of Port Orchard and Poulsbo have executed an Interlocal Agreement (ILA) with Kitsap County to be included in the Urban County for CDBG and HOME funds. The ILA has been previously approved by HUD and contains an automatic renewal provision, but an amendment is necessary to update sections and include new provisions. Unless the City of Bainbridge Island wishes to withdraw its Unit of General Local Government (UGLG) from the Urban County, the Interlocal Agreement will be automatically renewed for the three-year period FY 2026 – 2028 when the amendment is executed.

The requalification process does require that each city be notified of its right to elect to be excluded from the Urban County. If the city chose to be excluded, projects in the city would no longer be eligible for County CDBG and HOME funds. If Bainbridge Island chooses to remain part of the Urban County, the following applies:

1. The City would continue to be eligible for County CDBG. The City



would be ineligible to apply for grants under the State CDBG program (a competitive application process) while it is part of the Urban County;

2. The City would continue to be eligible for HOME funds under the HOME Program as a part of the Urban County.

The City would also continue having the opportunity to participate in the review, selection, and award process for CDBG and HOME funds through the appointment of volunteers to the Grant Recommendation Committee.

I have attached the executed Interlocal agreement and first amendment as well as the current draft amendment (KC-055-15B) for the city to review. It is being sent to HUD's Office of General Counsel for review and through the county's contract review process. Once complete it will be sent to you for signature. At that time we will also need a copy of the resolution authorizing the Mayor to sign contracts on behalf of the City Council.

Please notify me in via email, no later than **June 3, 2025** of the City's option. If the City chooses to terminate the Interlocal Agreement, a letter must also be sent to HUD CPD in Seattle by the same date. Notification should be sent to Maggie Keller, Acting Director, Maggie.keller@hud.gov and Joy Scott, CPD Rep, joy.scott@hud.gov. If notification is not received, the amendment will continue through the review and execution process and the ILA will automatically be renewed.

Please let me know if you have any questions.

Sincerely,



Bonnie Tufts, Block Grant Program Manager
Kitsap County Block Grant Program
btufts@kitsap.gov

**AMENDMENT TO
INTERLOCAL COOPERATION AGREEMENT FOR URBAN COUNTY COMMUNITY
DEVELOPMENT PROGRAM FUNDS BETWEEN KITSAP COUNTY AND THE CITIES
OF BAINBRIDGE ISLAND, PORT ORCHARD AND POULSBO**

WHEREAS, Kitsap Urban County (hereinafter referred to as "COUNTY"), a political subdivision of the State of Washington, and the cities of Bainbridge Island, Port Orchard and Poulsbo (hereinafter referred to as "CITIES"), municipal corporations of the State of Washington within Kitsap County, for the cooperation of units of local government under the authority of RCW 39.34 previously entered into an Interlocal Cooperation Agreement, KC-055-15, for the purposes of the Community Development Block Grant Program and the HOME Investment Partnership Program.

WHEREAS, the Agreement was signed by Kitsap County on February 23, 2015, City of Bainbridge Island on February 24, 2015, City of Poulsbo on March 11, 2015, and City of Poulsbo on March 4, 2015 and became effective upon adoption by the parties and will continue until terminated as provided herein.

WHEREAS, the Agreement was amended, KC-055-15A, and signed by Kitsap County on July 25, 2022, City of Bainbridge Island on July 29, 2022, City of Port Orchard on July 13, 2022, and City of Poulsbo on August 2, 2022.

WHEREAS, HUD allows for amendments to existing agreements to include new provision(s) based on statutory or regulatory changes, rather than drafting a new cooperation agreements, and it is necessary to add Section 1.8 authorizing the mayors to sign the Agreement on behalf of their municipality, modify Section 2.3 and 2.5 of the existing agreement to include new provisions updated language, and add Section 2.8 to include a new required provision.

WHEREAS the County and the Cities agree to the modifications of such Agreement.

NOW THEREFORE, in consideration of the mutual benefits contained herein, the Interlocal Cooperation Agreement is hereby modified as follows:

SECTION 1. RECITALS

Addition of new section:

1.8 WHEREAS, the Mayor of each of the cities is authorized to execute this Agreement on their Municipality's behalf.

Renumbering of existing section:

2.0 NOW, THEREFORE, in consideration of the mutual promises made herein and the mutual benefits received hereunder, the parties agree as follows:

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SECTION 2. ACTIVITIES

Delete:

2.3 The signatory parties agree that they will take all actions necessary to assure compliance with the urban county's certification required by section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended, including Title VI of the Civil Rights Act of 1964, and the implementing regulations at 24 CFR part 1, the Fair Housing Act, and the implementing regulations at 24 CFR part 100, section 109 of Title I of the Housing and Community Development Act of 1974, and the implementing regulations at 24 CFR part 6 including Section 504 of the Rehabilitation Act of 1973 and the implementing regulations at 24 CFR part 8, Title II of the Americans with Disabilities Act, and the implementing regulations at 24 CFR part 35, the Age Discrimination Act of 1975, and the implementing regulation at 24 CFR part 147, Section 3 of the Housing and Urban Development Act of 1968, and other applicable laws. Urban County funding is prohibited for activities, in or in support of, any city that does not affirmatively further fair housing within its own jurisdiction or that impedes the county's actions to comply with the county's fair housing certification. Noncompliance by a city included in an urban county may constitute noncompliance by the entire urban county which can, in turn, provide cause for funding sanctions or other remedial actions by the Department.

