



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
And PUBLIC HEARING
THURSDAY, NOVEMBER 12, 2015
6:00 PM - 8:30 PM
CITY COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WASHINGTON**

6:00 PM CALL TO ORDER

Call to Order, Agenda Review, Conflict Disclosure

6:05 PM REVIEW AND APPROVAL OF MINUTES

August 27, 2015 Planning Commission Meeting
September 10, 2015 Planning Commission Meeting
September 24, 2015 Planning Commission Meeting
October 8, 2015 Planning Commission Meeting

6:10 PM PUBLIC COMMENT

Accept public comment on off agenda items

6:15 PM PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

6:30 PM 2016 COMPREHENSIVE PLAN UPDATE

Economic Element: Review changes to DRAFT *Element*

Transportation Element:

- o Status of SR 305 Planning, State and Regional Coordination
- o Relationship of the *Transportation Element* to the [DRAFT Island-wide Transportation Plan \(IWTP\)](#)
- o Approach to meeting Growth Management Act requirements for Transportation Element
- o Debrief from October 28th *Transportation Element* Workshop

8:10 PM PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

8:25 PM NEW/OLD BUSINESS

8:30 PM ADJOURN

****TIMES ARE ESTIMATES***

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

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



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, AUGUST 27, 2015
6:00 p.m.-9:00 p.m.
CITY COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WASHINGTON**

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure
REVIEW AND APPROVAL OF MINUTES - June 25 and July 9, 2015 Planning Commission Meetings

PUBLIC COMMENT - Accept public comment on off agenda items

UPDATE TO THE ISLAND-WIDE TRANSPORTATION PLAN - Briefing

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

2016 COMPREHENSIVE PLAN UPDATE

Glossary: Confirm 8/13 Commission Additions to the Glossary

Land Use Element: Confirm 8/13 Commission Revisions to DRAFT *Element*

Environmental Element

1. Review clarifying changes to DRAFT *Element*
2. Review public comment from July 22 Workshop, and resultant suggested policy amendments

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

NEW/OLD BUSINESS

ADJOURN

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure

Commission Chair Pearl called the meeting to order at 6:03 PM. Commissioners also present were Michael Lewars, Jon Quitslund, Maradel Gale, John Thomas and William Chester. Julie Kriegh was absent. City Staff present were Planning Director Kathy Cook, City Engineer Chris Hammer and Special Project Planner Jennifer Sutton. City Consultant Joe Tovar was also present. Administrative Specialist Jane Rasely monitored recording and prepared minutes.

There were not any disclosures of conflict.

REVIEW AND APPROVAL OF MINUTES - June 25 and July 9, 2015 Planning Commission Meetings

Commissioner Quitslund mentioned that in the July 9 minutes, the motion from the Parks District did not convey that the Commissioners requested BIMPRD Planner Perry Barrett draft specific language to go in the Comprehensive Plan. Since not all Commissioners had reviewed both sets of minutes, the motion to approve was tabled until the next meeting.

PUBLIC COMMENT - Accept public comment on off agenda items

None.

UPDATE TO THE ISLAND-WIDE TRANSPORTATION PLAN - Briefing

Planning Director Kathy Cook introduced the Island-Wide Transportation Plan (ITWP) as a functional plan giving its definition as a detailed assessment of existing conditions, current and future transportation needs and solutions as well as level of service targets. She stated the update of the ITWP that was currently underway would inform and support the rest of the Comp Plan update, most specifically the Transportation Element. Director Cook also introduced City Engineer Chris Hammer and Non-Motorized Transportation Committee member Don Willott.

Engineer Hammer provided an overview of the ITWP and the process used to update it. (See attached Power Point presentation.) He stated it was a limited update which was performed in conjunction with the Non-Motorized Transportation Committee. Work is expected to continue through the middle of 2016. Commissioner Lewars asked if it was the intent that this updated plan would be a basis to start the Transportation Element of the Comp Plan. That was confirmed. Commissioner Pearl stated he did not care for the approach of the IWTP. He felt the classification of Island roads should be revisited and focus on what they want the roads in the neighborhoods to be like and then work out from there. He felt there should be a few main thoroughfares that are improved and let the rest be neighborhood roads. Commissioner Pearl did not want to lose what they wanted the Island to be in this plan. Commissioner Quitslund felt the IWTP could begin with some re-articulation of the vision and goals. Commissioner Lewars asked for clarification of where deliberations will begin with the Transportation Element, from the 2004 Comp Plan or the IWTP. Director Cook stated it would be the 2004 Comp Plan, but that the IWTP may be an appendix to the updated Transportation Element.

Mr. Willott gave a brief history of the Land Use Committee spending a year and a half working on the Non-Motorized Plan at the turn of the century stating there was a lot of thought put into it. He spoke about the “greenway” system of providing a corridor for automobiles and a separate corridor for walkers and bicyclists.

Conversation continued centering on Chapters 4 and 5 encompassing Highway 305. Commissioner Pearl expressed concern that they were making comments on a very detailed document. He wanted to go back to the vision of what the Island’s transportation should look like because he did not like the direction the IWTP was going. Discussion continued about whether the Transportation Element should be reviewed sooner in the Comprehensive Plan Update process. Commissioner Gale mentioned the IWTP would be good to have available during the Transportation Element Workshop so the public could weigh in on it. Commissioner Chester felt the general concepts of the Comp Plan Transportation Element should have been done first before the detailed plan was revised. Commissioner Gale felt that there had to be a way for the public to comment on this. Engineer Hammer stated the whole point of providing an updated draft early was to give the Commission something to work with.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Robert Dashiell, Citizen – Was not aware the City was doing an Island-Wide Transportation Plan. He stated he discovered it had been going on for a considerable period of time when he recently

attended a Non-Motorized Transportation Committee (NMTC) meeting. Mr. Dashiell stated he was bothered by the following: On page 1-4, "Public involvement of the Plan will be limited to comments taken at regular Non-Motorized Transportation Committee meetings." He asked if the public had to go to the Non-Motorized Transportation Committee meeting in order to comment on the IWTP. He felt this was a transportation plan and they had their own Non-motorized Transportation Plan. Quite frankly, he was not sure what percentage of people ride bicycles on the Island, but if you attended one of the NMTC meetings, 90% of the conversation was about bicycles with the rest devoted to wheelchairs and trails. He felt 96% of the Island population did not ride bicycles. He further stated the IWTP (in the Comp Plan) was to solve level of service at intersections, look at land use and whether it needed to be adjusted to provide a better level of service. He thought the IWTP should be more car oriented. He didn't have any problem with the non-motorized sections they put into it, but he was not sure the public should have to go the NMTC meetings to hear about the IWTP. Another thing he was concerned about was the motor vehicle speed limits. He read, "Excessive vehicle speeds present the traveling public with greater risk for walkers, wheelchair users and bicycles." That was obvious to him. He stated the NMTC was working on an island-wide speed limit of 25 mph. That was presented by Vision 0 and was first sponsored by the Cascade Bicycle Club. He felt the public should be involved with this IWTP and he was confused with the Comp Plan Transportation Element and how they work together or affect each other.

Charles Schmid, Citizen – He thought the balance between walking and driving was really important, especially downtown where people should be walking more and not adding to congestion by driving. He went from there straight to Item 7 asking the Commissioners to please do not punch Ericksen through the small park at Hildebrand. This would just contribute to more speeding and congestion on Ericksen Ave and Winslow Way. It would also destroy one of the few pedestrian paths that do not border traffic. He also asked not to have Shepard Way punched through as well. He felt these were really important places that do not have cars on either side. He also spoke about integrating parks in the City would be a good way to go (with BIMPRD). He quoted from a letter written by Tom Greene, "The Park (at the end of Ericksen) is such an awesome break in the City when I zip through on my bicycle, which I do a lot. There is always somebody there walking or enjoying it. The Ericksen Avenue Park is an asset to the community, not just the Ericksen Avenue neighborhood. It was given to the City in good faith in perpetuity and should remain and if anything, it should be enhance. But if we would prefer to pave it and make Bainbridge just another cement jungle that succumbs to the car culture." He saw the detail that Mr. Hammer had put in the ITWP and he thought it was time to take a look at it and make it a good topic.

Debbi Lester, Citizen – Thanked the Planning Commission for allowing public comment. Ms. Lester stated she was there to speak about Figure 11.9 *Ericksen Avenue*. She stated the connection between Ericksen Ave and Hildebrand Lane would eliminate the existing connection through the bank parking lot and improve the mobility of the transportation system (page 79 of the Planning Commission packet). She stated Ericksen Park was frequently used. It was dedicated as mitigation for the building of the Safeway village. She told a story about a gentleman who brought his wife to enjoy the park every week until she passed away. Ms. Lester mentioned that Bart Berg made the original park designs that were regrettably were not completed and they should be completed. Rather than have people cut through the shopping center and have their wallets flying by, Hildebrand businesses should prefer having only customers coming to Hildebrand Lane to shop. She mentioned the wildlife she had seen there. She stated the neighborhood had agreed to a

southern entrance/exit as a compromise even though there was not originally supposed to be an entrance there. She spoke about how over time, people created the entrance by ignoring the left turn only signs and using what was supposed to be only an exit in both directions. She gave the 2009 history of property owners and nearby neighbors coming together to agree upon traffic calming measures of speed bumps and stop signs. The property owner put them in at his own expense. The concept was influenced by the Value Village in Seattle. There you find no direct thru roads, there are many angled turns, cross walks, raised speed bumps and multiple signs. There the pedestrians clearly have the right of way and it is welcoming. It is all about park your car, come walk around and shop. Ericksen Avenue is a major bicycle corridor for biking commuters preferred over Madison Ave and HWY 305 for its lower volume of auto traffic. The City should not take ownership of this private road as it would require building the road to City standards and require ongoing maintenance by the City. In taking ownership of the road, the City would also have to take a pollution clean-up as there is a perk contamination from a previous cleaning business. Along with that, there are legal issues about buying this park and the community has been there and she hoped they would respect the neighborhoods first rather than the automobile culture. Thank you very much.

2016 COMPREHENSIVE PLAN UPDATE

Planner Jennifer Sutton began discussion of the Comprehensive Plan by giving an overview of the changes made to the Glossary per the Commission's direction at the August 13, 2015 meeting.

Motion: I move that we say "so far, so good" for the glossary and add the definition of Climate Change.

Gale/Thomas: Unanimously approved 6-0

Discussion continued with changes to the Draft Land Use Element with Commissioner Quitslund asking for the Index to be brought up to date.

Motion: I move that we accept the revisions made by our Drafting Committee subject to review as we go through the process.

Lewars/Gale: Passed unanimously 6-0

Review of the Environmental Element began at 7:39 PM with an overview of the Staff recommended clarification & updates. (See attached Power Point presentation.) Planner Sutton listed areas of the Environmental Element that the Environmental Technical Advisory Committee (ETAC) will be looking at and giving comment to the Planning Commission about. Discussion of encouraging the replacement of non-certified woodstoves and wood burning fireplaces occurred. Protection of the remaining forest on the Island was also discussed. Commissioner Pearl asked that there be a policy encouraging retention of existing forest. The Drafting Committee was asked to come up with language that would encourage forest conservancy and discourage mining. Once the initial review of the Environmental Element draft was complete, review of public comment commenced. Commissioner Gale encouraged the other Commissioners to look over the public comments and let the Drafting Committee know if there are comments/ideas that should be included in the Element. Commissioner Chester asked for there to be something to discourage use of fertilizers with nitrates.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Charles Schmid, Citizen – Thanked Staff for the comment matrix and asked to see the Glossary on the screen. Asked that the definitions of “shall” and “should” match the definitions in the Shoreline Master Plan (SMP) stating consistency among ordinances is good if it could be accomplished. After comparing the definitions of both words between the glossary of the Comp Plan and the SMP, Mr. Schmid stated he felt the SMP definitions were much clearer. Commissioner Lewars did not see the need for consistency since the two documents were very different with the SMP having the force of law behind it. Commissioner Gale did not see why they could not be consistent and the same. There was discussion about whether the definition of “should” from the SMP was too strong for the way the Comprehensive Plan was using it. Mr. Schmid had other comments that he said he would send to the Commissioners. Director Cook asked Mr. Schmid to send the information before Tuesday, September 1, 2015. He agreed to do so.

NEW/OLD BUSINESS

None.

ADJOURN

The meeting was adjourned at 8:48 PM.

Accepted by

J. Mack Pearl, Chair

Jane Rasely, Administrative Specialist



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, SEPTEMBER 10, 2015
6:00 p.m.-9:00 p.m.
CITY COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WASHINGTON**

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure
EXECUTIVE SESSION

Potential Litigation (RCW 42.30.110(1)(i))

REVIEW AND APPROVAL OF MINUTES - June 25 and July 9, 2015 Planning Commission Meetings

PUBLIC COMMENT - Accept public comment on off agenda items

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

2016 COMPREHENSIVE PLAN UPDATE

Comprehensive Plan Amendment Applications

- Submitted by S. Thomas, to change the designation from OSR-2 to NSC for a property located at 4552 Point White Drive, immediately west of the Lynwood Center NSC area
- Submitted by A. Cainion, to change the designation from OSR-0.4 to NSC for a property on Fletcher Bay Road, immediately south of the Island Center NSC area

Glossary: Review and confirm modification of "Shall" and "Should" in *Glossary*

Environmental Element: Review changes to DRAFT *Element*

Economic Element: Review public comment from July 29 Workshop,

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

NEW/OLD BUSINESS

ADJOURN

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure

Planning Commission Meeting was called to order by Chair J. Mack Pearl at 6:00 PM.

Commissioners William Chester, Jon Quitslund, Michael Lewars and Maradel Gale were in attendance. John Thomas and Julie Kriegh were absent. City Staff present were City Attorney Lisa Marshall, Special Project Planner Jennifer Sutton, Associate Planner Christy Carr and Administrative Specialist Jane Rasely who monitored recording and prepared minutes. City Consultant Joe Tovar was also present.

EXECUTIVE SESSION - Potential Litigation (RCW 42.30.110(1)(i))

The regular Planning Commission meeting was suspended for an executive session. Chair Pearl informed the public: "The Planning Commission will adjourn to an executive session with legal counsel to discuss Potential Litigation pursuant to RCW 42.30.110(1)(i). The executive session will

begin at 6:00 PM, will be 1 hour long and will conclude at 7:00 PM. No action will be taken during executive session.”

Recording of the Planning Commission meeting was paused at 6:00 PM.

At 7:00 PM the Planning Commission re-entered Council Chambers and recording began again. Chair Pearl informed the public: “The Planning Commission has returned from an executive session where we discussed Potential Litigation pursuant to RCW 42.30.110(l)(i). No decisions were made.”

The agenda was reviewed. No conflicts were disclosed.

REVIEW AND APPROVAL OF MINUTES - June 25 and July 9, 2015 Planning Commission Meetings

**Motion: I move that we approve as distributed the minutes for June 25, 2015.
Gale/Quitslund – Passed unanimously 5-0**

**Motion: I move that we accept as distributed the minutes for July 9, 2015.
Gale/Chester – Passed unanimously 5-0**

PUBLIC COMMENT - Accept public comment on off agenda items
None.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Ron Peltier, Citizen – Commented on page 11 of the Environmental Element concerning sea level rise. He felt this section should include a mention of how this phenomenon would affect the Island’s aquifers. The salt water/fresh water interface was determined by the opposing pressure of the fresh water aquifer and the salt water. As the salt water rises, that interface could potential come in increasing the potential for salt water intrusion. Under Sea Level Rise in E and 8, he suggested they add something about the aquifers and potential impact from sea level rise. Commissioner Quitslund asked if this was not included with the issues related to sea level rise. Not any of the issues were laid out but this was going to a water management program, so the integrity of aquifers was part of that whole kettle of fish. He felt it was included among the issues to be addressed in accordance with that. He felt that even though they were talking about a single sentence, it was fairly comprehensive in nature. Mr. Peltier also spoke about two sections relating to climate change: sea level rise and greenhouse gases. He suggested they actually acknowledge climate change was happening, would have adverse impacts and was primarily caused by human activity. Commissioner Gale informed Mr. Peltier they had just received a large amount of information about climate change that day and she was recommending the information be forwarded to the Drafting Committee for incorporation into the Environmental Element. He thought that would be great. A passage Mr. Peltier had always liked on page 26 was read: “In pre-application conferences, as part of the review of development applications, (it used to say the City shall, now it’s just) encourage property owners to maximize the preservation of trees and maintain and enhance the quality of tree groves through appropriate site design and construction methods as well as space dedication of areas that contain those resources.” He questioned the removal of “the

City shall.” He knew they had not been doing it, but maybe they should leave it in there and encourage landowners to retain more trees and design with them.

William Palmer, Consultant to Andrew Cainion – Had a couple of points of clarification he wanted the Planning Commission to address. He stated he was there representing Andrew Cainion, whose Comprehensive Plan Amendment application was on the agenda for later that night. One of his questions had to do with the Consultant’s (Joe Tovar’s) text on Neighborhood Service Centers (NSC). He referenced the July 2, 2015 draft of the Land Use Element stating his concern was that the text did not address the site specific application that Mr. Cainion had filed. It recommended the only change to be in a 10 acre site on the NW corner of Miller and Battle Point Roads. Since that was the only recommendation in the Consultant’s package, he wondered how that fit with Mr. Cainion’s ability to proceed with his application or did it foreclose consideration of his application. He pointed out another reference for a special area planning process requirement for Rolling Bay Center (Land Use Policy 4.1) with a multi-year work program which seemed like a recipe for another 10 year delay. He wondered how these two things in the Consultant’s draft proposals affect what the Planning Commission can do at this point in time in light of the site specific application by Mr. Cainion. Chair Pearl stated at this time those were recommendations and the Plan was not in force at this time. He went on to say part of the discussion tonight was whether those processes are what the Commission wants or not.

Loyal Moore, Citizen – Moved to Bainbridge Island 20 years ago and has been a resident of the original Pleasant Beach Village for the last 10 years. When you move to an area, selecting a place to reside is a very significant decision. You look at the accommodation of the facility itself as far as the house and that’s pretty much a fix, so you make up your mind that maybe you will make a few revisions but the property around you may be the most important part of your decision. As far as where you want to reside and the conditions under which you want to reside there. The greatest protection as landowner is zoning and to casually change the complete complexion of an area as has happened in the Lynwood Center area by way of re-zoning takes away the protection they assumed they had with zoning doesn’t seem to exist. He felt the requested zoning change being considered tonight would have a tremendous impact as far as traffic and congestion. He questioned how soon there would need to be a traffic light in Lynwood Center. They were being inundated by a lot of people who just stroll the area, disregard for crosswalks and the more casual they are, the less involved they are in the community, the more likely they are to be indifferent to it. He had concern about the ultimate development of the area of the lumberyard containing the piles. If this was re-zoned, how could they be utilized? Could they be replaced? Would they be grandfathered in? That was something that could have a significant impact on the area and he would like it to be duly considered.

Ken Harrington, Citizen – President of the Pleasant Beach Village Homeowners Association. He stated they had a group of homes on the water immediately adjacent to the Thomas property which was on the agenda that night. He stated he had conversations with most of the homeowners and a lot of them have concerns about this (possible re-zone). The primary concern was that if the Thomas property was re-zoned to NSC, they have no idea what would happen next door to them. The residents would need a whole lot more information about what would happen should the re-zoning occur. He thought he could speak on behalf of virtually all the homeowners saying they would like to see the Special Planning Area Process followed for this even though it was less than an acres and even though the Schell Chelb estuary was immediately adjacent. It may not make commercial sense to add even more commercial to those that are already existing and are still

building in the area. He asked Commissioners to recall that the Planning Commission recommended in 2010 on the other property that these recommendations went through in order to avoid the Special Planning Area Process. Speaking for his association, he hoped they would NOT do that and that they would recommend using a Special Planning Area Process even if it was less than one acre.

Andrew Cainion, Landowner – Had a couple of comments regarding a letter directed to the Commission from Mr. Loverich. He asked them to look on page 4, item 4a reading, “During his attempt to get a permit for the subject property, we bid and attempted to buy the residential property at fair market value.” Mr. Cainion stated the property was never advertised. It was never set out to be sold and he did not know what the writer was trying to conclude there. Mr. Cainion wanted the Commissioners to know he had never put the property up for sale and it had never been advertised but somehow I had insulted my neighbor by not selling it to him. He had great concern that Mr. Loverich claimed there was seepage from the tanks that migrated across the road and contaminated his property. Mr. Cainion stated the property went through 4 years of remediation. He handed out a court document that concluded Mr. Cainion did not have any liability for the previous owner’s use of the land and the seepage resulting from it.

Wendy Tyner, Citizen – Represented the 28 farmers on the Island, the 19 restaurants that served locally grown food, 11 board members and 2 staff at Friends of the Farm. She thanked the Commission for allowing the public to offer their opinions and recommendations and asked if they all had the letter they had sent. She stated if you look back at the first Comp Plan that was written in 2004, there was a section that exemplified the importance of farming. She said it said in the Mission Statement that farming was important and more importantly, the Comp Plan also stated that 1% (180 acres) of public land would be devoted to farming. Thanks to the Planning Commission and City Council, there were 60 acres that were publically owned. Their goal was to continue that so they would reach the 180 acre amount. Council, Commissioners and Friends of the Farms have really strong values about the farmland heritage. It was evidenced through the 30 year lease signed through the City of Bainbridge Island supported by 100% of Council in December 2011. They wanted to encourage the Commissioners to look closely at the new Comp Plan and create a focal point for farmland preservation with a separate section isolated just to that. Some of the highlights could be to create a separate category just for agriculture, goals to acquire more public farmland or convert some existing public land into farmland. The community needs a really strong advocate that can support these ideals, Friends of the Farms being one. Another idea would be to have a Commission appointed from the City to advocate for public farmland. All of these things were important to them because of the land, the economic development, the educational opportunities, trails, wildlife corridors, open space, healthy water and the list goes on and on. She felt no one could disagree with the value of that. She welcomed the Commissioners to tour the public lands at any time offering up a Friends of the Farm board member to guide them so they could see what they had, what they have and really what they hope to have in the future. Thank you.

Charles Schmid, Citizen – Commented on the NSC re-zone at Pleasant Beach. He asked if they would please consider what was already in there, incentive to have shoreline access. Lynwood Center should have had shoreline access with all those condominiums and asked that they keep the language that was there in the Special Planning Area Process to ask for public access to the water. He also stated he would be willing to go back to what the 1994 Comp Plan definitions of “shall”

and “should” were. He felt the currently suggested definitions were adding things that should not be there and it should be put back the way it was.

Dean and Shannon Dierickx, Citizens – They wanted to speak about NSC 1.2 (about the re-zoning) stating they were the property directly east of the property being proposed for re-zone emphasizing that property had been in his wife’s family for many, many years. Larson Lumber had actually been her father and grandfather. For the record, they were vehemently opposed to the zoning change because they had a single family residence right next to it. With a lot of the changes already, they had experienced some of the disruptive behavior and safety issues as well as existing traffic with more to come. They wanted to point out tonight and via e-mail that they were against the Thomas comp plan amendment. Mrs. Dierickx also pointed out that as a real estate broker on the Island, she understood change and development, but first and foremost, she was an Islander who cared about her community. Being 3rd generation and having seen quite a bit of change all quite positive, but being a residence next to something like this definitely affects the value of our home and our beach, as well. She reiterated that they had already seen some changes down there some for the good and some just change. She would like it considered that there was a residence and neighborhood next door that this would drastically affect.

Lara Hansen, EcoAdapt – Thanked the Commissioners for holding the meeting to cover many issues. She wanted to cover topic 3 on the list of bulleted items pertaining to the Comprehensive Plan. She mentioned a memorandum and track changes document Commissioners had received earlier. She wanted to remind everyone that the Comprehensive Plan was about preparing their community for the future and as they took into account the needs of the people in the community, they needed to determine how to continue to meet those needs into the future giving the change that will no doubt be part of everyone’s life. She was particularly interested in making sure they considered climate change. She felt there was a very unique opportunity in updating the Comprehensive Plan to be thoughtful about this issue which was emerging for all society to figure out how to deal with. The Comp Plan, as the road map for the coming decades, has the opportunity to help us navigate that path successfully or to become a hindrance to making good decisions. She strongly urged the Commission to take into account climate change throughout the process and in all of the chapters. One of the key components she wanted to recommend was that in the Guiding Principles section of this entire document, that considering climate change as one of those Guiding Principles was a great opportunity to allow the underlying premise that this was something the community needed to be addressing. Additionally, she felt climate change needed to be included in many places in the Environmental Element especially as an Island because there were limited places to go and come. She projected that across much of the landscape of the United States, systems would be moving. Islands make that more challenging especially one that was being slowly developed and they would have to be much more thoughtful about how they plan for that. She thanked the Commission and stated she looked forward to coming back and speaking about further Elements in the Comprehensive Plan.

Marilyn McLauchlan, Citizen – Felt the Commissioners were the last ones to really listen to the people. She spoke about the Lynwood re-zone stating she had lived there a long time. She read BIMC, “The purpose of the Neighborhood Service Center is to provide a mix of neighborhood scale; residential, commercial and service activity that is compatible with the scale, character and the intensity of the surrounding residential neighborhood and minimizes the impact of noise, odor, light, lighting, fire hazard and transportation on the neighborhood and the impact on water quality, storm water runoff and critical areas.” To her, this was the essence of re-zoning or not re-zoning.

She said they should look to their neighborhood business right there at Pleasant Beach, make it good and do what you need to do instead of re-zoning and expanding it. We are now a city, which she was against, but here they were and Pleasant Beach was a beautiful area and many of her friends were developers and to be a developer was to push the envelope. As people, we need to look at it, we need to fight it, and we need to say what we have to say. Lynwood Center always had a grocery store and the movie theater and she felt that type of atmosphere could continue. It had been beautiful to this point, but this municipal code should be adhered to. She hoped the Commissioners would read the Code and know what they were up against. She knew that if a developer were to get a hold of the Thomas property (as they should try to do), a restaurant would go there. Noise travels over the water and that would be disastrous for the environment and the peaceful neighborhood.