Replace with:

2.3 The signatory parties agree that they will take all actions necessary to assure compliance with the urban county's certification required by section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended, including Title VI of the Civil Rights Act of 1964, and the implementing regulations at 24 CFR part 1; the Fair Housing Act ([Title VIII of the Civil Rights Act of 1968](#)), and the implementing regulations at 24 CFR part 100, [and the duty to affirmatively further fair housing \(AFFH\)](#); sSection 109 of Title I of the Housing and Community Development Act of 1974, and the implementing regulations at 24 CFR part 6, [including which incorporates](#) Section 504 of the Rehabilitation Act of 1973 and the implementing regulations at 24 CFR part 8; Title II of the Americans with Disabilities Act, and the implementing regulations at 24 CFR part 35; the Age Discrimination Act of 1975, and the implementing regulation at 24 CFR part [147146](#); Section 3 of the Housing and Urban Development Act of 1968; and other applicable laws. Urban County funding is prohibited for activities, in or in support of, any city that does not affirmatively further fair housing within its own jurisdiction or that impedes the county's actions to comply with the county's fair housing certification. Noncompliance by a city included in an urban county may constitute noncompliance by the entire urban county which can, in turn, provide cause for funding sanctions or other remedial actions by the Department.

Delete:

2.5 The signatory parties understand, that by executing the CDBG cooperation agreement, they:

- (a) may not apply for grants from appropriations under the Small Cities or State CDBG Programs for fiscal years during the period in which it participates in the urban county's CDBG program; and
- (b) may receive a formula allocation under the HOME Program only through the urban county. Thus, even if the urban county does not receive a HOME formula allocation, the participating unit of local government cannot form a HOME consortium with other local governments.

Replace with:

2.5 The signatory parties understand, that by executing the ~~CDBG-Interlocal e~~Cooperation Agreement, they:

- (a) may not apply for grants from appropriations under the Small Cities or State CDBG Programs for fiscal years during the period in which it participates in the urban county's CDBG program; and
- (b) may receive a formula allocation under the HOME Program only through the urban county. Thus, even if the urban county does not receive a HOME formula allocation, the participating unit of local government cannot form a HOME consortium with other local governments. This does not preclude the Urban County or the Municipality from applying for HOME from the State, if the State allows.

Addition of new section:

2.8 The signatory parties understand and agree that they may not sell, trade, or otherwise transfer all or any portion of the CDBG funds to a Metropolitan City, Urban County, unit of general local government, or insular area that directly or indirectly receives CDBG funds in exchange for any funds, credits, or non-Federal considerations, but must use such funds for activities eligible under Title I of the Housing and Community Development Act of 1974, as amended.

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THIS AMENDMENT constitutes the entire amendment to the agreement between the County and the Cities. All other terms and conditions of the Interlocal Cooperation Agreement remain in effect.

THIS AMENDMENT is effective when signed by all parties.

CITY OF BAINBRIDGE ISLAND

ASHLEY MATHEWS, Mayor

DATE: _____

**KITSAP COUNTY BOARD OF
COMMISSIONERS**

CHRISTINE ROLFES, Chair

CITY OF PORT ORCHARD

ROB PUTAANSUU, Mayor

DATE: _____

ORAN ROOT, Commissioner

KATHERINE T. WALTERS, Commissioner

DATE: _____

CITY OF POULSBO

BECKY ERICKSON, Mayor

DATE: _____

ATTEST:

DANA DANIELS, Clerk of the Board

**AMENDMENT TO
INTERLOCAL COOPERATION AGREEMENT FOR URBAN COUNTY COMMUNITY
DEVELOPMENT PROGRAM FUNDS BETWEEN KITSAP COUNTY AND THE CITIES
OF BAINBRIDGE ISLAND, PORT ORCHARD AND POULSBO**

WHEREAS, Kitsap Urban County (hereinafter referred to as "COUNTY"), a political subdivision of the State of Washington, and the cities of Bainbridge Island, Port Orchard and Poulsbo (hereinafter referred to as "CITIES"), municipal corporations of the State of Washington within Kitsap County, for the cooperation of units of local government under the authority of RCW 39.34 previously entered into an Interlocal Cooperation Agreement, KC-055-15, for the purposes of the Community Development Block Grant Program and the HOME Investment Partnership Program.

WHEREAS, the Agreement was signed by Kitsap County on February 23, 2015, City of Bainbridge Island on February 24, 2015, City of Poulsbo on March 11, 2015, and City of Poulsbo on March 4, 2015 and became effective upon adoption by the parties and will continue until terminated as provided herein.

WHEREAS, the Agreement was amended, KC-055-15A, and signed by Kitsap County on July 25, 2022, City of Bainbridge Island on July 29, 2022, City of Port Orchard on July 13, 2022, and City of Poulsbo on August 2, 2022.

WHEREAS, HUD allows for amendments to existing agreements to include new provision(s) based on statutory or regulatory changes, rather than drafting a new cooperation agreement, and it is necessary to add Section 1.8 authorizing the mayors to sign the Agreement on behalf of their municipality, modify Section 2.3 and 2.5 of the existing agreement to include updated language, and add Section 2.8 to include a new required provision.

WHEREAS the County and the Cities agree to the modifications of such Agreement.

NOW THEREFORE, in consideration of the mutual benefits contained herein, the Interlocal Cooperation Agreement is hereby modified as follows:

SECTION 1. RECITALS

Addition of new section:

1.8 WHEREAS, the Mayor of each of the cities is authorized to execute this Agreement on their Municipality's behalf.

Renumbering of existing section:

2.0 NOW, THEREFORE, in consideration of the mutual promises made herein and the mutual benefits received hereunder, the parties agree as follows:

SECTION 2. ACTIVITIES

Delete:

2.3 The signatory parties agree that they will take all actions necessary to assure compliance with the urban county's certification required by section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended, including Title VI of the Civil Rights Act of 1964, and the implementing regulations at 24 CFR part 1, the Fair Housing Act, and the implementing regulations at 24 CFR part 100, section 109 of Title I of the Housing and Community Development Act of 1974, and the implementing regulations at 24 CFR part 6 including Section 504 of the Rehabilitation Act of 1973 and the implementing regulations at 24 CFR part 8, Title II of the Americans with Disabilities Act, and the implementing regulations at 24 CFR part 35, the Age Discrimination Act of 1975, and the implementing regulation at 24 CFR part 147, Section 3 of the Housing and Urban Development Act of 1968, and other applicable laws. Urban County funding is prohibited for activities, in or in support of, any city that does not affirmatively further fair housing within its own jurisdiction or that impedes the county's actions to comply with the county's fair housing certification. Noncompliance by a city included in an urban county may constitute noncompliance by the entire urban county which can, in turn, provide cause for funding sanctions or other remedial actions by the Department.

Replace with:

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2.5 The signatory parties understand, that by executing the CDBG cooperation agreement, they:

- (a) may not apply for grants from appropriations under the Small Cities or State CDBG Programs for fiscal years during the period in which it participates in the urban county's CDBG program; and
- (b) may receive a formula allocation under the HOME Program only through the urban county. Thus, even if the urban county does not receive a HOME formula allocation, the participating unit of local government cannot form a HOME consortium with other local governments.

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- (b) may receive a formula allocation under the HOME Program only through the urban county. Thus, even if the urban county does not receive a HOME formula allocation, the participating unit of local government cannot form a HOME consortium with other local governments. This does not preclude the Urban County or the Municipality from applying for HOME from the State, if the State allows.

Addition of new section:

2.8 The signatory parties understand and agree that they may not sell, trade, or otherwise transfer all or any portion of the CDBG funds to a Metropolitan City, Urban County, unit of general local government, or insular area that directly or indirectly receives CDBG funds in exchange for any funds, credits, or non-Federal considerations, but must use such funds for activities eligible under Title I of the Housing and Community Development Act of 1974, as amended.

THIS AMENDMENT constitutes the entire amendment to the agreement between the County and the Cities. All other terms and conditions of the Interlocal Cooperation Agreement remain in effect.

THIS AMENDMENT is effective when signed by all parties.

CITY OF BAINBRIDGE ISLAND

ASHLEY MATHEWS, Mayor

DATE: _____

**KITSAP COUNTY BOARD OF
COMMISSIONERS**

CHRISTINE ROLFES, Chair

CITY OF PORT ORCHARD

ROB PUTAANSUU, Mayor

DATE: _____

ORAN ROOT, Commissioner

KATHERINE T. WALTERS, Commissioner

DATE: _____

CITY OF POULSBO

BECKY ERICKSON, Mayor

DATE: _____

ATTEST:

DANA DANIELS, Clerk of the Board

**INTERLOCAL COOPERATION AGREEMENT FOR URBAN COUNTY COMMUNITY
DEVELOPMENT PROGRAM FUNDS BETWEEN KITSAP COUNTY AND THE CITIES
OF BAINBRIDGE ISLAND, PORT ORCHARD AND POULSBO**

PROGRAM YEARS 2015 - 2016 AND AS HEREIN RENEWED

This agreement is entered into between Kitsap Urban County (hereinafter referred to as "COUNTY"), a political subdivision of the State of Washington, and the cities of Bainbridge Island, Port Orchard and Poulsbo (hereinafter referred to as "CITIES"), municipal corporations of the State of Washington within Kitsap County, for the cooperation of units of local government under the authority of RCW 39.34. It will become effective upon adoption by the parties and will continue until terminated as provided herein.