Mona Lydon-Rochelle, Citizen – Stated she lived two residential homes west of the proposed Thomas re-zone. She gave what she called the human nature report after looking at the Police report. She listed increasing density, traffic as an issue, lewd sex on the beach, open alcohol consumption and urination on the beach. There was a children's park right there and there were some sex offenders listed on the Police report. Ms. Lydon-Rochelle stated she felt a little emotional about this and also demoralized with what happens with development. She wanted to know what was going on because this was a neighborhood. These were families. These were children. Who wanted another big development? She didn't understand it. The whole noise factor, the negative environmental impact and she didn't feel like people were being listened to. She implored them to look at the humanitarian aspect in this never mind the negative environmental impact on that beach and estuary. There were migratory birds that come through that area that people come from all over the state to look at. It just keeps escalating in terms of the development, so she really hoped they would be reticent and thoughtful and ethical when they looked at the re-zone.

Bruce Woolever, Citizen – Spoke about the Thomas residence. He heard all the emotional comments about the ugly developer. He stated Susan Thomas owned this piece of property and back in 1994 when the NSC was first talked about, that building was commercial and had been continually in use since it was built in 1911. It was a commercial piece of property. When the NSC was done, they put 2/3 in the NSC and the other part was not in the NSC. When you talk about the emotional part that was a taking. It was a down zoning as he saw it from commercial to residential. Thank you.

2016 COMPREHENSIVE PLAN UPDATE

Chair Pearl opened discussion of the S. Thomas Comprehensive Plan Amendment application by stating he was glad neighborhood citizens came to share their opinion, because he had been under the impression that no one really had opposition to the application. He felt there could be another way to resolve this zoning crossover. Commissioner Gale stated she thought the SPA process needed to be followed. Commissioner Lewars asked if the SPA process had to be done with every application that was received. Planner Sutton stated the policy was specific as to that for Rolling Bay and Island Center. The policy related to Lynwood Center reflects that an SPA has already happened and sub-area plan created and was silent as to whether it could be changed through a Comprehensive Plan Amendment versus a new sub-area plan. She continued by saying that since the Planning Commission was looking at policies as well as site specific amendments, she felt they could make a recommendation policy wise to support whichever way they chose to recommend. Commissioner Chester said he did not understand why/how a building could be divided into two

zones. Discussion of a boundary line adjustment to resolve the issue occurred. Commissioner Pearl asked if it would be problematic to develop the property as it sits in two different zones. Planner Sutton replied yes, it could theoretically be problematic.

Motion: I move that we recommend denial to the Thomas Comprehensive Plan Amendment and defer to the Special Planning Area Process for this one.
Gale/Quitslund – Passed unanimously 4-0

The Comprehensive Plan Amendment application by A. Cainion was discussed. Commissioner Lewars felt Mr. Cainion had been badly served by the City and that the language regarding Island Center with some “shalls” and a timeframe and asked for the Drafting Committee to work on it. Commissioner Quitslund stated the history of this application was something to be ashamed of. The conversation continued with arguments for the Special Planning Area process.

Motion: I move that we strengthen the policies around the Neighborhood Service Center Special Planning Process specifically page 4 of the current draft of the Land Use Element and page 11, Land Use 4.1 and 4.2.
Lewars/Chester - Passed Unanimously 4-0

Motion: I move the Commission recommend denial of the Cainion Comprehensive Plan Amendment application to change the zoning from OSR 0.4 to Neighborhood Service Center.
Lewars/Quitslund - Passed Unanimously 4-0

Commissioner Gale felt the definitions of “shall” and “should” ought to revert back to the original definitions in the 1994 Comprehensive Plan. It was decided the new definition of “shall” and the previous version of “should” would be used. Review of the changes made to the Environmental Element occurred. It was agreed the Drafting Committee would work on the topics of sea level rise and farm policies to add to the Element. Conversation continued around designated agricultural lands with input from City Consultant Joe Tovar about the City designating agricultural lands.

Commissioner Gale felt it was important to look at the submissions by the public and bring them back for discussion. Commissioner Quitslund wanted the Commission to look at what had so far been proposed in the Agricultural Lands Goal 20.

Planner Christy Carr spoke about the Agricultural Lands Inventory and its associated map. During discussion, she mentioned the publically owned Johnson Farm, which was purchased with General Fund monies, did not have any protection and was in the R-1 zone. At 14 acres, it could become 14 houses really quickly. She felt it was important for the Planning Commission to make a policy decision which would protect publically owned farm land in a consistent way, stating that was something they could do within the Comprehensive Plan.

Commissioner Gale asked if the consideration of AGR designation for City Owned land. She asked that it be put on the Drafting Committee’s agenda to bring back language about that.

Commissioner Pearl asked if anyone had any questions about the public comment from the Economic Element Workshop.

Planner Sutton clarified the direction the Commission was giving the Drafting Committee regarding EcoAdapt's comments on the Environmental Element. Commissioner Gale confirmed they would like the Drafting Committee to go over their suggestions and see where it would be appropriate to incorporate them.

Discussion continued on the public comments from the Economic Element focusing on the possible formation of an Island Utility with Commissioners Lewars and Chester against the idea.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Ron Peltier, Citizen – Encouraged the Commissioners to look at the power issue stating the campaign for Island Power was a way to talk about some of the issues related to our electricity and the power on the Island. When it goes to a public vote, the citizens may decide not to have our own power utility, but the campaign was part of the process and there were some issues there that might push PSE closer to making it easier to incorporate solar power. Getting PSE to work with the Island in regards to broadband. There were a number of issues and even if the Commissioners ended up not supporting Island power, he encouraged them to not just simplify it as “we just don’t want coal-fired energy.” There was a lot more to it than that. He agreed that it would be something the citizens would have an opportunity to vote on next February informing the Commissioners there would be a lot of forums for citizenry to hear the pros and cons of an Island utility. He thought that would be a good process for everyone to understand a little better issues related to power generation. Thank you.

Lara Hansen, EcoAdapt Consulting – Wanted to say two things about public power: 1) Asked the Commissioners to be cognizant in the crafting of the Comprehensive Plan language in several of the sections that the opportunity for such endeavors is left open and does not preclude such activities. Even if the community decided not to do so today, conditions may change in the future to where they would want to create a public utility. 2) Stated as a scientist that even though no, you would not know where your electrons came from, by selecting green energy and using energy that comes from something like Bonneville, which was what creating a public entity would allow the Island would do, would help decrease power costs because the power would be coming from Bonneville, you would actually be changing what the energy market was and saying we would be electing as a community that a certain percentage of the energy market was coming from a renewable energy source. You would essentially be changing the mix of what was running across those lines and moving the balance more toward renewable energy and farther away from fossil energy. No, your personal electron will not come from wind, but you would be changing that mix, decreasing greenhouse gas emissions and saving the planet for the future. Thank you.

Charles Schmid, Citizen – Read this line, “The use of ‘shall’ in the policy statement does not convert it into a regulation.” He thought he knew they meant it did not automatically convert it, but once the regulations were written, you go back to policy, like the Shoreline Plan, you have the policy and then you convert that to regulation. He wanted the Commissioners to confirm that was what they meant. He stated it would convert it to a regulation if you don’t do that. Chair Pearl stated they meant that it would have to go through a process to be converted. Mr. Schmid did not feel that line did what the Commission wanted.

Wendy Tyner, Citizen – Clarified one issue as it related to the appraised value of land that had been designated for agricultural purposes. There were a myriad of ways to do that and just because

land had been designated for agricultural purposes does NOT necessarily affect the appraised value to a lower extent. It could, but it didn't necessarily mean that it would. If the land was designated to be restricted and had development rights removed in perpetuity, it may affect the appraised value, but if it was equestrian land that was near your home would actually increase the appraised value of your home. What Friends of the Farms was embarking on at the moment, was to begin a whole program of options to help private landowners conserve their land through different kinds of opportunities whether an easement, trades or selling (TDRs), they did not know yet, but they were talking to the Land Trust to partner with them to help monitor some of the lands they were looking at that might have agricultural purposes. It was not a Friends of the Farms movement now, it was a bigger movement between Bainbridge Island Land Trust, the City and Friends of the Farms.

Commissioner Quitslund mentioned the display in the lobby of City Hall of the history of agricultural lands on the Island that had come through the Historic Preservation Commission in partnership with Friends of the Farms and the City.

Ron Peltier, Citizen – Wanted to add a thought about the discussion of Island power. He felt the discussion may bring up some issues that would be appropriate to have in one of the Elements, not necessarily as an endorsement, but just as some ideas and policies that it might suggest.

NEW/OLD BUSINESS

None.

ADJOURN

The meeting was adjourned at 8:48 PM.

Accepted by

J. Mack Pearl, Chair

Jane Rasely, Administrative Specialist



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

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure
PUBLIC COMMENT - Accept public comment on off agenda items
WATERFRONT PARK ROWING CENTER SITE PLAN AND DESIGN REVIEW, PLN50155
SPR - Public Meeting
ORDINANCE 2015-16, ACCESSORY DWELLING UNIT REGULATIONS - Study Session
PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
2016 COMPREHENSIVE PLAN UPDATE
 Land Use Element: Review and confirm new policy LU 1.5
 Glossary: Review and confirm modifications and additions in *Glossary*
 Environmental Element: Review changes to DRAFT *Element*
 Economic Element: Review public comment from July 29 Workshop
 1. Review clarifying changes to DRAFT *Element*
 2. Review public comment from July 22 Workshop, and resultant suggested policy
 amendments
PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
NEW/OLD BUSINESS
ADJOURN

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure

Chair J. Mack Pearl called the meeting to order at 6:01 PM. Planning Commissioners in attendance included Maradel Gale, Jon Quitslund, William Chester and Michael Killion. Michael Lewars and John Thomas were absent. City Staff in attendance were Planning Director Kathy Cook, City Attorney Lisa Marshall, Special Project Planner Jennifer Sutton and Senior Planner Heather Beckman. City Consultant Joe Tovar was also present. Administrative Specialist Jane Rasely monitored recording and prepared minutes.

Chair Pearl welcomed new member Michael Killion.

PUBLIC COMMENT - Accept public comment on off agenda items

None.

WATERFRONT PARK ROWING CENTER SITE PLAN AND DESIGN REVIEW (PLN50155 SPR) - Public Meeting

Senior Planner Heather Beckmann gave an overview of the proposal showing design schematics as well as introducing Development Engineer Mark Epstein from the Public Works Department who was available for questions and was also the project coordinator for the City's Waterfront Park improvement project. She mentioned that while the Rowing Center and Park improvements were to happen simultaneously, due to the nature of fundraising for the Rowing Club that may not happen. Commissioner Killion asked whether it was known how much of the sewer/water capacity the Rowing Club would be using. Ms. Beckmann stated the City's Operations and Maintenance Division worked closely with them regarding sewer and water capacity. She also said she could get that figure for the Commissioners. Commissioner Killion then asked about whether the developer had considered climate change in their project.

Bruce Anderson gave a brief description of the project highlighting answers to questions raised by the Commissioners. He mentioned they were trying to stay ahead of the code in regards to energy efficiency and use. He also mentioned they were coordinating with the City's project providing roof runoff being diverted to the City's rain garden as an example. Mr. Anderson also addressed parking needs and the conservative method used to calculate necessary parking if both the community space and the Senior Center were being used at capacity at the same time. He also spoke about the continued coordination necessary between the two projects. Discussion continued with use of the community space and water runoff from washing the rowing shells.

Jennifer Ames-Karren, Bainbridge Rowing - Offered information about fundraising in response to Commissioner Quitslund's question about the difficulty involved with that. She stated they were looking forward to having their permit to be able to continue attracting donors. That was really important to them going forward and their momentum would speed with that. Ms. Ames-Karren also said they had some early commitments from very dedicated people to Bainbridge Island Rowing which helped them be confident about what they could do in the future. There was not a specific date Bainbridge Rowing felt the project would start, but they did want to work in conjunction with the City's project to help alleviate any expense issues for both of them. It was mentioned they were 9 months into the 5 year lease they currently held allowing them to fundraise and begin the project within that timeframe. Commissioner Killion asked what the vision was for the Rowing Club and where they hoped to be in 5 to 10 years. Ms. Ames-Karren responded saying they had been a big part of the community and hoped to remain that way and provide a really attractive environment for rowers of all ages. They hoped to maintain what they had though they recognize there are capacity issues with the shape of Eagle Harbor and they hoped to expand their Master's program and attract people from the Kitsap area as well. They wanted to extend out to the neighboring communities.

Bruce Bal, Bainbridge Rowing - Mentioned they had removed the word "Club" from their organization to keep from seeming exclusive. They wanted to be inclusive to everyone in Kitsap County.

Motion: I move to recommend approval of the site plan and design subject to the conditions provided in Heather Beckmann's staff report.
Quitslund/Chester – Passed unanimously 5-0

ORDINANCE 2015-16, ACCESSORY DWELLING UNIT REGULATIONS - Study Session

Planner Jennifer Sutton gave a brief summary of the ordinance highlighting the increased square footage of an Accessory Dwelling Unit (ADU). She also mentioned the Planning Commission had been tasked with this review by City Council. Chair Pearl stated he felt this subject was a lot bigger than it initially seemed. He continued the discussion by mentioning regulations from other local jurisdictions where their regulations were thought through with more in mind than just size. He suggested the Commission recommend the units had to be within a certain distance of each other and that water capacity should be taken into consideration. Planner Sutton confirmed that ADUs were not considered in the water capacity study. Commissioner Chester felt it was important not to lose sight of ADUs as an affordable housing option. He also spoke about the increased density stating he was not as concerned about the increase due to ADUs as he would be if it was okay to build two full sized houses on a lot. Conversation continued with the Health Department's requirement of a two bedroom drain field which would limit where ADUs could be built. Chair Pearl asked whether sewer capacity took into account the possibility of ADUs. Planner Sutton stated they did not.

Charles Schmid, Citizen – In 1990 our charter was to put the Kitsap Zoning Ordinance together with the Winslow one. In 1992, it was actually approved and the Kitsap one had Accessory Living Quarters. He stated one of the goals was originally to provide affordable housing. Mr. Schmid pointed out that in the "Whereas" they had would support City housing goals. He was worried that as the ADUs got larger they would get more expensive and the goal to have affordable housing units starts to go away. Mr. Schmid was worried that a subdivision could go in with 20 houses and 20 ADUs and that would double the density. Was that part of the goal? He mentioned another reason to have an ADU was to have someone living on site while the owner may be gone traveling. Mr. Schmid was also concerned about the ADUs being sold off or "condominiumized." He felt the Planning Commission needed to look at that and see if they are fulfilling the goals intended? He thought about 10 years ago it was required that the homeowner be in residence in order to maintain an ADU. Director Cook corroborated that but stated it was also removed later because there was not any way to monitor that regulation. Commissioner Quitslund asked Mr. Schmid whether he thought changing the size from 800 to 900 square feet would make a difference. Mr. Schmid replied that was like asking the difference between \$10 and \$11. He didn't know that it would make that much of a difference. He stated he did understand the stairway thing because stairways took a lot of space.

Discussion of maintaining the current size at 800 square feet ensued.

Scott Lawrence, Citizen – As far as the ownership of the property went, he felt that was really germane because one of the concerns was that there was not an end run around the idea of the ADU or you end up with a situation where you can legally have two parcels which could be owned by separate folks. (Chair Pearl interjected that was the way it currently was). Mr. Lawrence felt that defeated the purpose but stated on the other hand, he felt it was important to realize that if you had a larger home and rented their ADU to folks on the Island who may not be able to afford to buy but could rent and then the homeowner needs to retire or go somewhere else, the owners may not be able to occupy the residence, but they maintain ownership of the property. He wanted to know if the question around the ADU was really about it being a backdoor tool for development. If it remained as part of the single parcel, in other words, owned by one individual. Chair Pearl stated that it was not currently that way to which Mr. Lawrence replied that was a fairly new idea and he felt it was something the Planning Commission needed to look at. Chair Pearl told Mr. Lawrence

that was not something they could regulate. He felt they could at least look at the regulation of requiring the owner to live in the residence.

Teresa Muzzi, Citizen – Informed the Commissioners she had spoken to them back in June when ADUs were being discussed and that she had been pro 900 square feet. She stated she had plans by an architect for 800 square feet and it is fine, but really that 100 square feet is 10' x 10' just makes such a difference with what you can do. Her architect was really having a hard time squeezing in everything into the 500' living area. Ms. Muzzi stated she was one of the people who lived in her ADU and rented her main house and she was waiting for this decision to go through before she began remodeling her very tiny ADU. She hoped that by next year she would submitting her permit application. Ms. Muzzi admitted that 100 square feet did not sound like much and did not know how to convince the Commissioners of that and the people who were concerned that it was too large should know that it was pretty darn small. She reminded the Planning Commission that Bremerton had 1000 square feet and Kitsap County in general was 900 square feet. She admitted 1000 was pushing it but 900 with the stairwell exemption would really help.

Charles Schmid, Citizen – Was wondering what the data for the ADUs that were sold was and did it match the goal of affordable housing. It would be interesting to know if they had increased the price of the ADUs.

Bruce Weiland, Citizen – Felt it was important when considering issues of affordable housing not just in this context but in the entire Comprehensive Plan process, was to realize that affordable housing tended to have a paradigm in people's minds, that there has to be an inexpensive rental so the guy who bags groceries can live in the community. That was one element of affordable housing but responsible and sophisticated affordable housing looks at it as a question of housing diversity. In other words, you want to have housing products at multiple levels. Maybe the young family doesn't need below market rent, what they need is a house they could afford so they could bring their kids into the school system here and become members of the community but they're looking for a house that's under \$300,000. When we use the word "affordable" we all jump up and say that's not affordable, but you need to move from affordability to housing diversity. Each one of these vehicles for ADUs, rentals, for selling ADUs separately, etc. Each of those things creates housing diversity with a variety of housing prices being affected by limitations put on those products. Mr. Weiland urged the Commission to bring in the broad thinking and recognize that housing diversity at all levels would be good for this community.

Sarah Blossom, Citizen – Provided full disclosure that she currently had an ADU permit in process and would not be voting on this issue when it arrived at City Council. Her situation was such that she could not have an ADU designed, so she purchased a kit that was 24' x 36' or 864 square feet. She needed to figure out how to chop off 64 square feet to make it work. She knows someone else on the Island who also bought this kit only theirs was 36'x36' so what the City had them do was add a firewall so their upstairs was divided into a living space with a staircase on the outside of the building and an indoor staircase to storage. She was hoping this ADU would be something that would help her afford her property and she would be able to rent it to a family member who was a single mom and for whom she would like to provide a two bedroom home because the one bedroom apartment she was currently living in was tight. She was disappointed because she did not think 900 square feet was a big deal but it certainly made a two bedroom more comfortable. Chair Pearl asked Ms. Blossom if this was a property with drain fields. She responded, "Yes." He asked if that

was creating an issue for her, but she stated it did not because her well was on a separate parcel otherwise it would.

Ron Peltier, Citizen – He mentioned that one of the conversations they had been having earlier in the Land Use discussion was where to put growth by perhaps expanding Neighborhood Service Centers or creating new nodes. Mr. Peltier wanted the Commissioners to take into consideration that ADUs would absorb some of the population growth they had been talking about through their growth allocations the State and County had given them and Council had accepted. He wondered if ADUs had been factored in on the zoning map. He thought it seemed like they should before pushing new growth onto the NSCs. He knew Rolling Bay would be having a meeting on the 30th about expanding the service center there. When the City looks at accommodating the growth, he hoped they would account for the capacity that exists in ADUs.

Chair Pearl asked if the Commissioners were ready to call for a public hearing. Commissioner Gale felt they needed to decide about the square footage issue. She felt 800 feet was adequate whereas Commissioner Quitslund felt there should be a rationale behind keeping it at 800 square feet. Commissioner Chester felt affordability was the only rationale behind not increasing the square footage. He did not feel there was a big enough difference between 800 and 900 square feet to warrant limiting the regulation to 800.

Scott Lawrence, Citizen – Wondered if the solution might have to do with the size of a 2 car garage. He asked if anyone knew what the footprint of a 2 car garage was and therefore that would give you some square footage. Commissioner Chester stated it was about 625 square feet.

Director Cook confirmed that the Commission would like to go ahead and bring forward the Ordinance for a public hearing with a maximum of 900 square feet.

Bruce Weiland, Citizen – Stated that every condominium was made up of common areas owned by both owners together and then unit areas owned individually. The Condominium Statute as it was now written in the State of Washington allows the unit to be defined any way you want so you can do what they do in a high-rise in Seattle which is you define the unit by the interior paint of the apartment or you can do what they do on Madison Cottages right over here where they define the unit to be outside the walls of the structure so the structure itself is actually part of the unit. So, yes, the unit could include land, it's just a matter of where the declarant decides to draw that line between common area and unit. Mr. Weiland went on to state you could take any piece of real estate and impose a condominium ownership on it and define the unit as any portion of that real estate under State law. Assessment would follow ownership and each owner would have a separate assessment. He thought the Commission should not get caught up in the details of thinking about specific scenarios because each case was so completely individual and no one would be able to have that sort of perspective. Mr. Weiland urged them to not ladle on more obligations. He personally thought 900 square feet made sense simply because that may make the difference between a comfortable second bedroom which would allow actual families to take advantage of it rather than single individuals or couples.

Chair Pearl confirmed they wanted to move to a public hearing which Planner Sutton stated would be at the October 22, 2015 Planning Commission meeting due to noticing requirements.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

None.

2016 COMPREHENSIVE PLAN UPDATE

Planner Sutton reviewed the changes requested by the Planning Commission at their last meeting. Highlighted was new policy LU 1.5 which related to existing sub-area plans and the previous silence from the Comprehensive Plan on amendment applications within those sub-areas. Discussion of motions drafted by Commissioner Quitslund ensued with a determination that they were not appropriate at this time.

Planner Sutton continued the review with those changes and drafted language for the Glossary. The Commissioners then went on to review the Environmental Element. There was discussion about regulation of drones and whether there should even be reference to drones in the Comprehensive Plan. Transfer of Development Rights (TDRs) was also reviewed and which areas are eligible or should be eligible to participate in that program. The idea of having farm stands or places to sell farm goods besides on the actual farm was proposed by Commissioner Quitslund.

Ron Peltier, Citizen – Stated he knew the intent was good but the Commissioners might want to consider if they proliferate places to sell produce it would make it hard to verify that produce was grown on the Island or locally grown. That could raise issues of competing with the Farmers' Market, so that would be something to keep in mind.

Commissioner Quitslund suggested Policy EN 22.8 asking the City to consider establishing a Citizen Advisory Group on Agriculture citing a request from Friends of the Farms for such a committee. He felt the time was right to bring the different groups working toward preservation of agricultural land and open space together. Community forests, "green" building and recycling were all canvassed.

Ron Peltier, Citizen – Stated that one thing really needed was a place on the Island where people could drop off toxic household waste, paint products and that sort of stuff. Once a year drop-off means a lot of stuff ends up going in the garbage because it's not convenient for people. When we talk about wanting people to recycle, we have a pretty good recycling center, but we need to make it easy to get rid of the toxic products. The Commission agreed it would be nice to have it more than once a year.

It was decided the Drafting Committee would work on appropriate language in their next meeting.

Commissioner Quitslund thanked Ron Peltier for his comments on the Economic Element. Internet capabilities, lodging and tourism and affordable housing were mentioned in public comment. Commissioner Quitslund was especially concerned about how to influence the real estate market to serve the needs of the community and not the wants/desires of the developers.

Ron Peltier, Citizen – Offered up something Jane Silverstein said about looking at the economy in terms of capital. We tend to look at the economy too much as money, goods and services. The way

Jane had encouraged him to look at it was in terms of financial capital, social capital and natural capital. To have an economy, there has to be all three. Bainbridge Island economy has all of these. One of the important principles to understand was the natural capital part of it was not as adaptable as the others. Mr. Peltier went on to state the Planning Commission had touched on these ideas before and it was mentioned in the Five Overriding Principles that you had to look at finance and society a little differently than you do aquifers which will not adapt. It reminded him of a quote from the current Pope, who stated, “God always forgives, people sometimes forgive, but nature never forgives.” The idea was that without natural resources, we do not have much of an economy. The economy had depended a lot on the construction industry and we can’t keep doing that forever. We would have re-development but we will not always have this empty slate to keep building on.

Mimi Stewart, Citizen – Said if we looked over at Seattle, she felt quite a bit of the demand over here (on the Island) had been a result of what was happening over in Seattle. She thought we could learn a lot from them about affordable housing but we could not learn so much from them about open space and natural resources. We still have those here, but we can learn from other areas like Portland and the State of Oregon. Ms. Stewart stated she herself was from the City of Roseville in Minnesota that required with each new development there had to be certain percentage of open space with connectivity between that open space and within the open space a certain amount of the natural environment left. The result was interconnected trails, humans and buildings coming in and being a part of the natural landscape. She stated we still had that opportunity over here. She thought the Island would be getting a lot of pressure from Seattle that was pretty much getting paved over and then we would have high-end buyers over here, so unless we become that sort of fabric where humans are part of a bigger natural landscape. So we have to do something now. Thank you.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

None.

NEW/OLD BUSINESS

Director Cook asked if the Planning Commission would be available for a third meeting on October 29. The Commissioners were available then.

ADJOURN

The meeting was adjourned at 8:59 PM.

Accepted by

J. Mack Pearl, Chair

Jane Rasely, Administrative Specialist



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, OCTOBER 8, 2015
6:00 p.m.-8:00 p.m.
CITY COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WASHINGTON**

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure
REVIEW AND APPROVAL OF MINUTES

July 23, 2015 Planning Commission Meeting

August 13, 2015 Planning Commission Meeting

PUBLIC COMMENT - Accept public comment on off agenda items

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

2016 COMPREHENSIVE PLAN UPDATE

Environmental Element: Review changes to DRAFT *Element*

Economic Element: Review changes to DRAFT *Element*

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

NEW/OLD BUSINESS

ADJOURN

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure

Vice-Chair William Chester called the meeting to order at 6:02 PM. Commissioners in attendance were Michael Lewars, Maradel Gale, John Thomas and Michael Killion. Commissioners J. Mack Pearl and Jon Quitslund were absent and excused. City Staff in attendance were Planning Director Kathy Cook and Special Project Planner Jennifer Sutton. City Consultant Joe Tovar was also present. Administrative Specialist Jane Rasely monitored recording and prepared minutes.

The meeting agenda was reviewed and there were not any conflicts disclosed.

REVIEW AND APPROVAL OF MINUTES

July 23, 2015 Planning Commission Meeting

August 13, 2015 Planning Commission Meeting

Tabled until Commissioner Thomas arrived. The microphone system was reviewed.

PUBLIC COMMENT - Accept public comment on off agenda items

None.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

None.

2016 COMPREHENSIVE PLAN UPDATE

Environmental Element: Review changes to DRAFT Element

Economic Element: Review changes to DRAFT Element

It was decided the Planning Commission would review only those items that were underline/updated. Commissioner Lewars felt the revisions were great. Commissioner Gale mentioned the “pins” in the draft as items that were commented on by the public. There was discussion of Policy EN 6.16 and the word “essential” was struck.

Motion: I move that the Planning Commission provisionally adopt the Environmental Element as reviewed on 10/8/2015 with the understanding that it's open for subsequent change as the situations may dictate.

Gale/Lewars - Passed Unanimously 4-0

Planner Sutton presented an overview of the Economic Element stating City Manager Doug Schulze and Finance Director Ellen Schroer would have their comments ready for the next meeting. She also introduced City Intern Jenna Boyd who helped compile the Economic Profile in the night's presentation. Commissioner Gale asked if home based businesses were represented in **Figure 6: Bainbridge Island Business Patterns**. Ms. Boyd stated she would find out. Commissioner Lewars asked for the three tables on pages 21 and 22 of the previous Comprehensive Plan to be updated and added to the current draft of the Economic Element. There was concern expressed about the lack of participation from the businesses on the Island. Planner Sutton briefly recapped the types of items heard from the business community during the Listening Sessions in the Fall of 2014. She also reminded the Commissioners they could review the comments from those sessions by clicking on a link located on the Navigate Bainbridge webpage on the City's website. It was requested that City Staff try to engage the business owners in a more active manner. Director Cook offered to speak with the City's Community Engagement Specialist Kellie Stickney about reaching out to them. Commissioner Chester stated he was worried the Economic Element did not adequately reflect the reality on the Island. Commissioner Gale agreed that it should at least reflect the Island as a bedroom community for Seattle.

The Commissioners gave input into the language proposed by the Drafting Committee requesting they include internet based businesses and healthcare specifically.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Ron Peltier, Citizen – Was glad the Commissioners were talking about the role that commuting to Seattle and the amount of money that comes from off-island paychecks. He knew the City had a recent leakage report that highlighted the amount of money that leaks off the Island, but there was a lot of money that leaks ON to the Island. Mr. Peltier said that as a tradesperson who had worked on the Island for years that made it possible for people like him to work here because there were folks who could afford to hire him. He wondered of some of the numbers they had for businesses accounted for a lot of businesses that come here. General contractors, plumbers, electricians, the trades. Were they reflected in there? He felt they had a complex economic picture on Bainbridge Island. They spoke about housing and that mixed-use may provide affordable housing opportunities for those with a lesser income. He wanted to know what data they had to back that up. The cost of housing now, he did not know how

anyone who worked in a lot of the businesses here could afford to live on the Island if they didn't have family property or had already been established on the Island years ago. He thought this was a really complex element and he felt they were missing some of the essential data needed to intelligently look at the whole picture. What tools were there to attain goals and policies we find desirable. He said he tended to react when he heard that more housing should be built because that would help the workers be able to afford to live here because he did not actually believe that was true. From what he had observed, those workers have to compete with people who work in Seattle and they would not be able to compete for housing.

Commissioner Gale expressed concerns about what could be really do about creating the economic climate. Commissioner Thomas stated he did not really think of Bainbridge as an island economically because it was connected to Seattle. Director Cook mentioned the Island was also connected to Kitsap County.

NEW/OLD BUSINESS

Minutes were revisited with the arrival of Commissioner John Thomas.

Motion: I move we approve the minutes as presented.

Lewars/Thomas: Passed Unanimously – 4-0

ADJOURN

Meeting was adjourned at 7:14 PM.

Approved by:

J. Mack Pearl, Chair

Jane Rasely, Administrative Specialist



City of Bainbridge Island
PLANNING & COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Planning Commission

FROM: Jennifer Sutton, AICP
Special Project Planner

Kathy Cook
Director

DATE: November 12, 2015

RE: Study Session on Comprehensive Plan Update: *Economic and Transportation Elements*

On November 12, the Planning Commission will continue to review the *Economic Element* and begin review of the *Transportation Element* with staff and consultant led discussion of State Route (SR) 305 planning, the [DRAFT Island-wide Transportation Plan](#), and Growth Management Act requirements.

I. REVIEW DRAFT ECONOMIC ELEMENT

The Planning Commission continued discussion of the *Economic Element* at the October 22 meeting. The Commission suggested some changes to the draft and policy additions including:

- Policies should recognize that the quality of Bainbridge Island schools attracts families to move to the Island; and
- The building and construction industry is a substantial part of the Island's economy, therefore goals/policies should be added to acknowledge that sector; and
- The Island's aging demographics contribute to healthcare services becoming an even greater part of the Island economy.

The drafting committee met with staff and consultant Joe Tovar on October 27 and November 3, resulting in new Goals and Policies *Services Sector* and *Building, Design, and Construction Sector*. Additionally, the drafting committee added policies under *Goal 1 Diversified Economy* that encourage the City to develop and monitor an "Economic Vitality Strategy". The *DRAFT Economic Element* is attached. Changes made to the DRAFT since the October 22 Planning Commission meeting are highlighted in yellow.

Planning Commission Action: Review and confirm amendments to the *Economic Element*. The changes are shown in strikethrough/underline formatting, and changes made since the October 22

Planning Commission meeting are highlighted in yellow. Due to time considerations, staff recommends that the Planning Commission not walk through each change at the November 12 meeting. Instead, please be prepared to identify any changes that raise questions or concerns and propose additional modifications.

II. *Transportation Element Information & Workshop Debrief*

The 2004 Comprehensive Plan *Transportation Element* is attached. The City's [Non-motorized Transportation Plan](#) is a subelement of the *Transportation Element*, can be viewed from the [City's website](#).

Public Comment from the October 28 *Transportation Element* Workshop is attached. The Planning Commission heard public comments at that workshop, and at spring 2015 Listening Sessions about the worsening traffic on State Route (SR) 305. The state legislature has allocated funding in the recent state budget for SR 305 Corridor Study Improvements. Information about that state funded work is attached. At the November 12 meeting, the Department of Public Works will summarize what has been funded, and answer questions about SR 305 planning. Public Works will also discuss the [DRAFT Island-wide Transportation Plan](#) and its relationship to the *Transportation Element*.

The City's planning consultant, Joe Tovar, has prepared a memorandum (attached) clarifying the Growth Management Act requirements for Transportation Elements, and will present this information to the Planning Commission.

Planning Commission Action: The Commission should ask questions of staff and Mr. Tovar about the information presented, and discuss the public comment from the October 28 workshop. The Commission should provide direction to the drafting committee about policy changes to the *Transportation Element*. The Commission should also request what additional information is needed to assist in review of the *Transportation Element*.

III. NEXT STEPS

At the November 19 Special Planning Commission meeting, staff will bring back the next draft of the *Economic Element* reflecting the changes recommended by the Commission at the November 12 meeting. On November 19, the Planning Commission will begin to review the goals/policies of the *Transportation Element*.

The *Housing Element* Workshop has been scheduled for Thursday, December 3 at 6:30 p.m. .

IV. ATTACHMENTS

1. DRAFT *Economic Element*
2. Updated *Economic Profile*
3. 2004 Comprehensive Plan *Transportation Element*
4. Public Comment Table from 10/28 *Transportation Element* Workshop
5. SR 305 Planning Information: *West Sound Alliance Strategic Corridor Investments*
6. Tovar Memorandum on Growth Management Act requirements for Transportation Elements
7. Revised Comprehensive Plan Update Project Schedule

ECONOMIC ELEMENT

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ECONOMIC ELEMENT

WHAT IS AN ECONOMIC ELEMENT?

The future economy of Bainbridge Island is linked to the ~~overall~~ community's vision and strategy for dealing with future needs¹. A healthy, resilient economy, based on our collective future ~~the~~ vision of the Island, is a tool for accomplishing larger community goals that will help create a robust future.

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

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

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

THIS SECTION TO PLAN HISTORY SECTION IN APPENDIX

~~How was the Economic Element developed?~~

¹ RCW 36.70A.070(7)(c)

FRAMEWORK

Retain and enhance an economy that reinforces Bainbridge Island's diverse character and capitalizes on its assets, including: history and heritage, high educational attainment, diverse skills, artistic creativity, rural quality, agricultural base, natural resources, preserved open spaces, beaches and shorelines, maritime orientation, and proximity to the Seattle metropolitan area and the Kitsap Peninsula. These critical elements of our community identity and economy are all susceptible to anticipated changes in our climate, population and the subsequent responses we make with regard to that change. By considering these changes explicitly we can work to increase the resilience of our economy and thrive in the face of change.

Discussion: The Economic element is meant to be integrated with other parts of the Comprehensive Plan because the economy is intertwined with all aspects of community life. The Economic Element recommends goals and policies which recognize the following considerations:

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

Bainbridge Island residents have high incomes relative to the rest of the state and region. However, the prospect of functioning solely as ~~creating~~ an exclusive high-income bedroom community is not desirable. The Comprehensive Plan aims to foster a diversity of residents and business opportunities, as does the Economic Element. ~~Retaining agriculture and light manufacturing~~ Creating a diversity of jobs and affordable housing coupled with provisions for responding to market conditions and encouraging innovative business activity are important economic policy steps for the City's future.

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

Over half of Island-based ~~the Island's licensed~~ businesses are home-based. National studies indicate that small businesses provide impetus ~~are a spawning ground~~ for new business development and job creation. Existing land use codes and City business tax license structure are supportive of home-based and small-scale start-up businesses. This should be continued and expanded into a more complete continuum of opportunities for locating and capturing Island-grown business.

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

Bainbridge Island's quality of life is associated with forests and fields, waters and harbors, open space and abundant natural resources, and a thriving town center ~~such as quality drinking water, small population settlements and limited urban/suburban services.~~ These elements of Bainbridge Island are anticipated to be affected by climate change over the coming decades. ~~The Island's character incorporates economic activities that are tied to the~~

~~land as a source of livelihood and resource such as agriculture, horticulture, silvaculture, fishing and aquaculture, and value-added food and wood production.~~

~~Many kinds of activities, both residential and commercial, can locate in such an environment, but their growth and success, if not carefully stewardshiped, of our land and other resources- the foundation for our invaluable sense of place—will be necessary as we promote and permit new development, both residential and commercial. may have unintended consequences that alter the character that Bainbridge Islanders value so highly.~~

The Economic Element incorporates ~~fifteen~~ six goals and related policies as enumerated below. The order of the goals and policies does not in any way indicate preference or priority.

GOALS AND POLICIES

DIVERSIFIED ECONOMY

GOAL EC-1

~~Retain and enhance a diversified local economy.~~
Promote economic vitality, growth and stability.

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

Discussion: By providing for a diversity of enterprises ~~that which~~ both serve and employ local residents, Bainbridge Island is better able to withstand fluctuations in the larger regional economy. In addition, people who live and work in their community are available to invest time and money in their families, organizations, and community life. A key to a healthy, stable and vital ~~successful, diverse~~ local economy is to create and undertake business opportunities ~~that~~ anticipate and respond to conditions that affect our community. This can include identifying emerging markets, needs and trends such that Bainbridge Island is on the forefront benefitting from early leadership as they arise. ~~A diverse local economy will include economic activity along a continuum, from land-based businesses such as agriculture and home-based businesses, to small-scale business, retail, professional and personal services, technology and knowledge based businesses and light manufacturing.~~

Policy EC 1.1

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

Policy EC 1.2 ~~1.1~~

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

Discussion: Bainbridge Island is affected by regional, national, international and global environmental and economic trends that change over time. Many of the current environmental and economic conditions were not predicted at the time the City incorporated and unforeseen changes are to be expected in the future. While we cannot control global economic or environmental conditions we can support the local economy by providing policy direction and land use infrastructure to allow for and encourage robust economic activity that are prepared for and responsive to change.

Policy EC 1.3 1.2

Coordinate with local business groups to track commercial activity, identify trends and assess the economic health of Bainbridge Island.

GOAL 2**Policy EC 1.4**

Support entrepreneurship by providing adequate land use designations in keeping with the character of the Island, while avoiding investment in sectors/activities/infrastructure that will not remain relevant or viable under future conditions and therefore likely to damage the character of the island.

Policy EC 1.5

Discussion:—In order to provide opportunities for business enterprise along a continuum, adequate space must be provided for growth that recognizes and protects the Island's valued natural amenities, its limits of land and water and the quality of its residential neighborhoods. ~~Providing for a wide variety of non-retail activity in the Business/ Industrial District can help prevent the conversion of residential land and add to the vitality of the local economy.~~

Policy EC 1.6

Adopt an economic vitality strategy to identify creative and appropriate ways for the City to encourage and stimulate business activity.

Policy EC 1.7

Establish, maintain and share with interested parties a data base of indicators of the health of the sectors of the Island's economy.

Policy EC 1.8

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

INFRASTRUCTURE**GOAL EC-2 3**

Provide sufficient and resilient ~~adequate~~ infrastructure that is supportive of a healthy economy and environment.

Policy EC 2.1 3.1

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

Policy EC 2.2 3.2

~~Encourage/~~Support infrastructure enhancement to accommodate new information technology and changing conditions.

Policy EC 2.3

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

REVIEW WITH AND AFTER CAPITAL FACILITIES AND UTILITIES ELEMENTS

SUSTAINABILITY**GOAL EC-3 4**

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

Environmental protection is a value expressed in ~~three of the five overriding~~ the guiding principles that are the foundation of the Comprehensive Plan. ~~Studies also show that a~~ A quality environment promotes and enhances economic vitality of the community.

Policy EC 3.1 4.1

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

Policy EC 3.2 4.2

~~Develop and utilize methods to~~ Help businesses find markets for surplus materials, by-products and waste.

Policy EC 3.3 4.3

Encourage local enterprises to participate in programs such as the ~~Solid and Hazardous Kitsap County Waste Wise and Green Community Initiative EnviroStars programs of the Bremerton Kitsap County Health District and the Green Works program of the Kitsap County Public Works Department,~~ which that recognize and assist business efforts to protect the environment.

Policy EC 3.4 4.4

Encourage public sector solid waste reduction, reuse and recycling.

Policy EC 3.5 4.5

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

Discussion: ~~This "industrial ecology" model would be an appropriate application of Policy 2.6, Business/ Industrial Master Plan Process.~~

Policy EC 3.6

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

CIVIC LIFE
GOAL EC-4-5

Encourage a broad range of civic activities and organizations.

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

Policy EC 4.1 5.1

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

Policy EC 4.2 5.2

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

Policy EC 4.3 1.7a

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

Policy EC 4.4

Promote Bainbridge Island as a community for families with high quality schools, recreational opportunities, and a safe clean environment.

JOBS/HOUSING BALANCE

GOAL EC-5 6

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

Discussion: The Housing Element of the Comprehensive Plan provides several options for the development of affordable housing on the Island.

REVIEW WITH AND AFTER HOUSING ELEMENT

Policy EC 5.1 6.1

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

Policy EC 5.2

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



DEVELOPMENT IN CENTERS

GOAL EC-6

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

Policy EC 6.1

Create great central places that will help the Island economy prosper and provide a high quality of life that integrates transportation, the economy, and the environment, creating ancillary benefits such as decreasing pollution (including greenhouse gas emissions), protecting open space, and creating local family wage jobs.

Policy EC 6.2

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

Policy EC 6.3

Utilize urban design strategies and approaches to ensure that the built environment is appropriate for present and future conditions on our Island, including the impacts of climate change.

Policy EC 6.4

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

REVIEW WITH AND AFTER TRANSPORTATION ELEMENT

Policy EC 6.5

Promote emerging business sectors such as artisanal and craft producers, including microbreweries, distilleries and specialty foods, as well as low-impact, specialty manufacturing, including software, electronics and green technology.

Policy EC 6.6

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

Policy EC 6.7

Monitor parking requirements in the designated centers and revise them as needed to encourage business development, while reasonably accommodating parking demand. This should be done in concert with efforts to increase use of non-motorized transportation and improve our local environment.

PUBLIC/PRIVATE PARTNERSHIPS

GOAL EC-7

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

Policy EC 7.1

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

Policy EC 7.2

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

Policy EC 7.3

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

Policy EC 7.4

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

Policy EC 7.5

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

Policy EC 7.6

Support and enhance sports, nature, and other outdoor events and activities that attract visitors.

Policy EC 7.7

Support and model climate change preparedness and sustainability practices that ensure long-term business viability while attracting and protecting visitors, businesses and residents.

Policy EC 7.8

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

Policy EC 7.9

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

Policy EC 7.10

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

THE SMALL BUSINESS USES/DESIGNATION POLICIES ARE RECOMMENDED FOR DELETION BECAUSE THE ACTION HAS ALREADY BEEN TAKEN WITH REFINING AND ADDING TO B/I (FORMERLY L/M) ZONING USES

SMALL BUSINESS USES**GOAL EC-8****E-2.3**

~~Encourage Small Business uses in the Mixed Use Town Center (MUTC), the High School Road Districts and Neighborhood Service Centers (NSC) and Business/Industrial (B/I) District. Create affordable commercial space for small business uses by expanding the uses in B/I Districts Zone and exploring other potential opportunities. Encourage live work opportunities as a component of small business uses. Create development and performance standards for these uses within each zone.~~

~~**Discussion:** Because the nature of light manufacturing use is changing and declining, allowing for expanded use of the Business/Industrial Districts Zone can provide affordable space for a variety of small businesses.~~

Small Business Land Use Designation**Policy EC 8.1 2.4**

~~A new Small Business (SB) land use designation may be created to allow for non-retail business uses that have minimal impacts on the environment and surrounding uses. Permitted uses would include, but are not limited to, artists' studios, research and development, computer software development and manufacture, commercial kitchen for value-added farm product processing, duplicating services, and small-scale assembly. The purpose is to provide space for small-scale low-impact enterprises that have outgrown the home in a park-like development that is pleasingly designed and attractively landscaped. Creative ways of creating some establishing affordable commercial space should be considered, and live-work opportunities should be a component of the Small Business zone. Appropriate development and performance standards shall be developed that shall include restrictions on traffic, hours of operation and use of hazardous materials and requirements for the provision of open space.~~

RETAIL AND SERVICES**GOAL EC-8**

Maintain and enhance Winslow **as is** the commercial hub of Bainbridge Island, **while** **Position** the Neighborhood Service Centers **to provide the opportunities** for smaller-scale commercial and service activity **that is more localized** and ~~helps to reduce traffic congestion in Winslow.~~

Policy EC 8.1 1.10

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

Policy EC 8.2 1.11

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

Discussion: Most businesses in the Neighborhood Service Centers (NSCs) currently serve Island-wide clientele. With higher residential densities in and around the NSCs, small-scale retail and service providers may be attracted to these centers.

Policy EC 8.3 1.12

Promote and support a “Buy it on Bainbridge” program.

NEW GOAL
SERVICES SECTOR
GOAL EC-9

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

Policy EC 9.1

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

Policy EC 9.2

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

Policy EC 9.3

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

Policy EC 9.4

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

NEW GOAL
BUILDING DESIGN AND CONSTRUCTION SECTOR
GOAL EC-10

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

The professions and trades involved in design, construction, furnishing, renovation, and marketing of commercial and residential real estate constitute a large and very important sector of the Island’s economy. Productivity and profits within that sector are crucial factors in the stability and wellbeing of the entire community. The built environment is no less important than our natural resources in defining Bainbridge Island as a unique and attractive

place. Good development, in a community such as ours, must work within limits and be compatible with the environment.

Policy EC 10.1

Strive to make the City's development permit process more timely, fair and predictable.

Policy EC 10.2

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

TOURISM GOAL EC-11

Tourism is a key sector of the Island's economy and needs to be supported. Bainbridge Island provides unique opportunities for visitors to experience internationally recognized gardens, cultural centers, parks, and recreational events. The Washington State Ferry System is the state's largest tourist attraction and the Bainbridge Island-Seattle run is the most popular of the system's routes. The proximity to downtown Seattle by ferry foot passengers and other water-borne visitors gives the island a unique tourism advantage without the impacts of auto-traffic, congestion, and competition for parking.

Policy EC 11.1 1.13

Improve ~~Increase~~ pedestrian links between the ferry terminal, downtown Winslow, and the harbor. Visitors on foot and bicycle ~~should be encouraged~~ are preferred. The use of Encourage and support public transit and shuttles ~~should be encouraged~~.

Policy EC 11.2 1.14

The predominant focus of downtown Winslow should be to serve the commercial and social exchange-needs of Island residents.

Discussion: A vibrant, lively, pedestrian-oriented town center that provides a mix of commercial and residential uses is, of itself, a potential tourist destination. ~~Visitors arriving by foot from Seattle should be targeted as a secondary market.~~

Policy EC 11.3

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

Policy EC 11.4 1.15

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

Policy EC 11.5

Encourage bed and breakfasts and other creative tourist accommodation.

ARTS

GOAL EC-12

Continue to promote the arts as a significant component of the Bainbridge Island economy. Bainbridge Island has a vibrant arts community that is recognized as an important economic asset.

E 1.8

Recognize the arts as a significant component of the Bainbridge Island economy.

Policy EC 12.1 1.9

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

Policy EC 12.2

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

HOME-BASED BUSINESSES

GOAL EC-13

Nearly half of all licensed businesses on Bainbridge Island are reported as home-based. Foster home-based businesses as a A key to a present and future vital economy is engendering small scale, creative enterprise.

Nearly half of all businesses licensed on Bainbridge Island are reported as home-based. Bainbridge Island allows home based businesses in all zones, and 16.3% of the Island workforce works from home.

1.7

Continue to support home-based businesses, given their ability to address other goals such as reducing traffic, limiting greenhouse gas emissions, and encouraging responsible land use.

E 1.7a — MOVED TO CIVIC LIFE GOAL

Encourage local business groups, educational institutes, and other entities to provide continuing knowledge and skills development.

E 2.1

Expand the opportunities for home-based businesses.

DISCUSSION MOVED UP TO GOAL

Discussion: Nearly half of all licensed businesses on Bainbridge Island are reported as home based. Opportunities to expand these businesses are limited.

Policy EC 13.1 2.2

Continue Consider performance standards to harmonize minimize impacts of home-based businesses in residential neighborhoods.

Policy EC 13.2

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

AGRICULTURE GOAL EC-14

~~Bainbridge Island has a long history of agricultural enterprise which has declined in recent years. Recognize that farming is a part of the Island's heritage and contributes to the island's economy, overall quality of life by preserving the economic and cultural diversity of the community, providing high quality food products for residents, and by helping to retain the rural character of the Island that residents value so highly. Farming includes not only food products, but tree farming and livestock as well.~~

The Environmental and Land Use Elements contains several goals and policies intended to sustain and enhance agriculture. The following policies further those aims:

NOTE: POLICY E 1.3 IS DUPLICATED IN THE LAND USE AND ENVIRONMENTAL ELEMENTS

E 1.3

Protect and promote agricultural uses by:

- ~~Implementing a proactive Transfer of Development Rights (TDR) program.~~
- ~~Providing a permanent funding mechanism for the Purchase of Development Rights (PDR).~~
- ~~Strongly encouraging agricultural conservation easements as part of the Flexible Lot Design process.~~
- ~~Promoting and supporting existing farming activity as an appropriate use in the open space of clustered residential development or Business/ Industrial development.~~
- ~~Forming a farming advisory group to advise the City on strategies for preserving farmland.~~

Policy EC 14.1 1.4

Support the market for Island-grown agriculture products by:

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

Policy EC 14.2 1.5

Support a "living farms" program that ~~which~~ helps working farms through educational, historic, farmstay and tourist visits.

RECOMMEND MOVING POLICY EC 14.3 TO ENVIRONMENTAL ELEMENT

Policy EC 14.3 1.6

~~Encourage organic farming techniques, including an educational program to provide information on alternatives to chemical pesticides and herbicides. Work with the Conservation District and nonprofits to encourage farming that takes into account changing Island conditions with regard to hydrology, temperature, and other climatologically~~

influenced factors. Selection of crops and commodities that are adapted to future conditions and do not rely on chemical amendments that may adversely impact future water availability.

BUSINESS/INDUSTRIAL GOAL EC-15

The Business/Industrial (B/I) land use designation should provide space for job creating enterprises. Island based businesses provide the possibility of living and working in the community. It is the purpose of the Business/Industrial (B/I) land use designations to provide opportunities for light industrial and other non-retail activities. **The City should be prepared to respond to a changing marketplace and the business opportunities perceived by its citizens, when those opportunities require pre-existing infrastructure and well-designed accommodations in order to flourish.** that augment and extend Winslow and the Neighborhood Service Centers (NSC). Accommodating a variety of uses expands the ability of the City to respond and contribute to changing market demands by providing locations and facilities with development standards that minimize adverse impacts to the natural environment or undesirable effects upon the nearby residential, public or commercial property, including traffic, vibration, light, noise, and odor. Expanded uses in the Business/Industrial District contribute family wage jobs to the local economy in new fields such as technology or other low impact businesses.