SECTION 1. RECITALS

1.1 WHEREAS, the Congress of the United States of America has enacted the National Affordable Housing Act, HOME Investments in Affordable Housing Program, as promulgated by the U S Department of Housing and Urban Development (hereinafter HUD) in 24 CFR Part 92, allowing units of general local government to enter into mutual cooperation agreements to form a consortium for the purpose of obtaining funding as a participating jurisdiction under the HOME Investment Partnership Program (HOME Program);

1.2 WHEREAS, it is found that these objectives are pertinent to the concerns and needs of the COUNTY and of the CITIES;

1.3 WHEREAS, eligibility for HOME Investment Partnership funds is based upon criteria similar to the criteria for eligibility for Urban County designation for CDBG funds;

1.4 WHEREAS, the COUNTY and CITIES of Bainbridge Island, Port Orchard and Poulsbo have requested Urban "County" status under the CDBG Program and the City of Bremerton qualifies as a separate entitlement under the CDBG program;

1.5 WHEREAS, COUNTY shall administer the HOME program as well as the Urban County CDBG program and the CITY of Bremerton will administer its own CDBG program. Both of these programs will be included in the County Consortium's Consolidated Plan;

1.6 WHEREAS, the signatory political subdivisions to this agreement have determined that obtaining funding under the HOME Program will increase their ability to provide affordable housing for their low and moderate income residents; and

1.7 WHEREAS, the Department of Housing and Urban Development has specified the minimum provisions which must be included within any intergovernmental agreement for the cooperating governmental bodies to qualify for Urban County eligibility.

1.8 NOW, THEREFORE, in consideration of the mutual promises made herein and the mutual benefits received hereunder, the parties agree as follows:

SECTION 2. ACTIVITIES

2.1 This agreement covers the CDBG Entitlement program and the Home Investment Partnership Program of the signatory parties.

2.2 The signatory parties agree to take affirmative action to further fair housing in their jurisdictions. Such actions may include planning, education and outreach, and enforcement components.

2.3 The signatory parties agree that they will take all actions necessary to assure compliance with the urban county's certification required by section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended, including Title VI of the Civil Rights Act of 1964, the Fair Housing Act, section 109 of Title I of the Housing and Community Development Act of 1974, and other applicable laws. Urban County funding is prohibited for activities, in or in support of, any city that does not affirmatively further fair housing within its own jurisdiction or that impedes the county's actions to comply with the county's fair housing certification. Noncompliance by a city included in an urban county may constitute noncompliance by the entire urban county which can, in turn, provide cause for funding sanctions or other remedial actions by the Department.

2.4 The signatory parties agree to cooperate to undertake or assist in undertaking community renewal and lower income housing assistance activities, specifically urban renewal and publicly assisted housing.

2.5 The signatory parties understand, that by executing the CDBG cooperation agreement, they:

- (a) may not apply for grants from appropriations under the Small Cities or State CDBG Programs for fiscal years during the period in which it participates in the urban county's CDBG program; and
- (b) may receive a formula allocation under the HOME Program only through the urban county. Thus, even if the urban county does not receive a HOME formula allocation, the participating unit of local government cannot form a HOME consortium with other local governments.

2.6 The signatory parties understand that, pursuant to 24 CFR 570.501(b) they are subject the same requirements applicable to subrecipients, including the requirement of a written agreement described in 24 CFR 570.503

2.7 The signatory parties agree that each party has adopted and is enforcing:

- (a) a policy prohibiting the use of excessive force by law enforcement agencies within its jurisdiction against any individuals engaged in non-violent civil rights demonstrations; and
- (b) a policy of enforcing applicable State and local laws against physically barring entrance to or exit from a facility or location which is the subject of such non-violent civil rights demonstrations within jurisdictions."

SECTION 3. ADMINISTRATION

3.1 The COUNTY will administer both the Urban County's Community Development Block Grant Program and HOME Investment Partnership Program.

3.2 The CITIES are responsible for submitting in a timely manner to the COUNTY all information necessary for the Consolidated Plan, the HOME program description and certifications (24 CFR 92.150), and performance reports. The Consolidated Plan Annual Performance Report, HOME Annual Performance Report, and the Annual Consolidated Plan information shall be provided to the COUNTY by the dates specified by the COUNTY.

3.3 The COUNTY shall have decision making authority regarding the Consolidated Plan, the Urban County's annual Community Development Policy plan and annual project allocations consistent with the process in the Policy Plan as well as the HOME allocation process and plan. Development of the documents will require input from the CITIES and the participation of citizens appointed to an Advisory Board(s). Appointments will be made each year as follows: each Mayor shall appoint one citizen volunteer to each Board and each County Commissioner shall appoint one citizen volunteer to each Board. Representatives of the CITIES shall have the opportunity to attend a study session on the recommended grant awards prior to the COUNTY making final awards. The COUNTY, however, has ultimate responsibility for selecting the Urban County's CDBG activities and the HOME activities and submitting the Consolidated Plan to the Department of Housing and Urban Development.