Policy EC 15.1 1.16

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

Policy EC 15.2 2.5

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

- Proximity to existing B/I.
- The total amount of and expected need for B/I-zoned land.
- Compliance with all existing policies in the Land Use Element.
- Reasonable proximity to SR 305.
- **Availability of public sewer and water, or whether permitted uses might safely use wells and septic systems or other alternative systems that are approved by the Kitsap County Health District.**
- ~~Whether permitted uses might safely use wells and septic systems or other alternative systems that are approved by the Bremerton-Kitsap County Health District.~~
- Consideration of ~~nonpoint~~ pollution and aquifer recharge concerns identified in the Bainbridge Island Watersheds, 1995 report.
- Adjacency to non-residential land uses.
- Minimal impact to residential land uses, neighborhoods, and open space, ~~conservancy, and agriculture~~ areas.
- ~~The potential for quality open space of agricultural use.~~

E 2.6 THIS POLICY HAS BEEN IMPLEMENTED

~~Amend the Site Plan and Design Review process to include Business/ Industrial development applications, which shall include requirements for the following:~~

- ~~• Substantial quality open space.~~
- ~~• Perimeter buffers for maximum visual screening.~~
- ~~• Protection of critical areas.~~
- ~~• Creative site design that minimizes land alteration and provides maximum possible usable open space.~~
- ~~• Limited impervious surface.~~
- ~~• On-site re-use of stormwater runoff.~~

2.7 THIS POLICY HAS BEEN IMPLEMENTED

~~Business/Industrial development and performance standards shall include traffic impacts, noise and the use and handling of hazardous substances.~~

Policy EC 15.3 2.8

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

SUPPORTING INFORMATION

SEE UPDATED ECONOMIC PROFILE DOCUMENT

ECONOMIC ELEMENT SURVEY SUMMARY

MOVE TO “HISTORY” APPENDIX OF PLAN

ECONOMIC PROFILE

Current Economic Background

Bainbridge Island, located 35 minutes from downtown Seattle via ferry, is a vibrant, diverse community. With views of the snow-capped Olympic Mountains to the west and Mount Rainier to the east, Bainbridge Island is the closest getaway destination by ferry from Seattle. The area has a rich history and a unique culture of strong community engagement and sustainable environmental practices.

Demographics

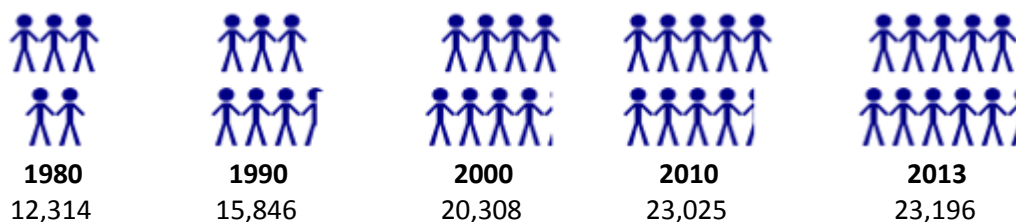
In 2015, Bainbridge Island is home to a community of over 23,000 citizens. Population has remained relatively stable over the past 15 years, after rapid growth between 1980 and 2000, see Figures 1 and 2.

Figure 1: Regional Population Growth

Bainbridge Island		Kitsap County		Washington State	
Population					
2013	23,196	2013	253,968	2013	6,971,406
Population Growth					
2000	20,308	2000	231,969	2000	5,894,121
% Change	12.5%	% Change	8.66%	% Change	15.45%

Source: 2000 U.S. Census and 2013 American Community Survey

Figure 2: Bainbridge Island Population Growth



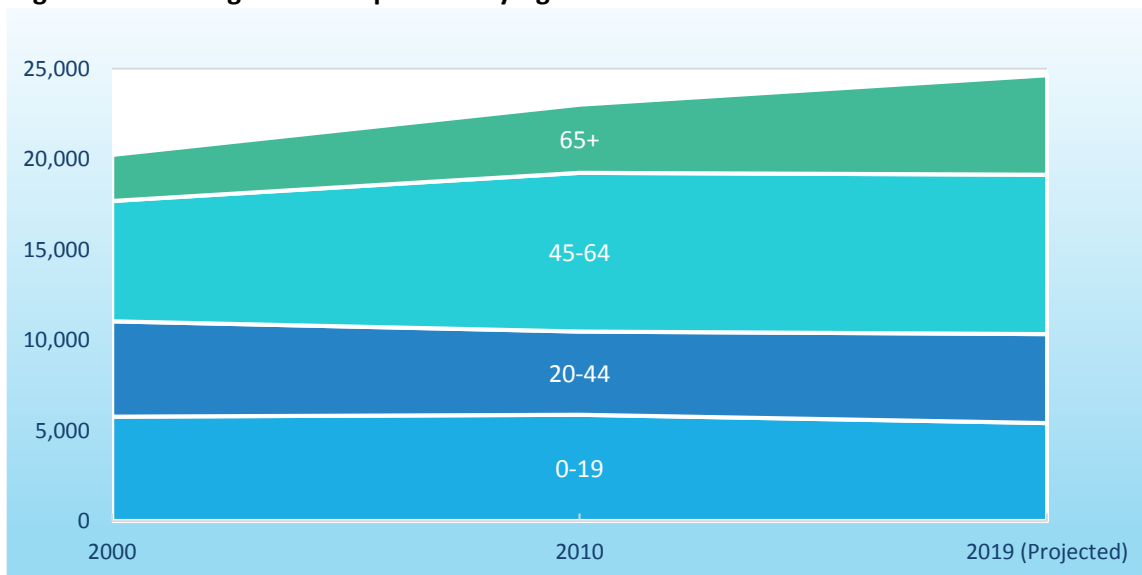
Source: 1980-2010 U.S. Census and 2013 American Community Survey

While modest population growth is anticipated to continue, the number of residents under 65 is expected to remain constant. In contrast, the number of residents aged 65 and above is growing rapidly, see Figure 3. The senior population is anticipated to increase more than 26% by 2019, which will affect the way the economy of the Island looks and operates as the needs and desires of its residents change.

An aging population typically spends less on clothing, transportation, and food but spends far more on health care. Services which give the ability for older residents to stay in their homes such as transit services, meal delivery, and in-home caregivers will be in greater demand in addition to other long-term

care options like assisted living facilities. Although their level of consumption may be more limited overall, seniors tend to have an increased demand for higher-end products. Ultimately, the changing demographics may necessitate a shift in resources away from education and childcare.

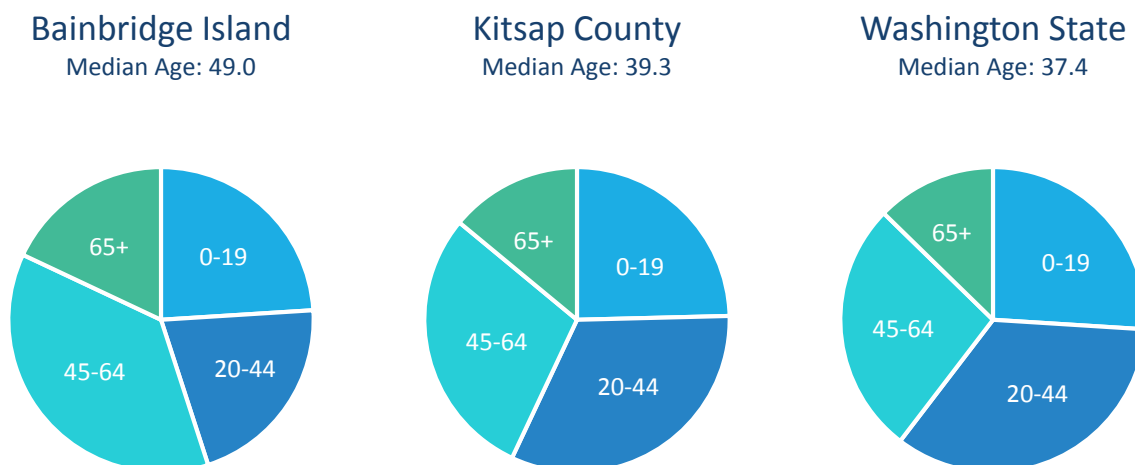
Figure 3: Bainbridge Island Population by Age



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

With the majority of the population above 45 years of age, the composition of the Bainbridge Island population is markedly different than that of both Kitsap County and Washington State. Further, the median age for Bainbridge Island is nearly 10 years older than that of Kitsap County and nearly 12 years older than that of Washington State, see Figure 4. Experian predicts that the median age on Bainbridge Island is projected to be greater than 50 years of age by 2019.

Figure 4: Population by Age

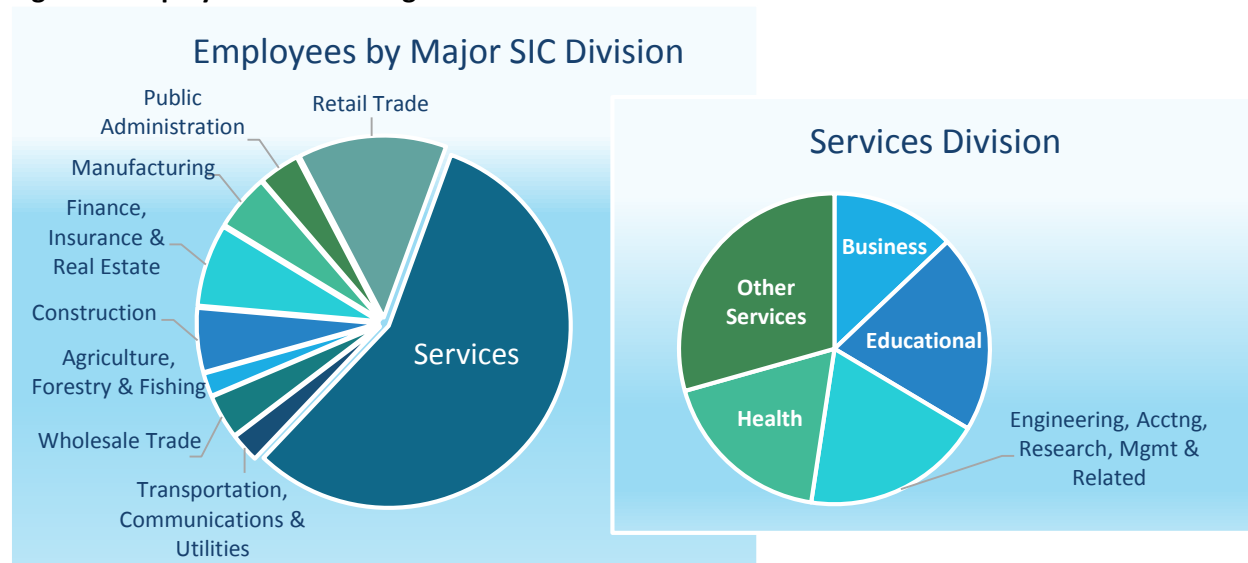


Source: Experian Census Area Projections & Estimates

Bainbridge Island Workforce

Residents enjoy a wide range of amenities. Cultural sites include the Bainbridge Island Museum of Art, Bainbridge Island Historical Museum, Bloedel Reserve, Islandwood, Japanese American Exclusion Memorial, and Bainbridge Performing Arts. The Island also boasts numerous galleries, shops, museums, bakeries, and restaurants. The majority of people employed on Bainbridge Island work within the services industry based on their standard industrial classification (SIC) per the Occupational Safety & Health Administration, see Figure 5. The primary services represented include health, education, business, engineering, and accounting.

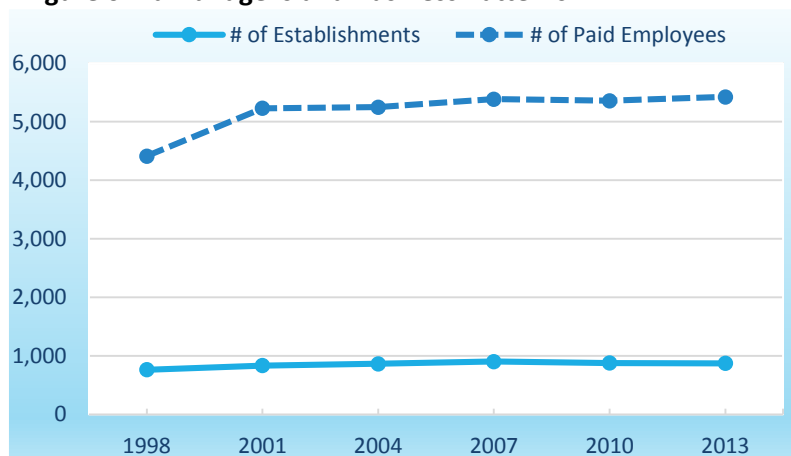
Figure 5: Employees on Bainbridge Island



Source: DemographicsNow

Both the number of people working on the Island and the number of business establishments has remained relatively stable since 2001, see Figure 6. Although the population has grown, the number of available jobs on the island has not increased proportionally.

Figure 6: Bainbridge Island Business Patterns



Source: U.S. Census Bureau, 2013 Zip Code Business Patterns

At 4.2%, unemployment on Bainbridge Island is lower than Kitsap County (6.3%) and Washington State (6.9%) and is projected by Experian to drop to 3.6% by 2019.

There are nearly 10,000 residents in the labor force, and with less than 6,000 jobs on the Island, it is clear that a number of Island residents must work elsewhere in Kitsap County or the nearby Seattle metropolitan area.

Islanders commute by car far less frequently than Kitsap County or the State as a whole, instead relying more heavily on public transit, see Figure 7. This translates to longer commute times, as the Bainbridge Island commute is longer by 13-18 minutes on average. Also significant in viewing commute patterns is the high number of residents who work at home, almost three times the percentage within Kitsap County or Washington.

Figure 7: Regional Commute Types

Commute Type	Bainbridge Island	Kitsap County	Washington State
Vehicle (Self or Carpool)	49.1%	78.6%	83.2%
Public Transit	25.3%	8.3%	5.8%
Worked at Home	16.3%	6.6%	5.4%
Walked	5.6%	4.4%	3.5%
Other Means	3.7%	2.1%	2.1%
Mean Commute Time (mins)	43.2	29.7	25.7

Source: 2013 American Community Survey

Figure 8: City Business License Information (10/8/15)

	# of Licenses	% of Total Licenses
On-Island Location	2198	68%
Home-based Businesses (included in On-Island Count)	1345	42%
Off-Island Location	1020	32%
Total Business Licenses	3218	100%

Figure 9. Bainbridge Island Home-Based Businesses by Type

Business Type	Number	%
Construction & Related Services	143	10.6%
Artists & Entertainment	141	10.5%
Management & Professional Services	111	8.3%
Marketing, Advertising & Graphic Design	109	8.1%
Accommodations, Real Estate & Related	90	6.7%
Health & Wellness	79	5.9%
Landscaping	60	4.5%
Engineering, Environmental, Scientific & Technical Services	57	4.2%
Computer & Technology	56	4.2%
Educational Services	50	3.7%
Finance, Investment & Accounting	44	3.3%
Fitness, Recreation & Related	43	3.2%
Legal Services	43	3.2%
Home Furnishings & Interior Design	41	3.1%
Nonprofit, Civic & Advocacy Organizations	38	2.8%
Miscellaneous	37	2.8%
Agriculture	30	2.2%
Food Services & Manufacturing	28	2.1%
Architects	24	1.8%
Machinery & Equipment	20	1.5%
Maintenance & Cleaning	19	1.4%
Travel & Transportation	17	1.3%
Pet Services	16	1.2%
Industrial Design & Manufacturing	14	1.0%
Personal Services	11	0.8%

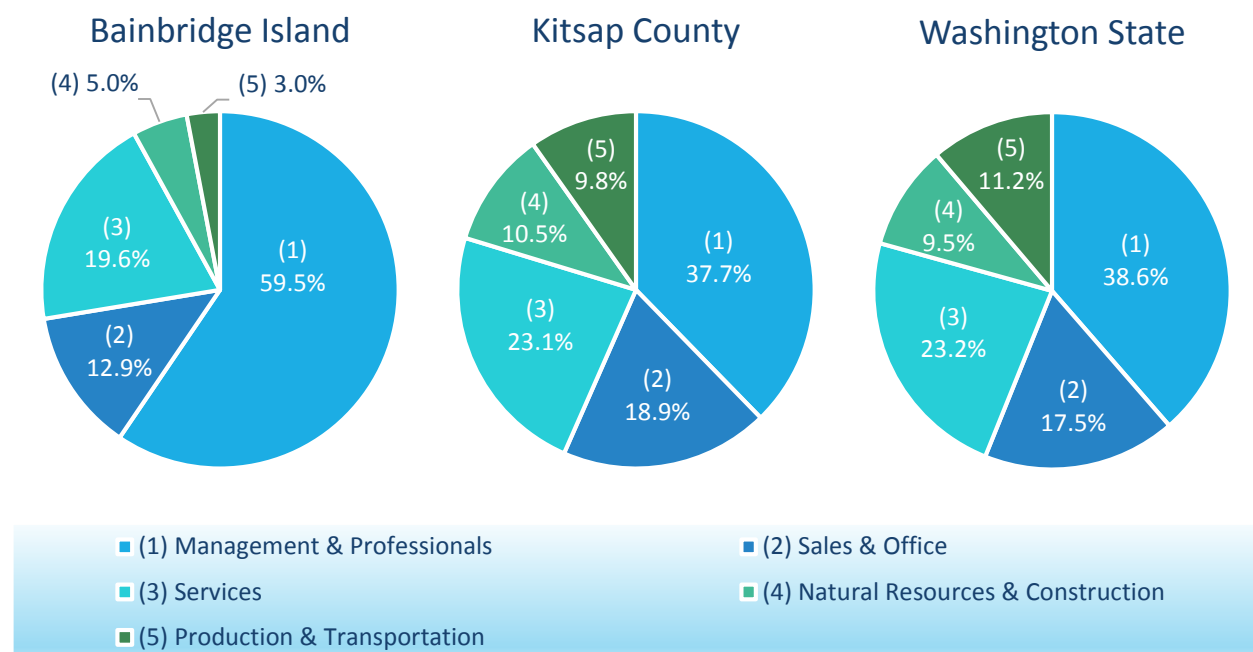
Business Type	Number	%
Childcare	8	0.6%
Clothing	7	0.5%
Water Utilities	5	0.4%
Florists	3	0.2%
Total	1,344	100.0%

Source: City of Bainbridge Island Business Licenses (10/8/15)

Based on the large number of Island residents working off-Island, the type of occupations in which they are employed gives a better indication of their financial means as opposed to analyzing the composition of Island jobs.

Bainbridge Island residents overwhelmingly hold professional or management positions: almost 60% of the workforce holds such positions, sharply contrasting with the less than 40% of Kitsap County or Washington residents that do, see Figure 8. These positions also tend to command a much higher salary than other types of positions.

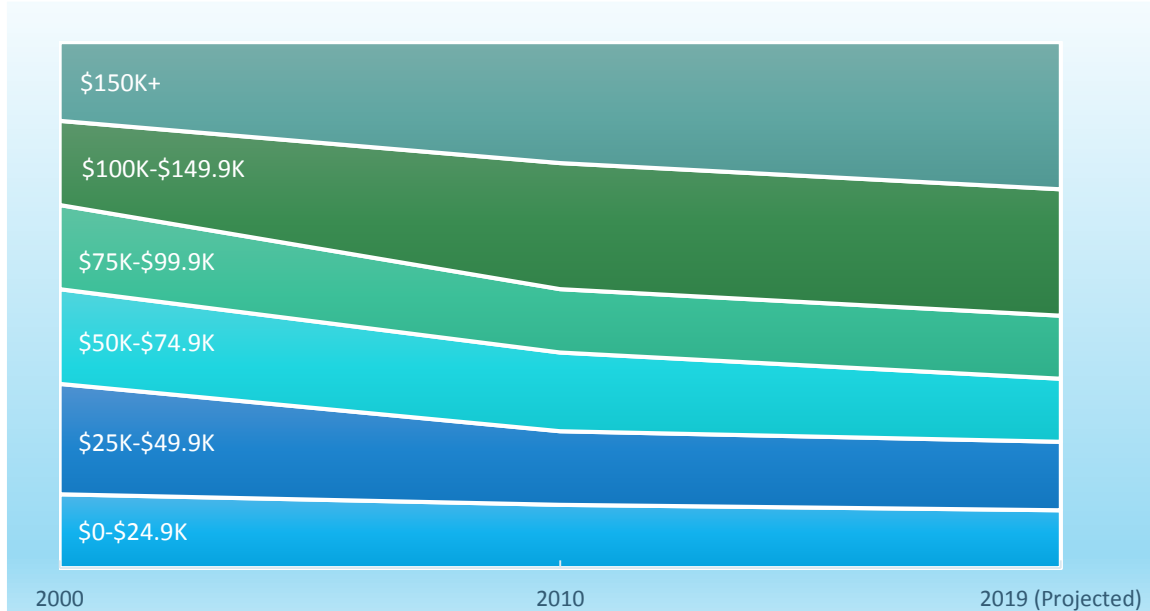
Figure 10: Workforce by Occupation



Source: 2013 American Community Survey

Since 2000, the proportion of Bainbridge Island households with incomes greater than \$100,000 has steadily increased with Island businesses benefitting from off-Island income. Bainbridge Island has significantly higher median household incomes, when compared to Kitsap County or Washington State, see Figures 9 and 10.

Figure 11: Proportion of Bainbridge Island Households by Income Bracket



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

Figure 12: Median Household Income

	2000	2010	2014	2019 (Projected)
Bainbridge Island	\$70,797	\$92,762	\$89,223	\$103,499
Kitsap County	\$46,923	\$62,712	\$59,362	\$68,859
Washington State	\$45,811	\$57,181	\$58,274	\$67,667

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

Living and Working in the Same Community

As shown previously in Figure 5, the majority of people employed on Bainbridge Island work in the services industry or retail trade. The corresponding wages paid to employees on the Island in these sectors show a much lower average wage than represented by the median household income, see Figures 10 (above) and 11.

Figure 13: Average Wages on Bainbridge Island by Industry

Industry Name	Average Annual Wage*
Health Care & Social Assistance	\$30,306
Other Services (excl. Public Administration)	\$29,576
Retail Trade	\$27,748
Arts, Entertainment & Recreation	\$21,257
Accommodation & Food Services	\$16,754
<i>*Average Annual Wage is calculated based on the total wages paid by reporting employers during calendar year 2014 and the average of the same 12 months employment for the same employers.</i>	

Source: Washington State Employment Security Department

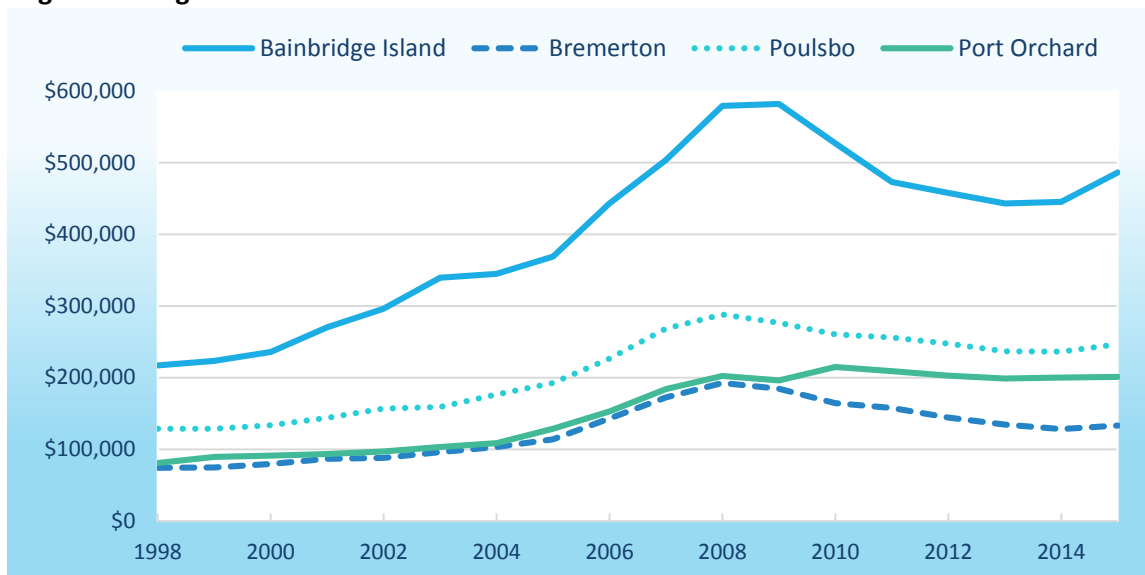
This disparity in income and wages could be the result of a number of different factors such as the prevalence of part-time work in these sectors or that a sizable portion of these employees reside off-Island. Regardless of the reason, it is clear that the wage and salary analysis above coupled with a highly competitive housing market indicates that many jobs within the Island economy cannot provide workers sufficient incomes to make living within the community possible, even for dual income households.

Bainbridge Island Residential Investment

Bainbridge Island is primarily a residential community. Just over 9,600 of the total 17,779 acres of the Island are developed for residential land uses. A majority of the remaining land has been kept undeveloped to maintain the unique rural character so highly regarded by Island residents.

Approximately 87% of all Bainbridge Island property value is in the form of residential property which has a 2015 assessed valuation of over \$5.3 billion per the Kitsap County Assessor. Home values on Bainbridge Island tend to be much higher than those in neighboring communities, see Figure 11. This represents an investment of some portion of the income imported into the community from well-paying jobs in Seattle and elsewhere in addition to employment on the Island.

Figure 14: Regional Median Assessed Home Values



Source: Kitsap County Assessor, Statement of Assessments 2001-2015

Residential investment also drives a portion of the local economy by supporting a demand for businesses such as home repair and remodeling, landscaping services, food service, auto repair, interior design, insurance, house cleaning, day care, and municipal services.