SECTION 4. TERM OF THIS AGREEMENT

4.1 This agreement covers the CDBG Entitlement and Home Investment Partnership funds for fiscal years 2015 – 2016 and for such future fiscal years as this agreement is automatically renewed, along with such program income generated from the expenditure of said funds.

4.2 This agreement shall automatically be renewed at the end of each three-year qualification period, unless changes to the agreement are required by HUD that would require the execution of a new agreement, or if the COUNTY or CITIES provide written notice that they elect not to participate in the new qualification period. A copy of this notice must be sent to the HUD Field Office. The COUNTY, by the date specified in HUD's urban county qualification notice, shall notify the CITIES of their right not to participate in the new qualification period. A copy of this notice shall be sent to the HUD Field Office by the date specified in the urban county qualification schedule in Section II.

4.3 The signatory parties agree to adopt any amendment to the agreement incorporating changes necessary to meet the requirements for cooperation agreements set forth in an Urban County Qualification Notice applicable for a subsequent three-year urban county qualification period, and to submit such amendment to HUD as provided in the urban county qualification notice. A failure of any of the signatory parties to adopt such amendments will void the automatic renewal provision for such qualification period.

4.4 This agreement shall remain in full force and effect from the date of execution and approval by HUD until the CDBG and Home funds and program income received with respect to activities carried out during the three-year qualification period are expended and the funded activities completed.

4.5 The consortium members are required to remain in the consortium and cannot terminate or withdraw during the entire period, unless HUD revokes the designation as a participating jurisdiction in accordance with 24 CFR 92.107.

CITY OF BAINBRIDGE ISLAND

Doug Schulze, City Manager

DATE: _____

CITY OF PORT ORCHARD

Tim Matthes, Mayor

DATE: _____

CITY OF POULSBO

Becky Erickson, Mayor

DATE: _____

**KITSAP COUNTY BOARD OF
COMMISSIONERS**

Robert Gelder
Robert Gelder, Chair

E. Wolfe
Edward E. Wolfe, Commissioner

NOT PRESENT

Charlotte Garrido, Commissioner

DATE: February 23, 2015

ATTEST:

Carolyn S. Gouley
for Dana Daniels, Clerk of the Board



CITY OF BAINBRIDGE ISLAND

Anne S. Blair
Anne S. Blair, Mayor

DATE: 2.24.15

CITY OF PORT ORCHARD

Tim Matthes, Mayor

DATE: _____

CITY OF POULSBO

Becky Erickson, Mayor

DATE: _____

**KITSAP COUNTY BOARD OF
COMMISSIONERS**

Robert Gelder, Chair

Edward E. Wolfe, Commissioner

Charlotte Garrido, Commissioner

DATE: _____

ATTEST:

Dana Daniels, Clerk of the Board

CITY OF BAINBRIDGE ISLAND

**KITSAP COUNTY BOARD OF
COMMISSIONERS**

Doug Schulze, City Manager

Robert Gelder, Chair

DATE: _____

Edward E. Wolfe, Commissioner

CITY OF PORT ORCHARD

Tim Matthes
Tim Matthes, Mayor

Charlotte Garrido, Commissioner

DATE: 3-11-2015

DATE: _____

CITY OF POULSBO

ATTEST:

Becky Erickson, Mayor

Dana Daniels, Clerk of the Board

DATE: _____

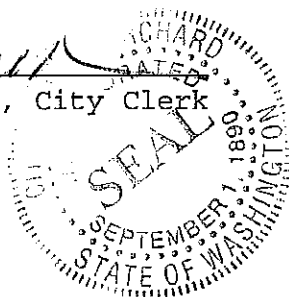
City of Port Orchard

ATTEST:

Brandy Rinearson
Brandy Rinearson, CMC, City Clerk

APPROVED AS TO FORM:

Port Orchard Interim City Attorney



CITY OF BAINBRIDGE ISLAND

Doug Schulze, City Manager

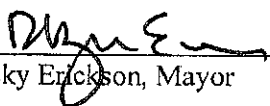
DATE: _____

CITY OF PORT ORCHARD

Tim Matthes, Mayor

DATE: _____

CITY OF POULSBO



Becky Erickson, Mayor

DATE: 3/4/15

**KITSAP COUNTY BOARD OF
COMMISSIONERS**

Robert Gelder, Chair

Edward E. Wolfe, Commissioner

Charlotte Garrido, Commissioner

DATE: _____

ATTEST:

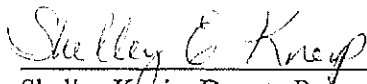
Dana Daniels, Clerk of the Board

CERTIFICATION

I hereby find that the terms and provisions of this Intergovernmental Agreement are fully authorized under State and local law, and that the Agreement provides full legal authority for the COUNTY to undertake or assist in undertaking essential community development and housing activities, specifically urban renewal and publicly assisted housing.