TRANSPORTATION ELEMENT

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TRANSPORTATION ELEMENT

INTRODUCTION

The most significant transportation priority for Bainbridge Island residents is the desire for a convenient and safe transportation system which strongly emphasizes alternatives to the automobile (transit, bicycle, and pedestrian) and yet retains the character of the Island – narrow, winding roads traversing forested, agricultural, and shoreside areas.

The 2004 update of the Transportation Element was guided in part by a Steering Committee. Members of the *Island-Wide Transportation Study (IWTS)* Steering Committee included a former mayor; a former City Council member; representatives from Team Winslow and the Municipal League; and citizens representing bicycling, traffic engineering, and community interests. Following an initial organization meeting, the steering committee was expanded to include representatives from Kitsap Transit, Bainbridge Island Fire Department, School District, Kitsap County, Suquamish Tribe, the Washington State Department of Transportation, and Washington State Ferries. The Steering Committee was responsible for the identification of transportation issues, update of the goals and policies, development of level of service standards, and recommendations for major transportation issues. A full account of the Steering Committee recommendations for future study and actions can be found in the *Island-Wide Transportation Study (IWTS)*, February 2004, which serves as the basis for the State requirements for this Element.

The draft goals and policies of the *IWTS* were reviewed by the Planning Commission in May 2002, and forwarded to the City Council's Public Works and Transportation Committee and Land Use Committee. The draft study was completed in July 2003 and shared with the Planning Commission and City Council in a joint workshop. The Council appointed a working group made up of three Council members and three Planning Commissioners to review the study. Several changes were made to clarify and augment the study. The study then went back to Council for public review and was accepted by the City Council on February 4, 2004.

The *IWTS* addresses and provides a detailed analysis of a variety of transportation issues affecting the community. Elements of the *IWTS* have been extracted to serve as the Transportation Element update to the Comprehensive Plan.

During development of the Element, conditions and issues that face the City of Bainbridge Island's transportation system were identified. Of primary concern was how future growth will affect the community, and how to preserve the character and livability of Bainbridge Island as traffic growth continues and the need for transportation improvements increases.

The following list briefly describes some of the community's transportation issues:

- **Environmental impacts** – The City has many environmental qualities that should be maintained. The community is concerned that these resources may be adversely impacted or lost to future roadway expansion and widening.
- **Neighborhood traffic impacts** – The growth of traffic on Bainbridge Island, particularly in the Winslow sub-area, has resulted in more vehicles on the street system. Increasingly, these impacts are felt on streets adjacent to major corridors. Residents of these streets feel that the impacts of high traffic volumes and travel speeds need to be controlled to maintain the quality of the neighborhood.
- **Roadway standards** – New roadways and reconstruction of older roadways must be built to an assigned set of engineering standards to ensure safety and mobility. These include the construction of appropriate roadway shoulders, along with the construction of bicycle and pedestrian facilities.
- **Roadway classification** – The City classifies its roadways to describe the function of the roadway (volumes, types of vehicles, etc.), to prioritize the allocation of resources for improvements, and for securing certain types of funding for operation and maintenance.
- **Roadway congestion** – Traffic on Island roadways, particularly on SR 305 and within Winslow, can result in a variety of other issues such as making it difficult to get around by automobile, traffic spilling over into adjacent neighborhoods, and making it more difficult for transit and non-motorized users.
- **Roadway connectivity** – Bainbridge Island's roadway system has few roadways that contribute to the development of a "network." Many parts of the Island have only a single way to access the area, such as the Point White/Crystal Springs or Agatewood areas. Mobility, emergency access, emission reduction, and circulation can all be improved with better roadway connections.
- **Roadways and intersections of concern** – There are some Island locations where there has been a history of or a potential for accidents. The perception of these locations as unsafe may also reduce use by non-motorized users who want to avoid a roadway or intersection that is uncomfortable for walking or bicycling.
- **SR 305** – A focus of the community's concerns surrounds the future of the SR 305 corridor. While the existing configuration of two lanes is adequate during off-peak hours, peak hour traffic coupled with surges from exiting ferry activities have resulted in high levels of congestion at multiple locations. This affects Island residents and off-Island commuters using the corridor, and increases the difficulty of cross-Island travel.

- **Ferry traffic** – Congestion related to ferry loading and unloading creates surges on Island roadways every 45 to 50 minutes. In the afternoon hours, impacts from ferry activities can snarl area traffic and cause traffic delays. The effects of ferry traffic are greatest on roadways nearest the ferry terminal and diminish with distance except along the SR 305 corridor.
- **Transit service** – Kitsap Transit has worked hard to improve transit services throughout the Island. The community would like to see if transit could be expanded during non-peak hours to outlying areas and provide improved service levels in areas such as Winslow to aid in downtown circulation.

GOALS AND POLICIES

TRANSPORTATION VISION

Provide a safe, dependable, properly maintained, fiscally and environmentally responsible multimodal transportation system that is consistent with and supports the other Elements of the Comprehensive Plan. The transportation system should respect community character, environment, and neighborhoods; improve mobility and safety; minimize impacts from regional facilities; and promote use of transit and non-motorized travel. The system needs to be regionally coordinated, adequately financed, and community supported.

GOAL 1: COMMUNITY CHARACTER

Develop transportation improvements that respect the Island's natural and historic character and are consistent with both the short- and long-term vision of the Comprehensive Plan.

TR 1.1 Scenic resource protection

Protect the Island's unique scenic resources along non-urban transportation corridors; require broad greenbelts and trees to screen parking and unwanted views and buffer noises between the roadway and development as identified in the Land Use Element.

TR 1.2 Road development guidelines

Encourage the appearance of winding, narrow roadways serving less densely developed areas through the provision for and retention of appropriate roadside vegetation and trees, and following of the natural topography whenever possible.

TR 1.3 Street design guidelines

Reflect the more urban nature of roadways within the Winslow Planning Area and within neighborhood centers by encouraging, where appropriate:

- crosswalks and sidewalks
- street trees and landscaping
- traffic-calming strategies and devices
- on-street public parking
- accommodations for transit stops and facilities
- bike facilities
- street lighting

TR 1.4 Street lighting guidelines

Minimize the use of street lighting outside of Winslow, except to address safety issues and where identified by the community in special planning areas.

TR 1.5 SR 305 scenic character

Retain the scenic character of SR 305 by minimizing the placement of signs, discouraging new access points, and maintaining vegetative buffers.

GOAL 2: ENVIRONMENT

Develop, operate, and maintain a transportation system that respects the natural environment, including the quality of the Island's air, water, and natural habitat.

TR 2.1 Environment sensitivity

Minimize impacts of road construction on environmentally sensitive areas; minimize damaging runoff and pollution from road use and maintenance; implement programs that encourage the planning of low-maintenance, vegetated groundcover and trees along roadways.

TR 2.2 Utilities

Where possible and consistent with the Utilities Element, the City shall require the undergrounding of overhead utilities to reduce the need for removal and maintenance of native vegetation.

TR 2.3 Air quality

Develop transportation plans and programs that improve traffic flow and consider the impact to air quality and support county, regional, and state air quality goals and requirements.

TR 2.4 Wildlife corridors

Minimize transportation impacts to identified wildlife corridor crossings so that adequate linkages for animal movement between habitat areas are maintained.

GOAL 3: NEIGHBORHOODS

Consider the special needs of neighborhood safety, pedestrian and bicycle facilities, transit use and facilities, and traffic flow in the development of transportation improvements that affect neighborhoods.

TR 3.1 Neighborhood cut-through traffic

Protect residential neighborhoods from the impacts of cut-through motor vehicle traffic by providing appropriate connecting routes and impact-minimizing design features for new developments and applying appropriate traffic-calming measures to control vehicle volumes while maintaining emergency vehicle response times.

TR 3.2 Neighborhood street development

Establish roadway standards to enhance the character of neighborhoods by providing appropriate street width, lighting for safety, curb cuts, pedestrian and bicycle facilities as consistent with the Comprehensive Plan.

TR 3.3 Neighborhood circulation

Develop a circulation and access management plan for neighborhoods and Neighborhood Service Centers so that as properties develop, connectivity and circulation are maintained, cut-through vehicle traffic is discouraged, and appropriate speeds are encouraged, while maintaining access and response times for emergency vehicles.

TR 3.4 Winslow street visualization plan

Develop a comprehensive physical and visual street plan for Winslow that addresses the character and needs of each street, the interface between streets, and the influence of adjoining land use development on street character, including amenities and other design features.

GOAL 4: OPERATIONS AND MOBILITY

Improve the operation and mobility of the Island’s transportation system through the identification and implementation of system improvements that maintain Level of Service (LOS) standards and meet the Comprehensive Plan goals.

TR 4.1 Road development guidelines

Construct, modify, and maintain roads to: 1) meet safety needs, 2) provide for transit, pedestrian travel, and bicycling, 3) correct LOS deficiencies, 4) improve connectivity and emergency response times, and 5) meet Comprehensive Plan goals, including Goal 1 and supporting policies that address community character.

TR 4.2 Street design guidelines

Set street design guidelines that use universal design principles; establish street widths; reflect the desired vehicle speeds; accommodate bicycle, pedestrian, and transit uses; and provide for emergency vehicle access while also considering community character.

Discussion: The use of “universal design principles” refers to design options such as meandering paths or extending ramps to mitigate curb cuts and grade changes in walkways.

TR 4.3 Roadway classifications

Set appropriate roadway classifications that consider designated land uses and the intent of the Comprehensive Plan, especially Goal 1 and supporting policies that address community character; and consider vehicle usage and traffic operations, such as bicycle, pedestrian and transit uses that are supported by the LOS standards established in this Element.

Discussion: Roadways are classified by use and then each classification is assigned a level of service standard (see policy TR 4.4), which in turn is used to assess the impacts of new development (see policy TR 4.6) on roadway function.

TR 4.4 Roadway LOS

Establish Level of Service standards for all Bainbridge Island transportation facilities, including non-motorized, using the best industry standards that measure all modes of travel, the performance of the existing transportation system, quantify the traffic impacts of future development, and prioritize improvements to the transportation system.

The Public Works Director, with approval of the City Council, may modify the minimum LOS for certain street segments or intersections in the “urban zone” of Winslow to further the goals and policies of the Winslow Master Plan that are intended to create an efficient, safe and interesting pedestrian environment, provide for efficient multimodal transportation including transit and bicycle circulations, minimize impacts to the natural environment, and support Winslow as the commercial, cultural and community center of the Island by allowing context-sensitive design. Such modifications must analyze all modes of travel and the design must address the physical context.

Discussion: Any effort to establish LOS standards for City transportation facilities must incorporate State and County facilities, the LOS designations for those facilities, the integration of the traffic patterns on those facilities and impact on City transportation facilities. The City will actively work to create the highest degree of consistency between LOS standards for all transportation systems and facilities. See also: Policy 6.1 (SR 305 LOS) and Policy 8.1 (Kitsap County Transit LOS).

Context-Sensitive Design is a collaborative, inter-disciplinary approach to developing a facility that fits its physical setting while maintaining safety and mobility. The design of street improvements must consider the surrounding context and impacts, and materials and construction methods.

The City will research tools for establishing industry-accepted LOS standards, including the current edition of the Institute of Transportation Engineers (ITE) System Manual, and work toward the highest degree of integration for all modes of transportation when developing level of service standards.

TR 4.5 Concurrency management

Follow the City’s concurrency ordinance and determine the expected transportation impact of proposed development on the available capacity of the roadway system. Before issuing a “concurrency certificate” or development approval for any proposed land use application, the City shall: a) ensure compliance with State Law which requires that there are adequate transportation facilities or that improvements are scheduled and funded for completion within 6 years, and b) address the cumulative transportation impacts of future development.

Discussion: The Public Works Department is responsible for the review of traffic studies that analyze the anticipated impacts for proposed land use actions. If the development will adversely affect the established LOS, the City Engineer will apply the required conditions necessary for infrastructure improvements that mitigate the anticipated impacts of the development. These conditions would then become part of the requirements for project approval.

Cumulative impacts are the impacts on the environment which result from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions. Cumulative impacts should be considered as part of the concurrency review.

TR 4.6 Access management

Develop access management programs to control the location and number of curb cuts.

TR 4.7 Truck corridors

Designate truck corridors to allow the efficient movement of goods and freight within the transportation system.

TR 4.8 Island mobility

Identify and support improvements that will improve connectivity across SR 305.

TR 4.9 Acquisition of transportation facilities

Secure easements or other land dedication for transportation facilities through development mitigation, donation, tax incentives/exception programs, or direct acquisition.

TR 4.10 LOS reassessment

If the adopted LOS standard cannot be maintained due to funding shortfalls, conflicting priorities with other policies, or other events, the City shall evaluate and revise the adopted LOS standard, restrict land use development as required, or institute other actions consistent with LOS reassessment strategy described in the *Island-Wide Transportation Study*.

GOAL 5: SAFETY AND MAINTENANCE

Support the safe use of the transportation system by maintaining the roadway system and including necessary safety enhancements in transportation improvement projects.

TR 5.1 Maintenance is a priority

Include transportation projects in the Capital Facilities Plan and adequate operation and maintenance funding in the City budget to ensure that the transportation system infrastructure is maintained in a safe and usable condition.

TR 5.2 Street lighting guidelines

Provide street lighting to address safety issues. Light design and placement should minimize glare and light spillage, and maximize visibility of pedestrians and bicyclists.

GOAL 6: SR 305 / THROUGH TRAFFIC

Coordinate with WSDOT to ensure that state facility improvements meet the goals of the Bainbridge Island transportation vision and Comprehensive Plan, and minimize impacts to the local transportation system.

TR 6.1 SR 305 LOS standard

Adopt the Level of Service standard for SR 305 and the adjoining City facilities. Work with the State to facilitate the flow of traffic Island-wide, including commute traffic and cross-Island traffic and integrate the state-owned facilities into the City transportation plan.

TR 6.2 Bridge restrictions to Island

Oppose any proposal to construct any new bridges to Bainbridge Island.

TR 6.3 SR 305 improvements and safety

Support incremental improvements for SR 305 to reduce congestion and improve safety for through traffic, local traffic, non-motorized and transit users. These improvements should particularly address congestion and safety of cross-highway vehicle and non-motorized traffic and provision of a safe bicycle corridor along all sections of SR 305.

TR 6.4 Park-and-Ride facilities

Encourage the development of park-and-ride lots near commuters' point of origin throughout Kitsap County in order to minimize traffic impacts along SR 305.

TR 6.5 Impact to State facilities

Evaluate the Comprehensive Plan's land use designations to assess their impact on all roadways, including State-owned facilities, and include as part of the Transportation Element.

TR 6.6 Improvements to off-Island State facilities

Encourage off-Island projects that will mitigate on-Island congestion to SR 305.

GOAL 7: FERRY SERVICE

Coordinate with WSF and other possible providers to operate ferry service to Bainbridge Island that meets local service and commuter needs, coordinates with all travel modes, and provides equitable regional service.

TR 7.1 Parity of ferry services

Support efforts to expand or create new ferry services from Bremerton, Kingston, and Southworth in order to equalize the service of each ferry route and create more balanced peak hour travel times, and provide ferry capacity close to user's origin and destination.

TR 7.2 Ferry priority

Support the ferry system efforts to maximize the convenience of pedestrian, bicycle, transit, and HOV use on ferry runs through providing priority status and improvement to encourage non-SOV use.

TR 7.3 Passenger ferry options

Encourage innovative service options for foot ferry passengers such as water taxi and passenger ferry service to and from various areas of the Puget Sound region.

GOAL 8: TRANSIT

Encourage the use of public transit and encourage transit agencies to operate and maintain local and regional transit service and facilities that reduce the need for single-occupant vehicles and support the needs of transit-dependent users.

TR 8.1 Transit LOS

Encourage a transit LOS standard that identifies deficiencies and program improvement needs as defined in the Kitsap Transit Plan.

TR 8.2 Public transit ferry access

Support actions from Metro, Sound Transit, Kitsap Transit, or other appropriate agencies that:

- Improve public transit from the Seattle ferry terminal directly to popular destinations in the Seattle metropolitan area, as well as Sea-Tac Airport.
- Promote the availability of public transit service to ferry commuters and for special events.
- Evaluate how to improve the utility of the waterfront streetcar line for ferry commuters.
- Adjust bus schedules to meet ferry arrival and departure times and improve service throughout the day and during evening hours.
- Provide information on the ferryboats and at the ferry terminals regarding transit options.

TR 8.3 Multiple-use park-and-ride lots

Encourage park-and-ride use of multiple-use lots such as those located at churches, near transit connections or other locations and promote the use of those lots to Island residents.

TR 8.4 Expansion of Island transit

Support the expansion of Island transit services that target:

- Ferry commuters;
- Non-ferry commuters, including Island employees;
- Connection of High School Road and Winslow Way;
- Non-commuter travel to other Kitsap County service and employment areas;
- Intra-Island connection to Neighborhood Service Centers and residential areas; and
- Transit dependent access, including addressing the access needs of youth, the elderly and disabled transit users.

GOAL 9: NON-MOTORIZED

Facilitate the implementation of the goals and policies of the City of Bainbridge Island Non-Motorized Transportation Plan (NMTP).

TR 9.1 Non-Motorized mobility and connectivity

Provide a non-motorized transportation system, consistent with the policies of the NMTP Goal 1, which effectively serves the needs of pedestrian, bicycle, and equestrian users and encourages non-motorized travel and provides a continuous network of attractive sidewalks, footpaths, multi-purpose trails, and bikeways throughout the Island that are also connected to regional systems.

TR 9.2 Non-Motorized design and construction

Develop non-motorized design standards that provide safe and efficient access, encourage use and mobility, and are appropriate to the location and needs of the immediate area, consistent with the policies of NMTP Goal 2.

TR 9.3 Non-Motorized safety and maintenance

Promote the safety of non-motorized users through effective transportation improvements, maintenance operations and enforcement, following the policy direction of NMTP Goal 3.

TR 9.4 Non-Motorized community education

Improve the safe use of non-motorized and roadway facilities by non-motorized and motorized users through continuous community education of NMTP Goal 4.

TR 9.5 Non-Motorized implementation

Provide mechanisms for funding, prioritizing and implementing the non-motorized transportation system plan of NMTP Goal 5.

GOAL 10: MULTIMODAL

Encourage the development of an integrated multimodal transportation system that provides a range of transportation alternatives and increases the through movement of people.

TR 10.1 SOV parking restrictions

Use fee structure and space allocation programs to discourage Single Occupancy Vehicle (SOV) parking at City-controlled parking facilities.

TR 10.2 HOV parking

Develop parking and other programs that encourage High Occupancy Vehicle (HOV) use, including expanding carpool and van pool parking serving the ferry terminal.

TR 10.3 SOV reduction programs

Support employers on the Island in developing and implementing programs that reduce SOV use, promote HOV and non-motorized transportation use, and extend trip reduction incentives to employers with fewer than 100 employees.

TR 10.4 SOV avoidance evaluation

The prioritization and scheduling of roadway improvement and maintenance projects shall consider the inclusion of multimodal enhancements as a criterion.

GOAL 11: REGIONAL COORDINATION

Coordinate with the local, regional, and state, public and private organizations that promote regional transportation improvements and services that are compatible with the community's vision as expressed in the Comprehensive Plan.

TR 11.1 Agency cooperation

Participate in regional coordinating functions with Kitsap County, Kitsap Transit, Washington State Ferries, Kitsap Regional Coordinating Council, Puget Sound Regional Council, and the Washington State Department of Transportation and other appropriate public transportation agencies and user groups.

TR 11.2 Regional planning

Support regional studies that describe and identify the impacts of regional traffic on the Island's transportation system.

TR 11.3 Jurisdictional coordination

Work to ensure that the transportation system is planned and operated in coordination with adjoining jurisdictions, Kitsap County, and the Washington State Department of Transportation.

GOAL 12: TRANSPORTATION FINANCING

Prepare a fiscally responsible cost-effective transportation financing plan that optimizes the use of City funds and leverages other funding sources.

TR 12.1 Developer LOS requirements

Require all new and expanded development to maintain the adopted Transportation LOS standard, and to meet multimodal non-motorized standards as they are adopted. The pro-rated cost of any improvements needed to maintain the adopted LOS shall be the responsibility of developers.

TR 12.2 Developer participation

Require new and expanded developments to construct or participate in the funding to upgrade unimproved roadways to City standards.

TR 12.3 Funding from others

Aggressively seek available County, State, and Federal money to fund projects that meet the overall Island's transportation objectives and facilitate the formation of Local Improvement Districts.

TR 12.4 Advance system planning

Ensure that the Island's transportation improvement plan accounts for forecasted population growth and has revenue sources sufficient to build and maintain it.

TR 12.5 Preservation of existing system

Mandate that the maintenance and repair of the existing transportation system is a high priority when making funding allocation decisions.

TR 12.6 Traffic Impact Fee

Evaluate the development of a traffic impact fee for mitigating the impacts of future development.

Discussion: In order to have a more complete picture of the impacts of new development and to extend the City's concurrency ordinance, a "Cumulative Impact Analysis" is recommended in order to develop a Traffic Impact Fee program. See TR 4.6.

GOAL 13: COMMUNITY INVOLVEMENT

Ensure involvement and input from the citizens at all stages of significant transportation projects and decision-making that affect Bainbridge Island.

TR 13.1 Citizen involvement

Provide citizen opportunities for reviewing transportation plans and documents to give an opportunity for public comment and ensure consistency with the community vision.

TR 13.2 Participation in regional decision-making

Insist on early and full City participation in regional transportation decisions affecting the Island. Such participation should include City and community representation in the decision-making process and public meetings on the Island.

TR 13.3 Public education

Educate and inform the public on the proposed methods and potential alternatives that address identified transportation issues.

Transportation Element Utilization

The Transportation Element is a tool for the City to aid in decision-making in all aspects of transportation planning, scheduling, and budgeting. The Transportation Element will guide the City in making decisions regarding public expenditures, improvements, and developments. City staff will use the Transportation Element to establish budgets and plan improvement projects. The Transportation Element will also be used to ensure consistency between land use actions and the City's transportation plans and policies.

Other agencies, such as the State Department of Transportation, Kitsap Transit, and Kitsap County, will use the Transportation Element to coordinate their actions with Bainbridge Island to address regional transportation issues and projects. Developers and businesses may also use the Transportation Element to assess project feasibility, make investment decisions and develop individual projects. Transportation providers should consult the Transportation Element to coordinate their services with transportation facility design and operation, and the general public can use the Transportation Element to become better informed about the City's transportation plans.

Transportation issues are among the top concerns for Bainbridge Island residents since Island roadways serve two equally important purposes. Not only do the roadways provide mobility, they also enhance the character of the Island. Much of the concern over transportation is related to the future of State Route 305, which serves not only Bainbridge Island, but also functions as a regional facility connecting Seattle and the Island ferry terminal with the Kitsap and Olympic Peninsulas.

An integrated part of this Transportation Element is the Non-Motorized Transportation Plan (NMTP), adopted by the City Council in 2002. The NMTP provides a comprehensive long-range plan for developing and promoting the use of non-motorized transportation systems.

Requirements for a Transportation Element

The Growth Management Act (GMA) mandates linking transportation planning directly to land use decisions and requires a financial structure that supports transportation planning through development of a capital facilities plan and the Transportation Element. The GMA legislation further requires each city planning under the GMA to establish a procedure that enables the city to ensure that adequate transportation facilities are available to serve new developments concurrent with the development.

The Transportation Element must include an inventory of the existing transportation system, a determination of existing deficiencies of the system, and the need for future improvements to the system. There must be a plan for bringing into compliance any existing facilities or services that are below established Level of Service (LOS) standards and for providing expansion of facilities and services to meet future needs at established levels of service. The strategy must be financially sound; planned needs must be financially feasible and there must be a six-year capital facilities plan. Lastly, the City's Transportation Element and the Transportation Element for Kitsap County and the regional transportation plan, as well as the

long-term plans of the Washington State Ferry System (WSF), Washington State Department of Transportation (WSDOT), and Kitsap Transit must be consistent with each other.

In 2001, the firms of Johnson, Davies and Lathrop, LLP, TModel Corporation, and Cascade Design Collaborative were hired as the consultant team to help develop an *Island-Wide Transportation Study (IWTS)* that would provide the information required for and is the basis of the Transportation Element in this 2004 Comprehensive Plan update.

The City of Bainbridge Island Transportation Element contains transportation goals and policies designed to serve the City of Bainbridge Island's needs through the year 2022 in accordance with the requirements of the GMA. In addition to this Element, the City will facilitate broad-based public discussion and decision-making through ongoing processes such as the development of the six-year Capital Improvement Plan, implementation of the Winslow Master Plan, coordinating with the State, NMTP Advisory Committee, Neighborhood Planning Committees, and community meetings to address issues related to the ferry system and the use of SR 305.

Intergovernmental Coordination

The City of Bainbridge Island is part of a larger region that includes local governments, adjacent counties, the state, and the federal government. Travel between the City and other jurisdictions has increased significantly over the past decades and will continue to increase in the future. Because the pattern of travel and development within Bainbridge Island is affected by regional patterns, the City's Transportation Element must be cognizant of the plans and policies that guide transportation and development throughout the region.

The regional transportation system should operate as one integrated system. A well integrated transportation system is encouraged by state and federal legislation requiring cooperation in planning and developing transportation facilities and services.

The transportation planning process for Bainbridge Island includes review and coordination of the jurisdictional transportation policies of those agencies closely associated with or which include the City of Bainbridge Island.

The City participates in a variety of regional planning groups both on the Kitsap and Seattle sides of Puget Sound to reflect the City's unique position between the two areas. Specifically, staff participates in the Puget Sound Regional Council (PSRC) on transportation issues. The PSRC is the four-county entity in the Puget Sound area responsible for regional transportation planning, including distribution and management of federal transportation funds. Staff also participates on several PSRC committees, notably the Regional Project Evaluation Committee, and elected officials serve at the executive level. Parallel to and providing information to the PSRC is the Kitsap Regional Coordinating Council (KRCC). Staff serves on the committees and elected officials serve on the board of this organization as well. This is where county-wide issues are discussed and planning policies developed. In addition, Kitsap County is part of Peninsula Regional Transportation Planning Organization (PRTPO) serving the four counties on the Olympic and Kitsap peninsulas. Although the City is not eligible for funding through this entity (receiving funds through PSRC), it provides an

opportunity to coordinate transportation issues with the Olympic Peninsula counties. Through these and other efforts, the City shares information and coordinates planning with federal, state, county, other city, and transit agencies.

State and federal policies and legislation have been reviewed, and their requirements have been considered in the development of the City's Transportation Element.

Federal Policy: The federal Transportation Efficiency Act (TEA 21) emphasizes development of a national transportation system that encourages a multimodal approach to transportation facilities and services. Such a multimodal approach would use each travel mode to its best advantage to provide a balanced system which satisfies transportation needs in the most efficient manner. Emphasis is placed on efficiency, economy, and environmental concerns. The federal funding programs in TEA 21, allow local areas to use highway funds for transit and/or non-highway travel purposes. Under TEA 21, large urban areas, such as the Puget Sound region, are designated as "transportation management" areas. Regional transportation plans are required to identify an integrated multimodal system to address travel needs.

The City of Bainbridge Island's Transportation Element is consistent with TEA 21 in its multimodal approach for transportation improvements, its attention to demand management, and its integration with transit and other transportation plans.

State Policy: The Washington State Department of Transportation has developed a comprehensive, statewide transportation plan, entitled "Washington's Transportation Plan" (WTP). The State coordinates with city, county, and regional jurisdictions to develop a Transportation Policy Plan, which is intended to provide long-term direction for transportation issues throughout the state. This Transportation Element will provide direction for the State as it allocates funds for capital improvements. This direction will help to ensure that the City's priorities and needs are addressed. SR 305 is designated as a Highway of Statewide Significant (HSS), subject to specific State laws and would be subject to a special planning process before any changes to the facility were made.

Regional Policy: Regional transportation policy and direction are included in the "Vision 2020" Plan, and the Metropolitan Transportation Plan "Destination 2030" (MTP), both adopted by the Puget Sound Regional Council (formerly Puget Sound Council of Governments) of which the City is a member. The Vision 2020 Plan calls for containing growth, limiting the extent of sprawl, allowing for open spaces, and concentrating new employment into activity centers. The Plan emphasizes the movement of people through increased transit and ridesharing investments, including High Occupancy Vehicle (HOV) lanes on regional highways. The Metropolitan Transportation Plan sets the transportation plans and policies over a 30-year period, with the emphasis on the first 20-year time frame, and identifies regional improvements.

Other regional plans utilized in the development of the City's Transportation Element include the Kitsap Transit Plan and the Transportation Demand Management Program, along with Countywide Planning Policies. By integrating the Kitsap Transit Plan and the Transportation

Demand Management (TDM) Program improvements, the City can encourage higher levels of transit and ridesharing as well as help improve the operating environment for transit.

Kitsap County Plans: Kitsap County has the responsibility to maintain and fund improvements to County roadways. The County’s 1998 Capital Facilities Plan identifies a number of improvements to County-owned roadway facilities; however, none of these improvements directly impact the Bainbridge Island roadway system.

Kitsap Transit Plans: Kitsap Transit is aggressively looking to developing future alternatives to expand transit throughout its service area. Kitsap Transit has considered a variety of approaches including dedicated high-capacity bus service, passenger rail or monorail service, and passenger ferry services.

The Bainbridge Island Transportation Element is consistent with Vision 2022 and the Kitsap Transit Plan. Travel forecasts for SR 305 and the ferry system were based on available land use projections from the Puget Sound Regional Council. The City’s Transportation Element emphasizes a multimodal approach to travel, including efforts to increase transit and rideshare travel modes and reduce reliance on private vehicles.

Local Policy: Bainbridge Island’s Transportation Element provides information to help local jurisdictions such as Kitsap County and Kitsap Transit make transportation decisions. It provides other jurisdictions with an understanding of the City’s transportation priorities. The Plan also includes policies to encourage coordination with local jurisdictions in the planning and implementation of transportation improvements. The City provides comments on the County’s Comprehensive Plan and addresses consistency between the City’s and the County’s Transportation Elements.

Specific Planning Efforts: Ongoing planning efforts which may influence the City’s Transportation Element are currently in various stages of completion. As these plans continue to develop, close coordination between the responsible jurisdictions and the City is necessary to ensure consistency.

These efforts include:

PSRC Transportation Plan, the Metropolitan Transportation Plan (MTP), including both Vision 2020 and Destination 2030	Kitsap County Greenways Plan
Bainbridge Island Ferry Terminal Zone Plan	Kitsap Transit Long Range Plan
WSDOT Washington’s Transportation Plan (WTP)	SR 305 Corridor Analysis Study
The Statewide System Plan (component of the WTP)	Kitsap County Transportation Plan
WSDOT Puget Sound Investment Program	Ferry Terminal Study
PRTPO Regional System Plan	Winslow Master Plan

EXISTING CONDITIONS AND FUTURE NEEDS

Facility Inventory

The roadway system is designed for the movement of people and goods throughout the community. Major regional transportation features of the Island include the Washington State Ferry Terminal, which connects Bainbridge Island to downtown Seattle; and State Route 305, which connects the Island to the Kitsap and Olympic Peninsulas.

Roadway Inventory

State Route 305 is the State's primary connection (via the WSF ferry) between Seattle and the Kitsap Peninsula and provides an important north-south connection for Island travel. The State system is supported by the City roadway system that connects residential areas to each other, the highway, retail and employment areas. The City's arterial, collector, and residential street system provides roadway connections and access to properties within the City.

The City's roadway system consists of approximately 119 miles of paved roads, and another 20 miles of unpaved roads. The City maintains a geographic information system (GIS) that includes the roadway system. There is also a database containing characteristics for each roadway segment, including length, functional classification, posted speed, sidewalks, transit and bicycle facilities. In addition, traffic volumes have been collected for most of the arterials and collectors in the system. Inventory information is included in the *IWTS*, Appendices A and C. An inventory of SR 305 provided by WSDOT is found in the *IWTS*, Appendix B. Bicycle and pedestrian facilities are inventoried in the Non-Motorized Transportation Plan.

Transit Service

There are Island-wide commuter connections to the ferry terminal and shuttle bus services within the Winslow core. Kitsap Transit provides all transit services within the city limits of Bainbridge Island. Kitsap Transit provides a variety of services and programs including fixed route service, paratransit, vanpool programs, rideshare programs, and park-and-ride lots.

Twelve transit routes serve Bainbridge Island providing service mainly to and from the Winslow ferry terminal. *Table 8-3, Kitsap Transit Services*, found in the *IWTS* provides details about the origins and destinations of the routes, the 2001 ridership levels, hours of operations, and service frequency. Most service is provided to meet peak morning and evening demand related to ferry terminal and employment travel, with little or no mid-day service. Service also tends to be one-directional with transit vehicles "deadheading" back to meet the demand from arriving ferry passengers. The exception is #101 (Ferncliff Shuttle) that runs every 45-60 minutes throughout the day, serving the Winslow core area.

Washington State Ferry Operations

The Seattle/Bainbridge Island ferry provides 48 weekday crossings between Bainbridge Island and the Coleman Dock. The 35-minute crossing covers 8.6 miles and connects Bainbridge Island and the SR 305 corridor with downtown Seattle and the Interstate 5 and 90 corridors. Two jumbo Mark II Class auto/passenger ferries, the M/V Tacoma and M/V Wenatchee, serve the route connecting the I-90 corridor to SR 305. Each vessel has a travel speed of 28 knots, and maximum capacity for 2,500 passengers, 218 vehicles and 60 commercial vehicles.

Air Transportation

Bainbridge Island does not have any airport facilities in the City. The nearest airport is the Bremerton National Airport in Bremerton, operated by the Port of Bremerton. This general aviation airport does not currently have scheduled service, but has in the past been served by Harbor Airlines. Seattle-Tacoma International Airport, located south of Seattle in the City of SeaTac, is a major full-service air facility.

Land Use/Transportation Linkage

This Transportation Plan focuses on transportation improvements that are required by the year 2022, and state and regional legislation and policies lay a solid foundation for this approach. The land use plan is critical in creating an environment where transit, other ridesharing modes, and non-motorized travel modes serve travel demand in an attractive, efficient, and cost-effective manner. Land use and transportation planning should be closely integrated and conducted on a regional and local level, in order to find better, long-range solutions for mobility on Bainbridge Island.

Land Use Forecasts (2008 and 2022)

This section identifies the land use forecast method and results that are used to identify the future needs and deficiencies of the transportation system. Two time periods were studied: 2008, representing the short-term, six-year planning period, and 2022, representing the long-term, twenty-year planning period. The 2008 study year corresponds with the current planning cycle used for preparing the annual Transportation Improvement Program at the time of development of the *IWTS*. The 2022 period corresponds with the Growth Management Act requirement.

Growth in households is assumed to occur at an annual rate of approximately 2 percent per year during the planning period. Employment growth is expected at 1.2 percent per year. The 2008 forecasts assumed a moderate rate of growth throughout the Island with the greatest employment growth in the retail and services sectors and the residential housing growth occurring in areas where the greatest potential for new housing under the existing zoning could occur. The 2022 forecasts were based on a straight-line projection of growth for each TAZ, assuming that the distribution of employment and housing would be proportionate to the buildout scenario.

A modified straight-line projection between the baseline and buildout condition was used to develop the land use forecast. *Table 4-7* of the *IWTS* describes the forecast population for

each forecast year, the change in population, and the proportion of the buildout year population.

These ratios (proportion of buildout) were applied to the change in households and employment assumed in the buildout projection to forecast households and employment for 2008 and 2022. *Table 4-8, 2008 and 2022 Forecasts*, found in the *IWTS*, shows the residential and employment forecasts used in the transportation study.

Future traffic conditions were estimated for 2008 and 2022, using the results of the land use and employment forecasts, assumed trip generation, and the calibrated model. Appendix G of the *IWTS* provides a detailed explanation of the transportation modeling process and assumptions.

The changes in housing and employment expected in the City's Comprehensive Plan by the study year 2008 were programmed into the traffic model to prepare the 2008 traffic forecast. Results were then analyzed to determine where LOS would be expected to fall below the minimum LOS threshold, and mitigating improvements were added to the model to correct those deficiencies.

Level of Service

Locally Owned Arterials

The traffic model was developed and then calibrated using a process that compares the actual counted roadway volumes and predicted volumes based on the land use data. The calibrated model and intersection analysis software were used to determine the 2002 LOS for the intersections on the Island. Several intersections in the Winslow area had improvements planned that were included in the analysis even though they were not in place in 2002 because they would be in place prior to the short-term forecast year. *Figure 4-2* of the *IWTS* shows the Level of Service (LOS) standards identified for the Island.

The LOS for locally owned arterials are as follows:

Urban Zone: Secondary – LOS D (applies to roadways and intersections in the most developed areas of the City, mainly the greater Winslow area). Except that the minimum LOS for these streets and intersections may be modified or waived by the Public Works Director upon approval by the City Council, to meet the goals and policies of the Winslow Master Plan that are intended to create and enhance pedestrian accessibility in Winslow and support Winslow as the commercial, cultural and community center of the Island. Any modification must be based on an analysis that 1) demonstrates how the Winslow Master Plan is being furthered, 2) that standard transportation mitigation required to meet the adopted LOS would adversely impact Winslow counter to the intentions of the vision for the town center, and 3) that a context-sensitive design solution is a superior mitigation solution that would enhance the multiple functions of the street.

Neighborhood Service Centers Zone: Secondary Arterial – LOS D (applies to roadways and intersections within the City-defined Centers of Rolling Bay, Island Center, and Lynwood Center).

Sub-Urban Zone: Secondary Arterial – LOS C (applies to roadways and intersections in areas outside of the Winslow core and the NSC – the remainder of the Island).

Figures 4-4 and 4-5 of the IWTS show the 2002 LOS for the Island as a whole and for the Winslow area. The LOS for each intersection is shown by approach, and overall in IWTS Table 4-6. The analysis shows that overall intersection LOS for each of the study intersections in the Urban, NSC, and Sub-Urban Zones meets or exceeds the minimum LOS standard and are not in need of improvement. However, the intersections at Wyatt Way and Madison Avenue, and High School Road and Sportsman Club Road, each have an approach that is below the minimum standard, although an improvement is not immediately necessary as the overall LOS is acceptable. On SR 305, the intersections at Suquamish Road, Seabold Road, Hidden Cove Road, Day Road, Sportsman Club Road, and North Madison Avenue all fail to meet the minimum standard of LOS D-mitigate, used for state planning purposes. Planned improvements and other possible projects to improve roadway levels of service are discussed under the “Actions to Sustain LOS” and “Future Needs” sections of this Element.

State Route 305

A Highway of Statewide Significance (HSS), the LOS standard for SR 305 is set by the Washington State Department of Transportation under RCW 47.06.140. The HSS designation requires that SR 305 be evaluated using an LOS Standard designated by WSDOT. While WSDOT internally evaluates roadways using its own methodology, WSDOT has assigned a level of service standard for SR 305 as LOS D-mitigate for City planning purposes. Generally, this standard requires mitigation when the peak period operation of the state facility falls below LOS D-Mitigate.

The traffic analysis (described in Chapters 4 and 5 of the *IWTS*) shows that current conditions on SR 305 do not meet the WSDOT minimum LOS D-mitigate planning standards, and future traffic will be even worse. By 2008, the increase in traffic on SR 305 is expected to result in significant deterioration of LOS because of a lack of roadway capacity. By 2022 the highway will fail LOS standards along nearly the entire length of the Island. The expected level of service for the highway without improvement – described as the “No Action alternative” – is shown for the 2002, 2008, and 2022 years in *Figures 5-1, 5-2 and 5-3 of the IWTS*.

The problem is most severe at the north end of the study area, where there are large back-ups beginning at the Suquamish Way intersection and Agate Pass Bridge. This creates a barrier to east-west traffic across the highway.

Seattle-Bainbridge Island Ferry

Washington State Ferries (WSF) uses the length of wait (counted as the number of boats) as the measure of the Level of Service for ferry services. Delays are tracked for weekday and weekends during each of the four seasons at each ferry terminal. The Kitsap Regional Coordinating Council and Peninsula Regional Planning Council have made recommendations to WSF for establishing LOS standards. *Table 8-2* of the *IWTS*, lists the ferry LOS criteria applied by WSF to ferry operations by passenger type.

For Bainbridge Island, the level of service standard is a maximum wait of two boats for auto traffic and zero boats for HOV and non-motorized travel. No standard has been set for freight and goods movement for the Seattle-Bainbridge Island run as this is not intended to be a major freight corridor.

According to WSF's *2001 Boat Wait Measurements Technical Memorandum*, the average boat wait for 2001 at the Seattle-Bainbridge Island run during a weekday p.m. peak hour for autos is 0.7 boats (33 minute wait). This is comparable with the Edmonds-Kingston wait of 0.7 boats (27 minute wait), and with the less frequently scheduled Seattle-Bremerton run 0.5 boats (37 minute wait). All of the runs fall within the LOS standard adopted by the State.

Action to Sustain Level of Service on Local Facilities

Forecast

2008 Traffic Forecasts

The *IWTS* traffic model provided a representation of the expected traffic under 2008 conditions. Results of the 2008 forecast show some minor intersection problems in the Urban Zone around Winslow and heavy congestion and poor LOS along SR 305. The 2008 LOS is shown in *Figures 4-6 and 4-7* of the *IWTS*.

Programmed Improvements (2002-2008)

A number of improvements scheduled in the 2003 Capital Improvement Program are to occur prior to 2008. These programmed improvements have been added into the 2008 transportation model forecast and assumed in the LOS calculations.

The following improvements are assumed to be in place by 2008:

- Madison Avenue/SR 305 – The intersection control will be changed to a signal. Turn lanes for left turning movements will be added for the northbound, southbound, and eastbound approaches.
- Winslow Way/Madison Avenue – The intersection channelization will be revised to allow a dedicated right turn on the westbound approach. This will change the westbound left turn lane to a share left-through lane.

- Winslow Way/Ericksen Avenue – An intersection control improvement will be added to this intersection.

In addition to the roadway improvements, 25 non-motorized improvements are recommended in the NMTP, Table 5-1, for construction during this period. None of these projects will add to the vehicular capacity of the roadway. However, they may tend to decrease vehicle volumes by making more attractive routes for pedestrians and bicyclists, thereby reducing the volume of vehicles.

LOS Forecast

On Bainbridge Island the roadway LOS generally does not fall below the minimum standards. On SR 305, the intersections at Suquamish Road, Agatewood Road, Seabold Road, Hidden Cove Road, Day Road, and Sportsman Club Road all fail to meet the minimum standard.

By the 2008 forecast year, the SR 305 corridor has potential capacity issues along the following segments:

- Northbound State Route 305 – Northbound from Lovgren Road to Suquamish Road
- Northbound State Route 305 – Northbound from Sportsman Club Road to Koura Road

Other sections of poor LOS on SR 305 may be related to a lack of roadway capacity, caused by long delays at signalized intersections, or a combination of both factors.

The traffic model developed for the *IWTS* was used to identify locations where intersections may be the cause of poor operations. *Table 4-9* of the *IWTS* shows the results of the 2008 study year analysis. Without mitigation, one intersection in the Urban Zone – Wyatt Way/Madison Avenue – and one intersection in the Sub-Urban Zone – High School Road/Sportsman Club Road – fail to meet the minimum LOS.

2022 Traffic Forecast

The analysis of 2022 traffic conditions provides a long-range view of how the roadway system will operate on the Island. Significant growth and development are expected during this time period according to the City's Comprehensive Plan. The traffic model uses the increased amount of housing and employment to forecast expected travel demand. The increase in traffic volumes would impact the roadway system, particularly SR 305, causing many intersections and roadway segments to fall below the minimum LOS requirements.

Programmed Improvements (2008-2022)

No improvement projects have been programmed into the traffic model to be constructed between 2008 and 2022 because none have been included in planning documents beyond the six-year period for either City or State facilities in the study area.

LOS Forecast

Analysis of the expected traffic in 2022, shown in *Figures 4-8 and 4-9* of the *IWTS*, shows that most of the City's roadway system would continue to meet the minimum LOS standard and roadway system in Winslow, including SR 305 intersections, generally operate at acceptable levels. However, SR 305 would have many areas with substandard LOS, both on roadway segments and at intersections. The intersection LOS away from SR 305 can be mitigated with improvements. The problems on SR 305 are much more significant and would require an extensive improvement program to correct.

Without mitigation, three intersections in the Urban Zone, one intersection in the Sub-Urban Zone, and one intersection in the NSC Zone fail to meet the minimum LOS standards. In 2022, the Winslow Way/Madison Avenue and Wyatt Way/Grow Avenue intersections would be at LOS F without improvement. The Wyatt Way/Finch Road intersection would be at LOS D, and the New Brooklyn Road/Miller Road intersection would be at LOS E without improvement because of the relatively low traffic volumes, other than on SR 305. Outside of the highway corridor, most roadway links operate at an LOS A or LOS B.

By 2022, the increase in traffic on SR 305 is expected to result in significant deterioration of intersection operations because of lack of roadway capacity. Excessive delay would occur at nearly all of the intersections north of High School Road. The intersections at SR 305 and Suquamish Road, Agatewood Road, Seabold Road, Day Road, and Lovgren Road would all be at LOS F. The intersections at Madison Avenue and Winslow Way would be LOS E. Only the intersections at Hidden Cove Road, Sportsman Club Road, and High School Road would meet the minimum standard with an overall intersection LOS D-mitigate, mainly because of previously recommended improvements. However, the City roadways approaches on those intersections would all fail to meet the LOS D-mitigate standard. The poor operation of the highway would cause it to act as a barrier to cross-Island traffic, impacting operations of the City's roadway system as a whole.

Future Need

City Mitigation 2002-2008

No roadway segments in the City's system fail to meet minimum LOS standards. For intersections in the City's roadway system where the expected LOS is below the minimum standard, the following mitigation is proposed:

- Wyatt Way/Madison Avenue – An intersection control improvement such as a signal or a roundabout would improve the intersection LOS to A. The intersection will be studied to determine what specific improvement should be constructed.
- High School Road/Sportsman Club Road – an intersection control improvement such as a signal or a roundabout is proposed for this location. The improvement would result in LOS A at this location. The intersection will be studied to determine what specific improvement should be constructed.

SR 305 Mitigation 2002-2008

No specific action is identified for major improvements on SR 305 to address exceeding the LOS. Further study and community involvement is recommended to determine the appropriate action. The modeling showed that intersection work and widening of the highway, including at the Agate Pass Bridge, would meet LOS D-mitigate, but a solution improving highway crossing, access and more transit to avoid widening is desired.

City Mitigation 2022

Improvement to intersection channelization and/or intersection control can mitigate the substandard LOS at all of the City intersections. The following projects are proposed to improve LOS at the four identified substandard intersections:

- Winslow Way/Madison Avenue – An intersection control improvement such as a signal or a roundabout would improve the intersection LOS to D. The intersection will be studied to determine what specific improvement should be constructed. At a minimum a northbound right-turn lane would be required on Madison.
- Wyatt Way/Grow Avenue – Intersection channelization to provide turning movement separation on all approaches is proposed for this location. The improvement would result in LOS D at this location.
- New Brooklyn Road/Miller Road – A northbound left-turn lane on Miller Road is proposed for this location. The improvement would result in LOS C at this location.
- Wyatt Way/Finch Road – An intersection control improvement is proposed for this location. The intersection will be studied to determine what specific improvement should be constructed. The improvement would result in LOS B at this location.

For 2022 forecast year, SR 305 is expected to fall below the minimum LOS standard for nearly the entire length of the study area, except in the Winslow area south of High School Road. No roadway segments in the City's system are expected to have substandard LOS. SR 305 corridor potential capacity issues include the following segments:

- Northbound State Route 305 – Madison Avenue to Suquamish Road
- Southbound State Route 305 – Suquamish Road to Madison Avenue

SR 305 Mitigation 2008-2022

Continue mitigation that is planned in 2002-2008.

Transportation Demand Management

Bainbridge Island Programs

There are many TDM programs currently in effect on Bainbridge Island. Agencies and major employers have implemented these programs to discourage the single use of single occupant vehicle (SOV) trips during commute periods.

Agency-Based Programs

The City of Bainbridge Island, Kitsap Transit, and Washington State Ferries have programs that encourage the use of transportation alternatives to the SOV.

Examples of TDM Programs promoted by these agencies include:

- **Ferry Terminal Parking Restrictions** – The City has a limited amount of parking at the ferry terminal and charging an hourly or daily fee reduces the number of persons who drive to access the ferry. As parking becomes more difficult or expensive, fewer drivers will desire to use the parking areas. On the other hand, restricted parking may increase the amount of drop-off/pick-up activity at the terminal or encourage parking in adjacent neighborhoods.
- **Commercial Parking Tax** – The City has charged a tax on commercial parking lots since 1999 that provides funds for the City's general fund. This tax, if added to the parking fee, increases the out-of-pocket costs for automobile commuters, encouraging ridesharing, non-motorized travel, and transit use.
- **Carpool Parking Areas** – The City provides reserved parking areas for carpools at its ferry terminal lot. Providing reserved spaces or reduced parking rates encourages drivers to form carpools, increasing the occupancy of vehicles.
- **Rideshare Programs** – Programs that promote the formation of carpools and vanpools can increase the rate of vehicle occupancy by increasing the number of persons moved during peak times. Kitsap Transit has a program to match interested commuters into carpools and vanpools using the RideshareOnline.com database.
- **Vanpool Programs** – Kitsap Transit also administers a vanpool program that provides vans for commuters for a monthly fee. WSF provides additional incentives to registered carpools and vanpools who receive preferential boarding. Vanpools also receive a reduced ferry rate.
- **Land Use Policies** – The City's promotion of higher-density residential development in the Winslow area promotes increased opportunities for residents to walk or use the bus service rather than drive.
- **Parking Restrictions and Enforcement** – The development and enforcement of parking policies and rules may reduce undesired parking behaviors, such as in neighborhoods adjacent to the ferry terminal area. Types of parking restrictions include hourly parking limits, residential parking zones, and area re-parking restrictions.
- **Carsharing Program** – A carsharing program allows people to have access to a vehicle that they rent on an hourly and/or mileage basis. This type of program

reduces vehicle ownership, encourages transit and non-motorized travel, and lowers overall driving behavior. A Seattle-based carsharing program (Flexcar) has expanded to Bainbridge Island with cars located at the ferry terminal.

Employer-Based Programs

Major employers (100 or more employees) are required by the State's Commute Trip Reduction law to promote ridesharing and transit use by developing in-house incentive programs that encourage employees to use ridesharing, transit use, and non-motorized travel. Kitsap Transit administers the program within the county. According to Kitsap Transit data, there are two Island employers who have formal CTR programs. Each major employer is required to designate an in-house coordinator and develop a Commute Trip Reduction Plan indicating how the employer will meet the required trip reduction targets. Some of the examples of employer-based programs in use include:

- **Transit subsidies** – Employers can provide or partially subsidize the cost of monthly transit passes to their employees.
- **Flextime programs** – Employees are allowed to shift their work schedule to avoid travel during peak travel periods, or to meet transit schedules.
- **Telecommute programs** – Employees are allowed to work from home offices in order to reduce the amount of commute travel.
- **Guaranteed Ride Home Program** – This program provides employees who commute by transit, carpool, vanpool, bicycle, or foot a free taxi ride in the event they need to return home on an emergency basis during mid-day and late evening hours.
- **Commute Subsidies** – Employees are eligible for a monthly subsidy if they commute by transit, bicycle, foot or carpool to work.