TINA R. ROBINSON
PROSECUTING ATTORNEY

By:



Shelley Kneip, Deputy Prosecuting Attorney



City Council Regular Business Meeting Agenda Bill

MEETING DATE: May 27, 2025

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: (8:25 PM) Receive Monthly Update on Comprehensive Plan and Winslow Subarea Plan Updates - Planning,

SUMMARY: This is one of a series of monthly updates that City Council receives on the updates to the Comprehensive Plan and Winslow Subarea Plan. The Planning Commission includes the Winslow Subarea Plan updates on all of their regular and special meeting agendas. The Planning Commission has met thirteen times since the beginning of 2025.

The majority of their work has been on determining proposed zoning district boundaries. Recently, the Planning Commission passed motions on proposed development standards for the Ferry District and for the High School Road District including proposed floor-area-ratios (FAR) and building height limits. With this information concerning proposed standards and boundaries, staff will prepare a buildout analysis to measure our progress towards meeting the city's requirements under HB 1220.

Updates to the goals and policies of the Winslow Subarea Plan and Comprehensive Plan are a focus of staff work beginning with required updates consistent with the checklists from the Washington Department of Commerce and the Puget Sound Regional Council. Additional, more specific updates will be undertaken once a preferred alternative is recommended. For those Comprehensive Plan Elements that can be updated while the Planning Commission develops its recommendations for the Winslow Subarea Plan and the Comprehensive Plan, the Planning Department will formulate a plan of action.

AGENDA CATEGORY: Discussion

PROPOSED BY: Planning &
Community Development

RECOMMENDED MOTION:
Information only.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: The Planning Commission convened and discussed the Winslow Subarea Plan update and the Comprehensive Plan update on January 9, January 23, during a Special Meeting on January 30, on February 13, February 27 and during a Special Meeting March 5, on March 13, March 27 and during a Special Meeting April 2,

on April 10, April 24, on May 1 and 8, 2025.

At their May 1, 2025 meeting, the Planning Commission began its discussion on building form, floor area ratio (FAR), building height or lot coverage for the Ferry District and High School Road District zones, completing preliminary recommendation of 6 stories/ 65 foot building height and 4.0 FAR for the Ferry zone for projects that include affordable housing. At the May 8 meeting, the Commission completed a preliminary recommendation of 55 ft and 4.0 FAR for the High School Road zone for projects that include affordable housing (details TBD). The Planning Commission will continue discussing development standards for the other mixed use zones (Central Core, Madison & Ferncliff).

ATTACHMENTS:

[Monthly_update_05.27.2025.pptx](#)



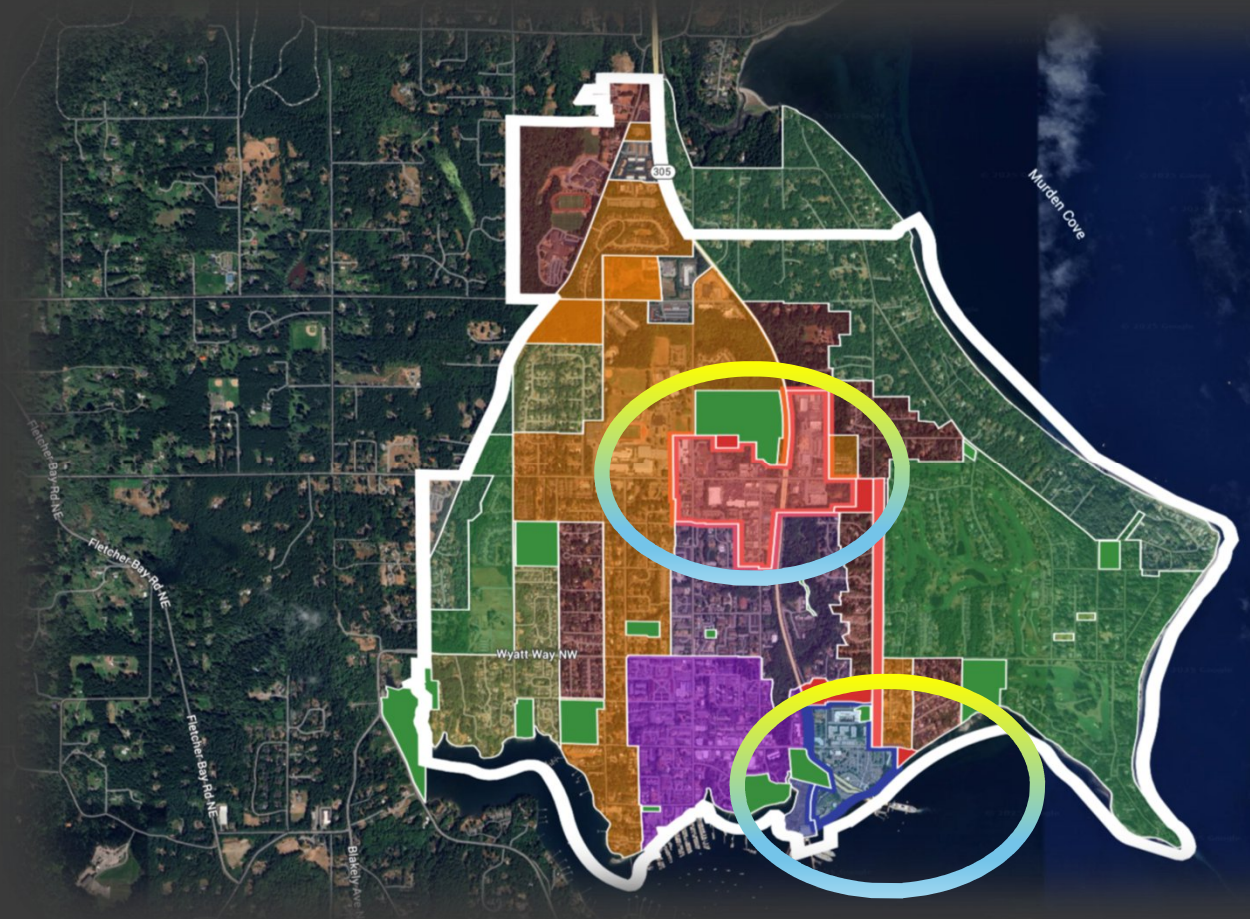
Prepared for:

*City Council
Meeting*

May 27, 2025

Monthly Update on the Winslow Subarea Plan and Comprehensive Plan Updates

Discussions and
motions on
development
standards for **Ferry
District** and
for **High School
Road District**



Planning Commission
Recommended Development
Standards:

Ferry District

**F.A.R. - up to 4.0 with
affordable housing**

**Max. Building Height - up to
65 feet with affordable
housing; step back after 2-3
stories**

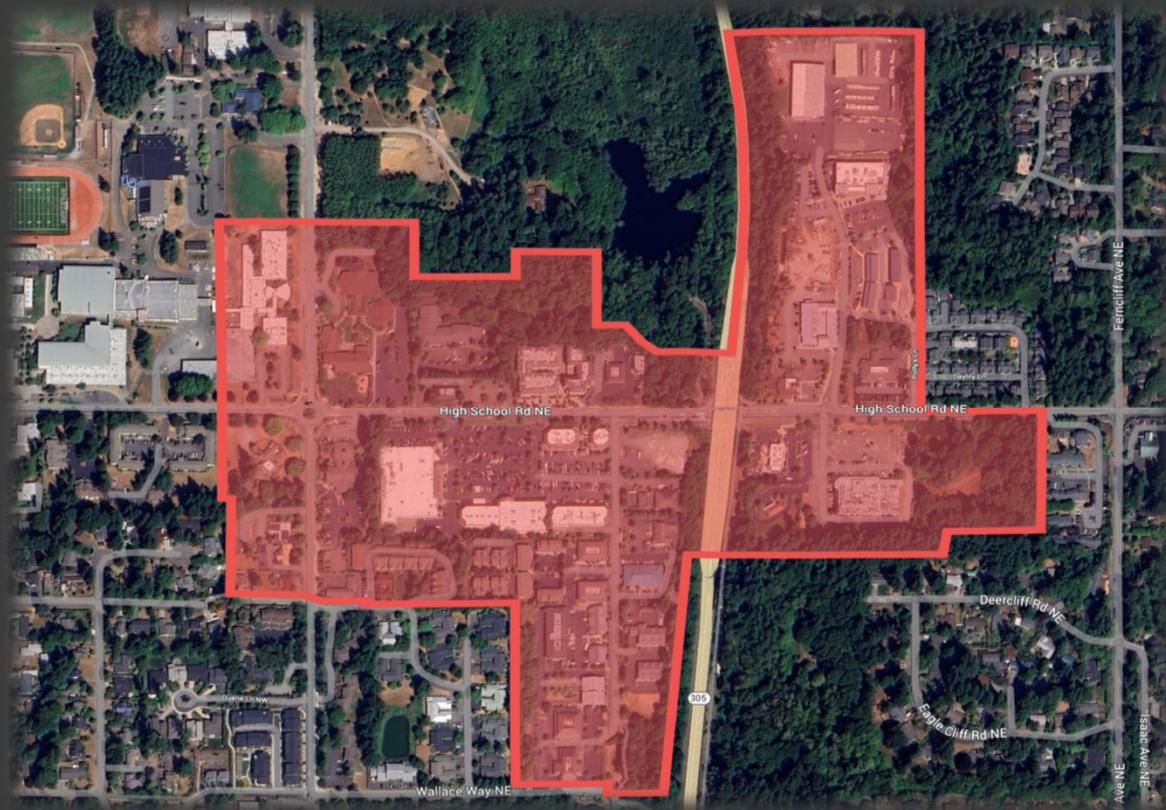


Planning Commission
Recommended Development
Standards:

High School Road District

F.A.R. - up to 4.0 *with
affordable housing*

Max. Building Height - up
to 55 feet *with affordable
housing; step back after 2-
3 stories*



Planning Commission 2025

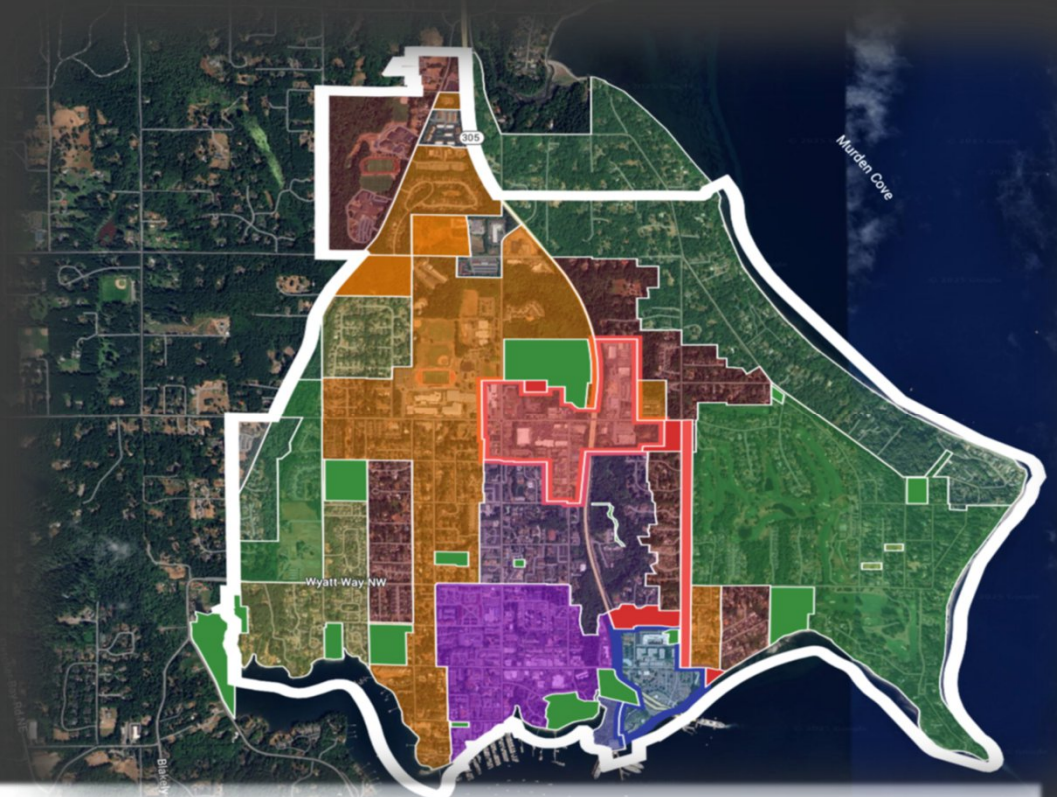
January Meetings
9, 13, 30,

February 13, 27,

March 5, 13, 27

April 2, 10, 24

May 1, 8, 22



Planning Commission Regular Meeting April 10, 2025

Meeting Minutes

1) CALL TO ORDER/LAND ACKNOWLEDGMENT/AGENDA REVIEW

Chair Ariel Birtley called the meeting to order at 6:02 PM and read the Land Acknowledgement. Present in Chambers were Commissioners Ariel Birtley, Sarah Blossom, Peter Schaab, Criss Garcia and Alex Preudhomme. Excused were Commissioners Ben Deines and Sean Sullivan. City staff present were PCD Director Patty Charnas and Senior Planner Peter Best. City Council Liaison Jon Quidlund was also present.

2) AGENDA APPROVAL / CONFLICTS DISCLOSURE

AGENDA APPROVAL
Cover Page

MOTION: I motion to approve the agenda as presented.
Garcia/Blossom: The motion carried unanimously.

No conflicts of interest disclosed.

3) PLANNING COMMISSION MEETING MINUTES

3a. Minutes
Cover Page
Planning Commission Minutes 20250327-Draft.pdf

3b. Minutes
Cover Page
Planning Commission Minutes 20250402 - Draft.pdf

MOTION: I move approval of the Planning Commission meeting minutes from March 27, 2025, and April 2, 2025, with following amendment – to correct the spelling of the Hawley Cove Park in the April 2, 2025, meeting minutes.
Blossom/Schaab: The motion carried unanimously.

Motion: I move that:

- the block of R-8 zoned parcels between Winslow Way and Parfitt, that lie west of Wood Ave, be considered a transition zone
- that parcels between the Core and south of Winslow Way that are currently zoned R-4.3 and those parcels currently zoned R-4.3 south of Winslow Way remain R-4.3.

Blossom/Birtley: The motion carried 4-0 with Commissioner Preudhomme abstaining.

Motion: I motion to accept the two TBD transition zones as drawn.

Blossom/Garcia: The motion carried unanimously.