Concurrency

The City of Bainbridge Island adopted Transportation Concurrency Ordinance #2001-09 in April 2001. This action added Chapter 15.32 Transportation Concurrency, to the Bainbridge Island Municipal Code. The ordinance establishes the requirements, procedures, test, and appeals process for establishing whether a new development meets concurrency within the City of Bainbridge Island.

Generally, certain permit applications that exceed the adopted thresholds (BIMC 15.32.030) must submit necessary documentation to the City Engineer, who conducts the concurrency test. The concurrency test determines if the addition of the proposed development will exceed the Level of Service Standard adopted in the Transportation Element of the Comprehensive Plan. If the application passes the test, a certificate of concurrency is submitted with the development permit. Otherwise, the applicant may revise the project or appeal the test following the provisions of the appeals process (BIMC 15.32.070). The City is required to produce an annual report summarizing the current level of service on the City's roads; identifying significant current and future development activities; and identifying where changes in the six-year Capital Improvement Program and Capital Facilities Plan are needed.

Funding

Funding Capabilities

The City of Bainbridge Island has implemented a variety of revenue sources and financing mechanisms to fund City services and capital improvements. One indication of the City's funding capability is the analysis of historic revenue sources.

Table 9-1 of the *IWTS* summarizes the revenue sources from 1999 to 2002 for the City's "Streets Fund," Capital Project Grants, and for overall City revenues. The City has had a steady growth in the Street Fund Revenue, the majority of which comes from its share of the Motor Vehicle fuel tax and fees collected on City-owned parking lots. Over the last few years, the City has aggressively pursued transportation grant funding from State and Federal sources for 2002. Additional funds are available from Current Expense Fund revenues that the City uses to supplement transportation revenues to pay for operating costs such as salaries, benefits, and other associated costs.

Overall, the City has annual revenues of more than \$20 million. The City's 2003 budget projected an overall increase in revenue of 7.0% from 2002 assuming a slow economy through 2004. In addition, the City has additional bonding capacity for issuing bonds, pending voter approval and the City's financial rating. As of December 31, 2002, the City is at 38.8% of its general obligation bond limit (requiring a popular vote) and has used none of its limit for special levy bonds that could be used for transportation projects (requiring a 60% majority vote).

Proposed Sources of Funding

The development of a transportation development plan identifies a schedule for planned expenditures over a six-year period. *Table 9-2* of the *IWTS* lists the improvements recommended in this study, and includes project location, estimated cost, and estimated schedule. In the first section are projects developed to mitigate LOS deficiencies as described in detail in *Chapter 4* of the *IWTS*. Many of these are projects that have already been identified in the 2003-2008 Capital Facilities Plan (CFP) approved December 18, 2002. The six-year CFP also provides information on funding identified for short-term projects which are based on availability of City funds, project need and priority status, and other available funding opportunities.

Funding for the projects needed to meet LOS standards will come primarily from local funding sources. State and Federal grants, as well as contributions from WSDOT for highway-related projects, will need to be aggressively pursued to secure adequate funding for studies and construction improvements.

The implementation of the 6-year and 20-year plans depends on the availability of transportation funds. Potential funding sources include General Funds, Grants, General Obligation Bonds, Developer Contributions, Impact Fees, Local Improvement Districts, and User Fees.

Reassessment Strategy

The Growth Management Act requires that jurisdictions develop a reassessment strategy in the event that funding shortfalls occur that limit the City's ability to carry out the transportation improvement plan. In the event that the City cannot fund the transportation capital improvements needed to maintain the adopted roadway LOS standards (as identified in the Level of Service section), then the City shall take one or a combination of the three following actions as directed by the City Council:

1. Phase proposed land developments that are consistent with the City's land use plan until such time as adequate resources can be identified to provide adequate transportation improvements.
2. Reassess the City's transportation financing strategy to identify additional funding opportunities with federal and regional grants and funding programs, and through the development of new partnerships with WSDOT, Kitsap County, and the private sector.
3. Reassess the City's adopted roadway LOS standards to reflect service levels that can be maintained under the known financial resources.

Bainbridge Island Key Issues and Public Comment

10/28 TRANSPORTATION ELEMENT

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment
A COMMUNITY CHARACTER			
1	Retain and reinforce the first sentence of our existing transportation element: <i>“The most significant transportation priority for Bainbridge Island residents is the desire for a convenient and safe transportation system which strongly emphasizes alternatives to the automobile (transit, bicycle, and pedestrian) and yet retains the character of the Island—narrow, winding roads traversing forested, agricultural, and shoreside areas.”</i>	Ron Peltier	
B SR 305 & REGIONAL COORDINATION			
1	Retain and strengthen the following from our current transportation element: GOAL 13: COMMUNITY INVOLVEMENT Ensure involvement and input from the citizens at all stages of significant transportation projects and decision-making that affect Bainbridge Island.	Ron Peltier	
2	Retain and strengthen the following from our current transportation element: TR 13.1 Citizen involvement: Provide citizen opportunities for reviewing transportation plans and documents to give an opportunity for public comment and ensure consistency with the community vision.	Ron Peltier	
3	Our City Council has been more interested in discussing our transportation plans for SR 305 with the West Sound Alliance than with the citizens of Bainbridge Island. This needs to change. Islanders should speak with one voice about what should be done on SR 305. A four lane highway is not the answer.	Ron Peltier	
4	The IWTP Models and maps should show the northbound & southbound lanes as separate colors to show that the traffic/LOS is different going in opposite directions. SR 305 traffic signals should be changed to be real time “adaptive signals” timed to green-light all ferry offloading. Seattle has implemented this signal coordination at several corridors and it is very successful. If we did that with SR 306, cars getting off the boat and headed north could get off the Island in less than 10 minutes.	Doug Rauh	
5	The Sound-to-Olympics (STO) is a big regional trail, a critical spine of the Island transportation network. Although it is a regional trail, the majority of users are Island residents. If a third reversible lane is added to SR 305, it should negatively affect the build out of the STO.	Don Willott	
6	There needs to be a bus and HOV lane on SR305 to encourage folks to get out of their cars.	Patty Lyman	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment
7	I'm hearing the same transportation issues that were talked about during the 1994 Comprehensive Plan, which said to build park-and-ride lots, and let the LOS on SR 305 deteriorate. That has happened. Something has to be done about the bridge. The traffic on SR305 is apparently so bad that it is affecting real estate prices on the NE part of the Island.	Andy Maron	
8	Once the City hits a population of 25,000, then the City takes over responsibility for SR 305. The City should begin planning for that takeover, which is probably only four years away.	Robert Dashiell	
9	The decision on how to improve SR 305 will be a regional decision, but the City should weigh in and have a strong voice at the table.	Robert Dashiell	
C WSF FERRY SERVICE			
1	Strengthen the following from our current transportation element: <i>TR 7.1 Parity of ferry services</i> <i>Support efforts to expand or create new ferry services from Bremerton, Kingston, and Southworth in order to equalize the service of each ferry route and create more balanced peak hour travel times, and provide ferry capacity close to user's origin and destination.</i>	Ron Peltier	
2	Strengthen the following from our current transportation element: <i>TR 7.2 Ferry priority</i> <i>Support the ferry system efforts to maximize the convenience of pedestrian, bicycle, transit, and HOV use on ferry runs through providing priority status and improvement to encourage non-SOV use.</i>	Ron Peltier	
3	WSF Ferry riders on the Bainbridge run are less and less commuters, and a higher percentage of riders are older riders going on discretionary trips.	Doug Rauh	
D NEIGHBORHOODS			
1	We need to strengthen existing provisions in our comp plan's transportation element to mitigate and reduce adverse impacts from vehicles travelling through neighborhoods.	Ron Peltier	
2	There is an obvious need for a crosswalk across High School Road at Polly's Lane yet the City says it's not needed. Let's strengthen provisions that prioritize improved pedestrian safety.	Ron Peltier	
3	Outline a process for neighborhoods to follow when advocating for specific measures to address adverse impacts from traffic.	Ron Peltier	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment
4	The City needs to decide what the philosophy is for all the other roads, besides SR 305. Is the purpose of the other roads to “disperse” traffic or to “funnel” traffic to SR305 and Winslow. Decide on the purpose, and then make required improvements. Road connections need to be made, especially during development projects, or else opportunity is lost. For instance, the Wyatt Way subdivision should have been required to open up Shephard Way.	Andy Maron	
5	Fletcher Bay & Miller Roads are the Island’s west side highway. Whatever changes are made to SR 305, the impact for Fletcher Bay & Miller Roads needs to be considered.	Will Nickum	
E NON-MOTORIZED (BIKES & PEDESTRIANS)			
1	We need to build on the following language from our existing Transportation Element to require levels of service for bikes and pedestrians as part of a real commitment to non motorized transportation: <i>TR 4.4 Roadway LOS</i> <i>Establish Level of Service standards for all Bainbridge Island transportation facilities, including non-motorized, using the best industry standards that measure all modes of travel, the performance of the existing transportation system, quantify the traffic impacts of future development, and prioritize improvements to the transportation system.</i>	Ron Peltier	
2	Bike lanes benefit all users through increased levels of service and safety	Ron Peltier	
3	Bike lanes make road edges more durable and safer for all users.	Ron Peltier	
4	The current vision in the NMTP and Comprehensive Plan is for an effective and safe multimodal transportation system. That safe and effective system has not been completed/ built yet. People should be able to feel safe while walking, biking, or using a wheelchair around their neighborhoods. The City should adopt LOS for walking, biking, and for using a wheelchair. Just widening road shoulders is not usually a good option for safety.	Demi Allen	
5	Although regular bike commuters may feel safe on roads, other people who don’t bike regularly on the Island do not feel safe or comfortable. A physical separation of cars and bikes would make people feel safer, and therefore increase biking. Seattle has retrofitted several arterials with flexible posts to help visually alert motorists to the adjacent bike lane.	Elizabeth Ozimek	
6	Squeaky Wheels wants the City to adopt a LOS for bikes & pedestrians, which can then be evaluated for “Concurrency” and Impact Fees during the review of development projects. The LOS also would allow the City to measure the effectiveness of improvements over time.	Ross Hathaway	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment
7	People don't feel safe biking- only regular bikers feel safe enough to do it. At Grow Community there are a lot of bikes, but not many bikers, because people do not feel safe. 35 mph is too fast a speed limit for safety, and Island roads need slower speed limits. Several studies show that the ability for a bicyclist or motorist to survive a collision with a car is dramatically greater at 35 mph vs 25 mph. Eagle Harbor drive needs a bike lane.	Patty Lyman	
8	IWTP should have more non-motorized safety standards- bike lanes shouldn't just end- car lanes don't just end. Don't just promote, but require safe non-motorized facilities. Don't let utility infrastructure make non-motorized facilities unsafe.	Peter Harris	
F PUBLIC TRANSIT			
1	See public comment about bus lane on SR 305 above in SR 305 section.		
2	Kitsap Transit is looking into having a fast ferry go from Kingston to Seattle, which would alleviate some traffic on SR 305.	Ed Coviello, Kitsap Transit	
G FACILITY MAINTENANCE AND FINANCING (6 YR CAPITAL IMPROVEMENT PLAN)			
1	As part of our 6 year CIP we need to look more closely at our present zoning in relation to the capacity of our roadways, desired levels of service, & available financing. By state law we are allowed to adjust zoning to match levels of service & available transportation funding. This is mentioned in our current transportation element on page 12, "Reassessment Strategy"	Ron Peltier	
2	Mercer Island is paving instead of chip sealing- costs more but lasts much longer, and produces smoother road for longer.	Robert Dashiell	
3	Miami has done a study on the need to relocate roads due to sea level rise, and has begun to raise or relocate roads.	Robert Dashiell	
H LEVEL OF SERVICE			
1	We need to establish LOS for bikes and pedestrians which will require impacts on those levels of service to be mitigated when impacted by development.	Ron Peltier	
2	The Transportation Element is a good start with lofty goals that should be implemented. The Air Quality goal of TR 2.3 should be connected to LOS.	Pegeen Mulhern	

KEY ISSUE (A,B,C, etc.) and COMMENTS (1,2,3, etc.)		Commenter	Commission Comment
I TRANSPORTATION PLANNING/FORCASTING			
1	The Island's transportation system has limited capacity. We need to recognize this when planning for, and limiting, future growth.	Ron Peltier	
2	The public involvement section of the IWTP (p 1-4) says that the only public comment on the IWTP happens at NMTAC meetings. That does not seem right, and the NMTAC is too focused on bicycles, whereas the IWTP applies to cars also, and the majority of Islanders do not ride bikes, but just drive.	Robert Dashiell	
3	Will the City have designated "Truck Corridors"? See IWTP Policy 6.8	Robert Dashiell	
J OTHER ISSUES			
1	Safety: lighting for pedestrians in the core is inadequate.	Ron Peltier	
2	Don't have parking meters on Winslow Way (see IWTP Policy 5.1- Chapter 2)	Robert Dashiell	
3	The City should install more vehicle charging stations, and they should all be a "fast" charge type, not a "slow" charge.	Robert Dashiell	
4	Traffic going to and from school is a problem, how can people be discouraged from driving their kids to school, including after-school activities.	Pegeen Mulhern	



West Sound Alliance Project Map

Stakeholders:

Bainbridge Island
Bremerton
Gig Harbor
Kitsap County
Mason County
Pierce County
Port Orchard
Poulsbo

Organizations Involved:

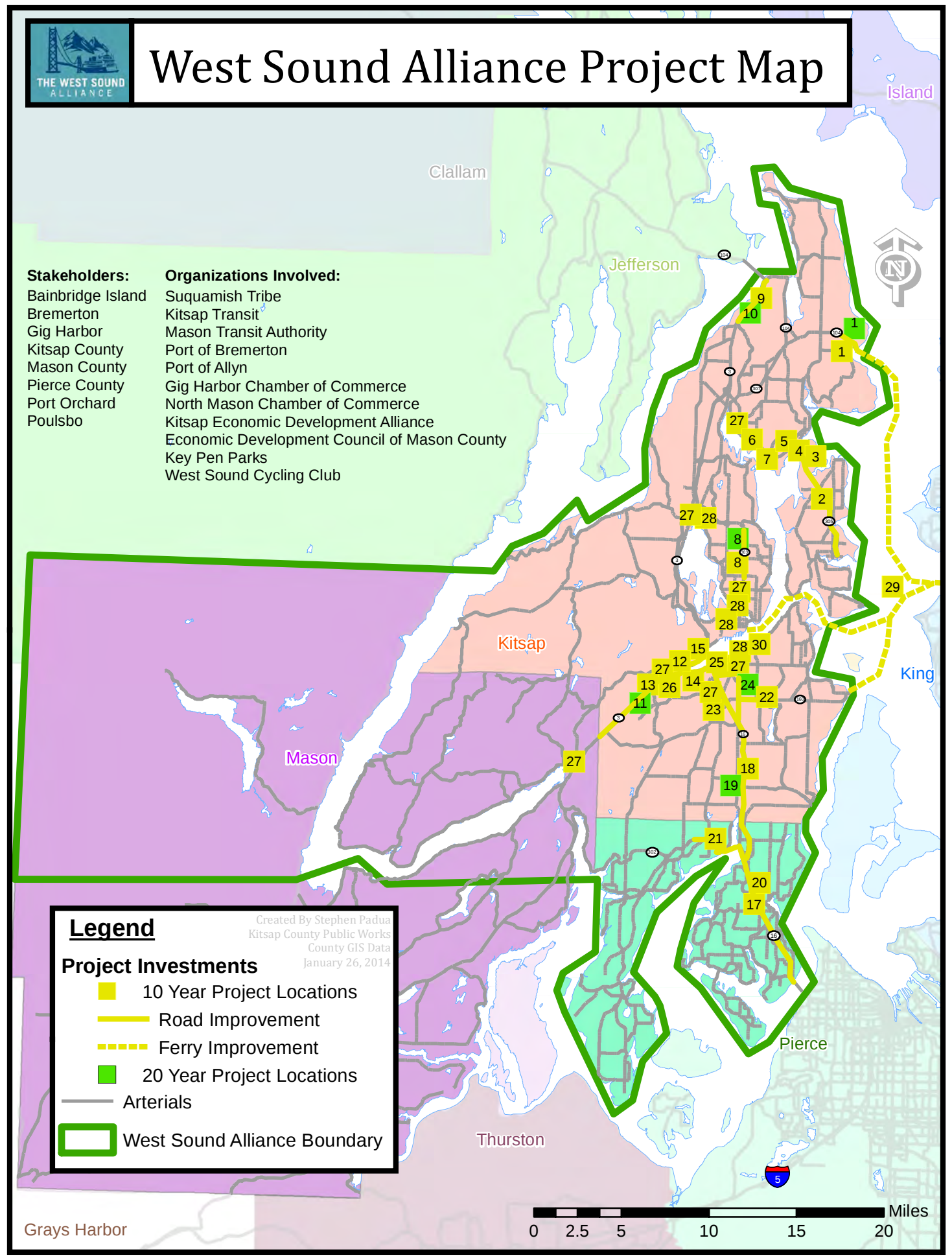
Suquamish Tribe
Kitsap Transit
Mason Transit Authority
Port of Bremerton
Port of Allyn
Gig Harbor Chamber of Commerce
North Mason Chamber of Commerce
Kitsap Economic Development Alliance
Economic Development Council of Mason County
Key Pen Parks
West Sound Cycling Club

Legend

Project Investments

- 10 Year Project Locations
- Road Improvement
- Ferry Improvement
- 20 Year Project Locations
- Arterials
- West Sound Alliance Boundary

Created By Stephen Padua
Kitsap County Public Works
County GIS Data
January 26, 2014



Strategic Corridor Investments <i>as of December 15, 2014</i>	10 Year Investment Plan	Longer Range Investment
1. SR 104 Kingston Re-alignment <i>Based on 2015 Feasibility Study</i>	\$1 M	\$8 M
SR 305 Corridor : Multi-Modal Safety / Congestion Relief Improvements		
2. SR 305 Bainbridge Ferry Terminal to Agate Pass Bridge	\$15 M	
3. Agate Pass Bridge Type / Size / Location & Financing Study (TSL)	\$2 M	
4. Agate Pass Bridge Replacement Construction / Seismic Retrofit	\$164 M	
SR 305 Agate Pass to Poulsbo (Hostmark)		
5. SR 305 at Suquamish Way Intersection: Construction	\$4 M	
6. Johnson Road @ SR 305: Construction	\$4 M	
7. SR 305 Hostmark to South Poulsbo City Limits : Construction	\$8 M	
8. SR 303 Transit Corridor: BRT/Light rail	\$8 M	\$32 M
SR 3 Corridor Improvements		
9. SR 3 North: Poulsbo to Hood Canal Bridge – additional (holding) lane	\$5 M	
10. SR 3 North: Poulsbo to Hood Canal Bridge – additional (climbing) lane		\$5 M
11. SR 3 South: Mason County to Gorst – 4 lanes		\$113 M
12. SR 3 South: SR 3 Sam Christopherson Intersections (N&S)	\$9 M	
13. SR 3 to Puget Sound Industrial Area: Lake Flora, Imperial, Sunnyslope I/S	\$2 M	
SR 3 North to Bremerton: Based on 2015 Feasibility Study		
14. Gorst Interchange	\$23 M	
15. Re-stripe two SR 3 Southbound lanes	\$4 M	
16. Add 3 rd lane from SR 304 on-ramp to Gorst		\$158 M
SR 16 Corridor Gig Harbor to Kitsap County		
17. Corridor Congestion Relief Study: SR 16 – Tacoma Narrows Bridge – SR 302	\$2 M	
18. HOV lane extensions SR 166 to Gig Harbor: Phase I planning	\$5 M	
19. HOV lane extensions SR 166 to Gig Harbor: Construction		\$140 M
20. Harbor Hill Drive Extension	\$12 M	
21. SR 302 (SR 3 to 16) Improvements: EIS Completion	\$3 M	
SR 16/166/160 Corridor		
22. SR 160 Sedgwick East to Bethel – 4 lanes	\$10 M	
23. SR 16 West to Glenwood Road via Sedgwick	\$15 M	
24. SR 160 – SR 166 Bethel Corridor		\$40 M
25. Port Orchard Gateway Project: Phase 1 (Tremont to Port Orchard Blvd)	\$17 M	
Phase 2 (Tremont: Port Orchard Blvd to SR 166)		\$5 M
26. Belfair Bypass	\$80 M	
27. Park & Ride System: 6 year: Silverdale; East Bremerton, Belfair 10 year: Port Orchard; Gorst; Mullinex; Noll Road	\$19 M	
28. Transit Transfer Centers: 6 year: Silverdale; East Bremerton 10 year: West Bremerton; Port Orchard	\$8 M	
29. Passenger Ferry: Cross Sound to Seattle: Bremerton, Kingston, Southworth (capital)	\$36 M	
30. Passenger Ferry: Local Program: Annapolis Dock/P&R/Port Orchard Vessel (capital)	\$14 M	
Total 10 year Investment Plan	\$470 Million	
Longer Range Investment		\$501 Million

1. SR 104 Kingston ~ Re-alignment

Project Cost: 10-Year Investment: \$1 million
Long Range Investment: \$8 million

Project Description:

This project will re-align the in-bound lane of SR104 from its current location, to parallel the SR104 out-bound lanes. The intent is to concentrate all ferry traffic away from the downtown core, thus providing a safer walking community and an opportunity to redevelop the business center into a vibrant area that attracts new businesses, people and recreation. As part of the project, the ticket booths will be moved to the north side of the ferry holding lanes, and Kitsap County will assume jurisdiction over the 4 lane in-bound road that makes up the 5 blocks of downtown Kingston. For too long the Kingston community has been severely impacted by inbound traffic; this project will allow the community to reclaim the road and create public space for residents' enjoyment.

Project Location:



SR 305 Corridor: Multi-Modal Safety / Congestion Relief Improvements:

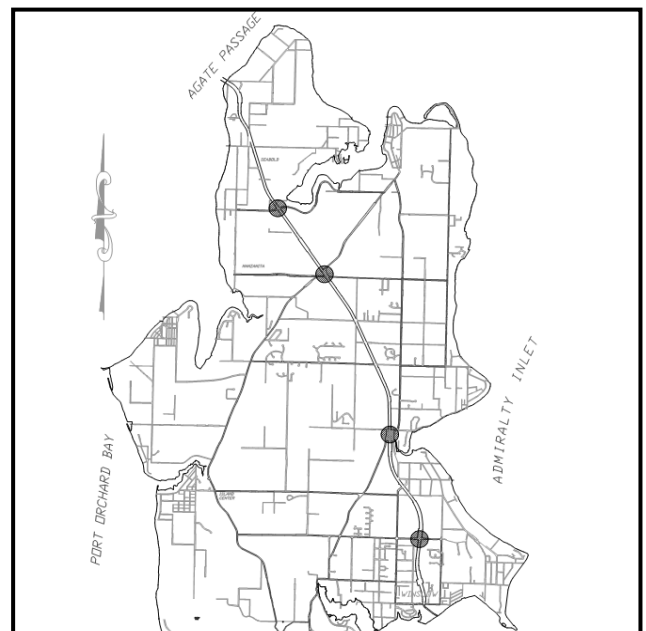
2. SR 305 Bainbridge Ferry Terminal to Agate Pass Bridge

Project Cost: 10-Year Investment: \$15 million

Project Description:

The SR 305 Corridor from the Bainbridge Ferry Terminal to Agate Pass Bridge project (\$15M) project will upgrade three intersections that currently operate at a failed traffic level of service under WSDOT standards with queues of greater than 1200 feet and contribute to heavy congestion and significant traffic delays throughout the corridor. This project will implement improvements such as transit jump lanes, signal timing improvements, and turn lanes to improve level of service at these intersections.

Project Location:



3 & 4

West Sound Alliance Strategic Corridor Investments

SR 305 Corridor: Multi-Modal Safety / Congestion Relief Improvements:

3. Agate Pass Bridge Type / Size / Location & Financing Study

Project Cost: 10-Year Investment: \$2 million

Project Description:

The existing Agate Pass Bridge was constructed in 1950 and is considered “functionally obsolete” and seismically-deficient. The bridge is limited to two travel lanes and is a significant barrier to non-motorized transportation, with inadequate/substandard shoulder widths for bicycling and narrow sidewalks and is not able to accommodate separate high capacity transit options. The Agate Pass Bridge Type/Size/Location & Financing Study (TSL) will evaluate alternatives for replacing and potentially re-using the existing bridge.

Project Location:



SR 305 Corridor: Multi-Modal Safety / Congestion Relief Improvements:

4. Agate Pass Bridge Replacement Construction / Seismic Retrofit

Project Cost: 10-Year Investment: \$164 million

Project Description:

The existing Agate Pass Bridge was constructed in 1950 and is considered “functionally obsolete” and seismically-deficient. The Agate Pass Bridge Replacement Construction/Seismic Retrofit project (\$164M) will implement the selected bridge replacement alternative as evaluated in the Agate Pass Bridge Type/Size/Location & Financing Study (TSL).

Project Location:



SR 305 Agate Pass to Poulsbo:

5. SR 305 at Suquamish Way Intersection ~ Construction

Project Cost: 10-Year Investment: \$4 million

Project Description:

The project will improve mobility by reducing delay to transit riders while maintaining safe operation of the highway, especially for park and ride pedestrians. The project will address the needs of a moderately-sized park and ride transit peak PM advantages for the ferry corridor.

Project Location:



SR 305 Agate Pass to Poulsbo:

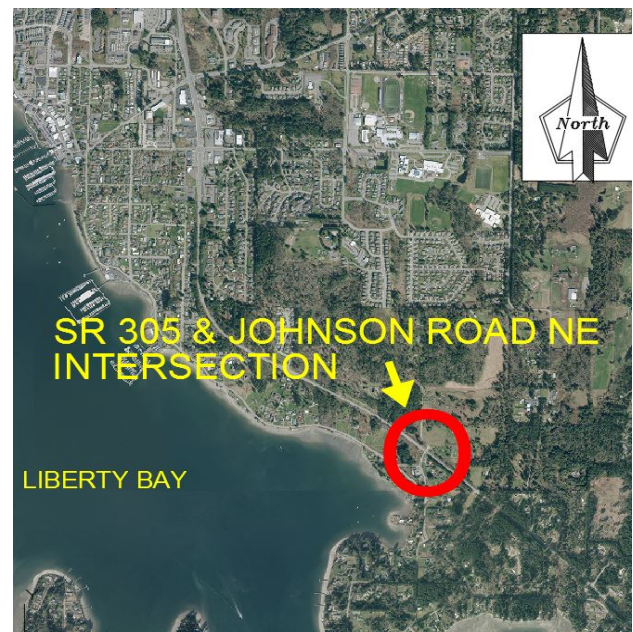
6. Johnson Road at SR 305 ~ Construction

Project Cost: 10-Year Investment: \$4 million

Project Description:

Johnson Road is a two lane local access road that will be improved to collector status as part of Poulsbo's Noll Road Corridor project. Johnson Road currently intersects with SR 305 using stop sign traffic control. There are no exclusive turn pockets or refuge lanes. Cross traffic is delayed as drivers wait for gaps in traffic traveling north or south on SR 305. Depending on intersection study results, the intersection improvements will include a signal or roundabout and shared use paths for pedestrians. The intent is to improve safety and the level of service, and to minimize conflicts at the intersection. There is also potential that the intersection could provide a gateway entrance to the City.

Project Location:



7 & 8

West Sound Alliance Strategic Corridor Investments

SR 305 Agate Pass to Poulsbo:

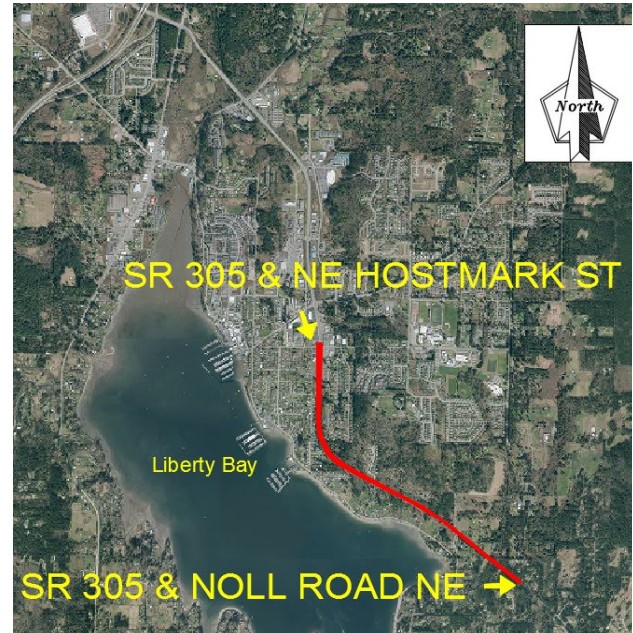
7. SR 305 Hostmark to South Poulsbo City Limits ~ Construction

Project Cost: 10-Year Investment: \$8 million

Project Description:

SR 305 runs through Poulsbo from SR 3, providing a connection to commercial development in Poulsbo, the community of Bainbridge Island, and the State Ferry terminal in Winslow. Four lane improvements to SR 305 have been completed north of Hostmark Street. South of Hostmark Street, SR 305 currently has one travel lane and one HOV lane in each direction with a speed of 40 mph. The proposed project is a continuation of the existing 4 lane improvements on the portion of SR 305 from Hostmark Street to Noll Road. The project will implement additional HOV lanes, center turn lanes, and improved travel lanes, improving both traffic flow and safety from Hostmark Street through the South end of the city.

Project Location:



8. SR 303 Transit Corridor: Bus Rapid Transit (BRT) / Light Rail

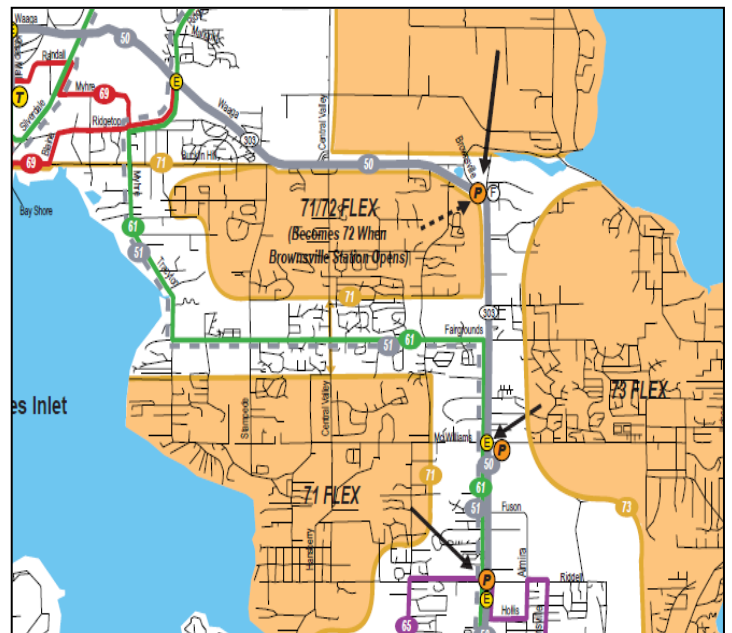
Project Cost: 10-Year Investment: \$8 million

Long Range Investment: \$32 million

Project Description:

Next step in the 2003 SR303 Bremerton to Silverdale Transportation Corridor Study (WSDOT, USDOT, Kitsap County, City of Bremerton and Kitsap Transit). The Study examined vehicle, pedestrian, bike and transit options. Funding includes \$8M for further study, right of way acquisition & engineering; \$32M to construct BRT stations, roadway improvements and to acquire vehicles. The project will improve Wheaton Way Corridor economic opportunities by improving transit service travel time, options and quality between housing & employment centers identified in Bremerton & Kitsap County Comprehensive Plans. It will facilitate Silverdale residents' transit service to major Bremerton employers and to the WSF Bremerton terminal.

Project Location:



9 & 10. SR 3 North: Poulsbo to Hood Canal Bridge ~ additional climbing & holding lanes

Project Cost: 10-Year Investment: \$5 million ~ holding lane

Long Range Investment: \$5 million ~ climbing lane

Project Description:

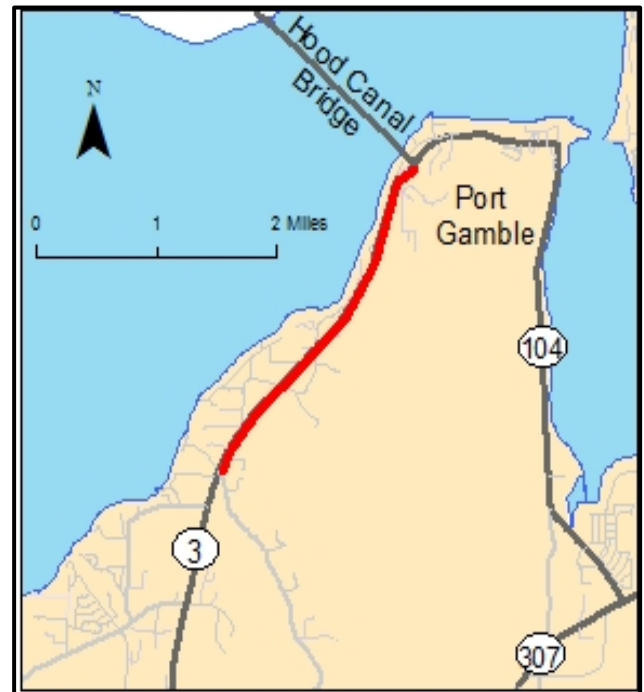
These projects will construct a holding lane northbound and a climbing lane southbound.

The holding lane will facilitate movement of traffic that is not turning west over the Hood Canal Bridge, thus allowing free flow to Port Gamble, Kingston and Hansville.

The southbound climbing lane will allow large trucks, primarily logging trucks from the Peninsula, to move out of the travel lane to facilitate traffic heading to Poulsbo, Bainbridge Island and points south.

Currently, when a bridge opening occurs, traffic is backed up 3-6 miles south of the bridge for 45 minutes, virtually shutting down SR3.

Project Location:



11 & 12 West Sound Alliance Strategic Corridor Investments

SR 3 Corridor Improvements ~ from Mason County to Bremerton

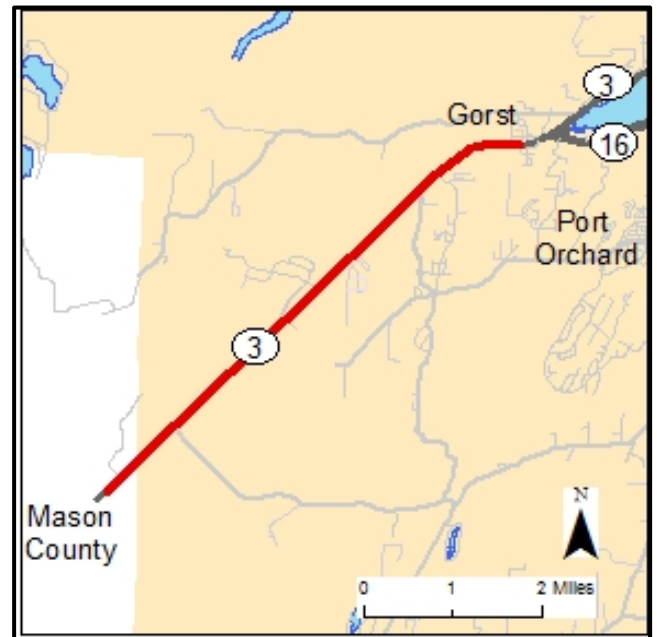
11. SR 3 South : Mason County to Gorst ~ Four lanes

Project Cost: Long Range Investment: \$113 million

Project Description:

These six projects were identified during the WSDOT study entitled The Bremerton Economic Development Study (2012). As a whole, the projects will improve the corridor by adding intersection improvements, potentially including roundabouts; increasing the road capacity west of Gorst by adding two lanes and east of Gorst by adding one or two lanes. The project will provide for high-capacity transit, worker/driver buses and HOV lanes. Safety measures will be constructed to reduce accidents, and the project will mitigate fish barrier and passage impacts at several stream locations.

Project Location:



SR 3 Corridor Improvements ~ from Mason County to Bremerton

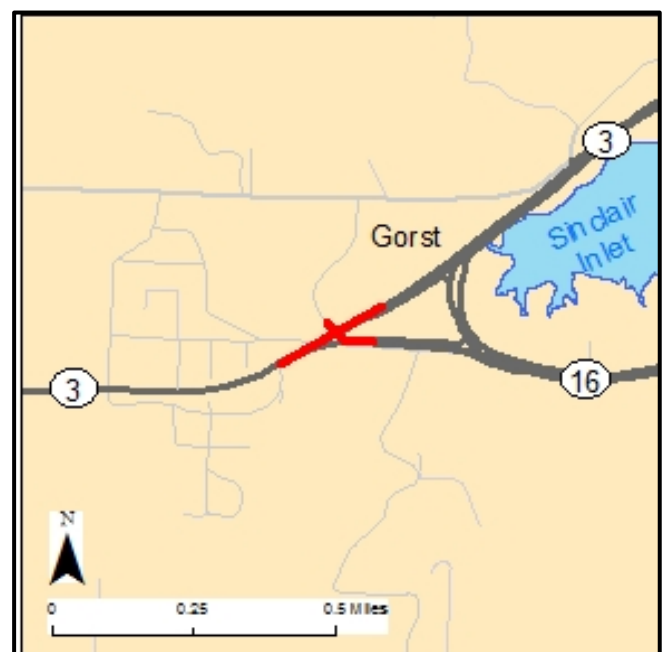
12. SR 3 South : SR 3 Sam Christopherson Intersections (N & S)

Project Cost: 10-Year Investment: \$9 million

Project Description:

These six projects were identified during the WSDOT study entitled The Bremerton Economic Development Study (2012). As a whole, the projects will improve the corridor by adding intersection improvements, potentially including roundabouts; increasing the road capacity west of Gorst by adding two lanes and east of Gorst by adding one or two lanes. The project will provide for high-capacity transit, worker/driver buses and HOV lanes. Safety measures will be constructed to reduce accidents, and the project will mitigate fish barrier and passage impacts at several stream locations.

Project Location:



SR 3 Corridor Improvements ~ from Mason County to Bremerton

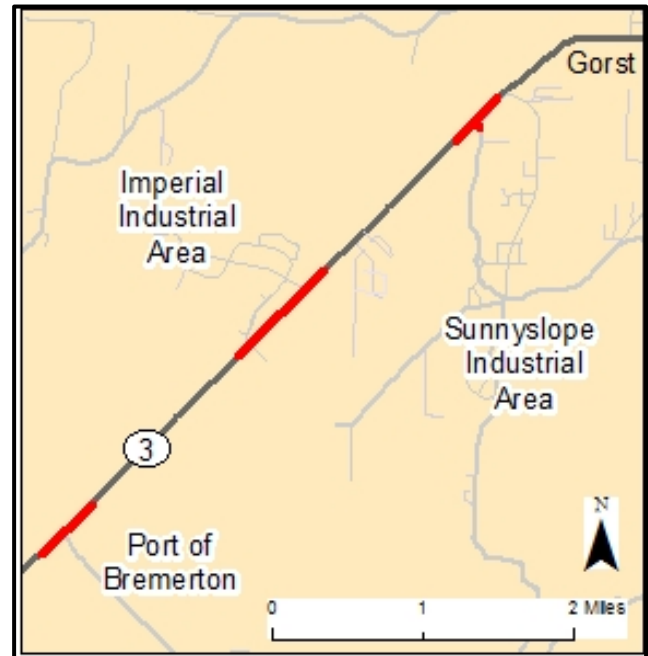
13. SR 3 to Puget Sound Industrial Area: Lake Flora, Imperial, Sunnyslope Intersection

Project Cost: 10-Year Investment: \$2 million

Project Description:

These six projects were identified during the WSDOT study entitled The Bremerton Economic Development Study (2012). As a whole, the projects will improve the corridor by adding intersection improvements, potentially including roundabouts; increasing the road capacity west of Gorst by adding two lanes and east of Gorst by adding one or two lanes. The project will provide for high-capacity transit, worker/driver buses and HOV lanes. Safety measures will be constructed to reduce accidents, and the project will mitigate fish barrier and passage impacts at several stream locations.

Project Location:



SR 3 Corridor Improvements ~ from Mason County to Bremerton

14. Gorst Interchange

Project Cost: 10-Year Investment: \$23 million

Project Description:

These six projects were identified during the WSDOT study entitled The Bremerton Economic Development Study (2012). As a whole, the projects will improve the corridor by adding intersection improvements, potentially including roundabouts; increasing the road capacity west of Gorst by adding two lanes and east of Gorst by adding one or two lanes. The project will provide for high-capacity transit, worker/driver buses and HOV lanes. Safety measures will be constructed to reduce accidents, and the project will mitigate fish barrier and passage impacts at several stream locations.

Project Location:



15 & 16 West Sound Alliance Strategic Corridor Investments

SR 3 Corridor Improvements ~ from Mason County to Bremerton

15. Re-strip two SR 3 Southbound lanes

Project Cost: 10-Year Investment: \$4 million

Project Description:

These six projects were identified during the WSDOT study entitled The Bremerton Economic Development Study (2012). As a whole, the projects will improve the corridor by adding intersection improvements, potentially including roundabouts; increasing the road capacity west of Gorst by adding two lanes and east of Gorst by adding one or two lanes. The project will provide for high-capacity transit, worker/driver buses and HOV lanes. Safety measures will be constructed to reduce accidents, and the project will mitigate fish barrier and passage impacts at several stream locations.

Project Location:



16. Add Third Lane from SR 304 on-ramp to Gorst

Project Cost: Long Range Investment: \$158 million

Project Description:

These six projects were identified during the WSDOT study entitled The Bremerton Economic Development Study (2012). As a whole, the projects will improve the corridor by adding intersection improvements, potentially including roundabouts; increasing the road capacity west of Gorst by adding two lanes and east of Gorst by adding one or two lanes. The project will provide for high-capacity transit, worker/driver buses and HOV lanes. Safety measures will be constructed to reduce accidents, and the project will mitigate fish barrier and passage impacts at several stream locations.

Project Location:



SR 16 Corridor Gig Harbor to Kitsap County

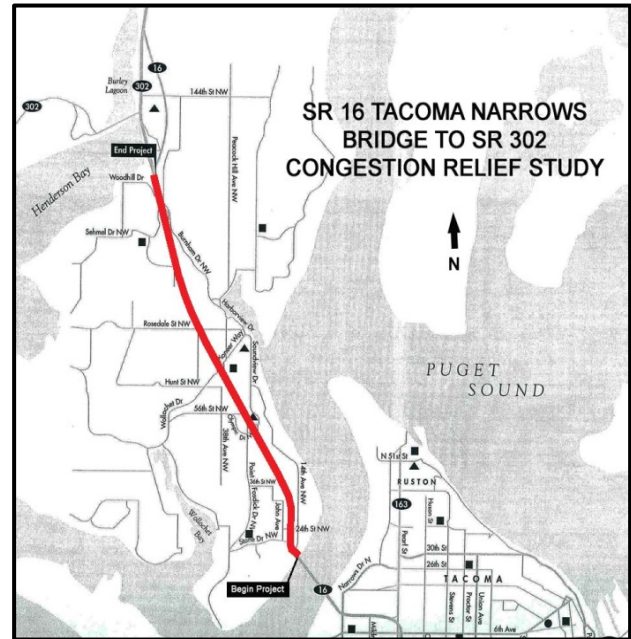
17. Corridor Congestion Relief Study: SR 16 –Tacoma Narrows Bridge to SR 302

Project Cost: 10-Year Investment: \$2 million

Project Description:

In conjunction with WSDOT, perform an area wide highway capacity and corridor congestion relief study along SR 16 between the limits of the Tacoma Narrows Bridge and SR 302. Designed to identify systematic corridor relief improvements and a funding plan along this stretch of roadway, in order to reduce and or eliminate both current and long term congestion along this corridor. This plan will look at identifying necessary interchange improvements in conjunction with mainline SR 16 improvements, as well as identify a funding strategy plan for these improvements.

Project Location:



SR 16 Corridor Gig Harbor to Kitsap County

18. HOV Lane Extensions SR 166 to Gig Harbor: Phase I Planning

Project Cost: 10-Year Investment: \$5 million

Project Description:

The 20 year adopted WSDOT Highway System Plan includes for the extension of the core HOV lanes that currently terminate at Olympic Drive in Gig Harbor to the Bremerton/Port Orchard City line. These HOV lanes will provide for congestion relief and added vehicular mobility to not only Gig Harbor but also the greater Olympic Peninsula and beyond. Phase 1 of these improvements will fund the remaining design and permitting components, and Phase 2 will fund the construction of these added HOV lanes.

Project Location:



19 & 20 West Sound Alliance Strategic Corridor Investments

SR 16 Corridor Gig Harbor to Kitsap County

19. HOV Lane Extensions SR 166 to Gig Harbor: Phase II ~ Construction

Project Cost: Long Range Investment: \$140 million

Project Description:

The 20 year adopted WSDOT Highway System Plan includes for the extension of the core HOV lanes that currently terminate at Olympic Drive in Gig Harbor to the Bremerton/Port Orchard City line. These HOV lanes will provide for congestion relief and added vehicular mobility to not only Gig Harbor but also the greater Olympic Peninsula and beyond. Phase 1 of these improvements will fund the remaining design and permitting components, and Phase 2 will fund the construction of these added HOV lanes.

Project Location:



SR 16 Corridor Gig Harbor to Kitsap County

20. Harbor Hill Drive Extension

Project Cost: 10-Year Investment: \$12 million

Project Description:

Extension of this local collector roadway will extend the life and provide congestion relief to the recently completed \$18M SR 16 Burnham-Borgen Interchange.

This interchange is the major link to the recently opened regional Saint Anthony's Hospital and the Gig Harbor North regional center. It is estimated that this roadway extension will provide at least a ten percent reduction in vehicular trips using this interchange, thus reducing congestion and extending the interchange life.

Project Location:



SR 16 Corridor Gig Harbor to Kitsap County

21. SR 302 (SR 3 to 16) Improvements ~ EIS Completion

Project Cost: 10-Year Investment: \$3 million

Project Description:

Fund the completion of the EIS that would identify the preferred route for the realignment of the congested SR 302 from SR 16 to the Kitsap Peninsula.

SR 302 is an important east-west link both to Gig Harbor and the Key Peninsula communities.

Work on the EIS was suspended in 2009 due to lack of funding.

Project Location:



SR 16 / 166 / 160 Corridor

22. SR 160 Sedgwick East to Bethel ~ Four Lanes

Project Cost: 10-Year Investment: \$10 million

Project Description:

The SR 160 Sedgwick East to Bethel Road project would typically be a WSDOT project. But since WSDOT has no plan to complete the corridor improvements previously considered, it will be up to the City of Port Orchard to improve this link to the viable Bethel Corridor. Widening from 2 to 4-lanes with bike lanes, pedestrian pathways and intersection control at Bravo Terrace and Geiger Road are anticipated. This project will not only provide for safety and congestion concerns, but will provide for a commercial access strategy for the future redevelopment of the corridor.

Project Location:



23 & 24

West Sound Alliance Strategic Corridor Investments

SR 16 / 166 / 160 Corridor

23. SR 16 West to Glenwood Road via Sedgwick

Project Cost: 10-Year Investment: \$16 million

Project Description:

The SR 16 West to Glenwood Road via Sedgwick is a project that will accommodate traffic and pedestrian demands due to the increased development within the Sedgwick-Sidney Joint Planning Area (JPA), but will also provide for viable transportation connectivity from SR 16 to SKIA, via Lake Flora Road.

This project would entail a complete street, along with intersection improvements throughout the corridor.

Project Location:



SR 16 / 166 / 160 Corridor

24. SR 160 – SR 166 Bethel Corridor

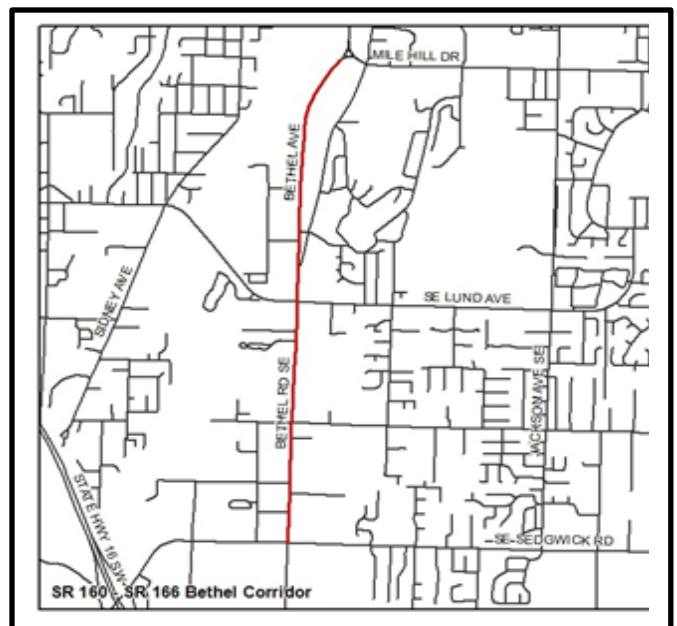
Project Cost: Long Range Investment: \$40 million

Project Description:

The SR 160 to SR 166 complete street project will provide for a continuous two-way turn lane, bike lanes, pedestrian pathways and numerous controlled intersection improvements for the entire Bethel Corridor, including the purchase of associated lands for regional storm drainage facilities required for the project.

This project will utilize much of the 2006 Kitsap County Bethel Corridor Plan, but will be scaled down and segmented to accommodate current funding realities in the region and will provide for safety, congestion and commercial access concerns within the corridor.

Project Location:



SR 16 / 166 / 160 Corridor

25. Port Orchard Gateway Project

Phase I (Tremont to Port Orchard Blvd.): Project Cost: 10-Year Investment: \$17 million

Phase II (Port Orchard Blvd. to SR 166): Project Cost: Long Range Investment: \$5 million

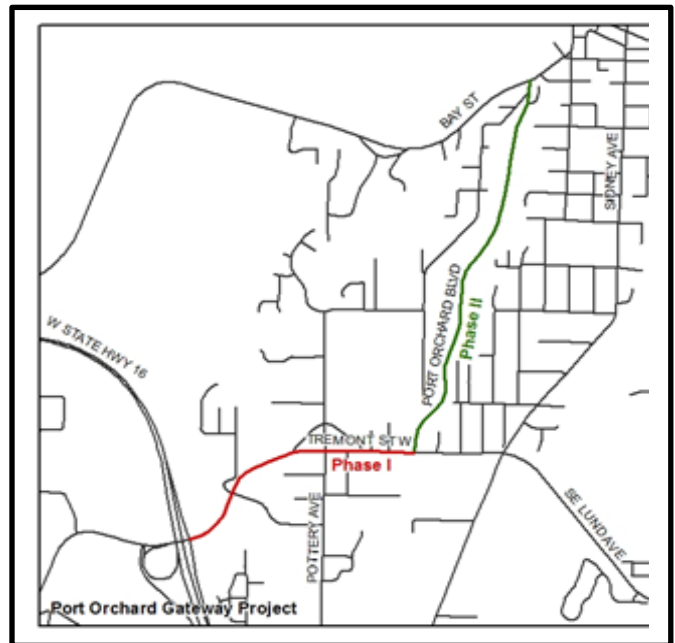
Project Description:

The Port Orchard Gateway project consists of the PSRC Legacy Tremont Widening project, which is currently on the PSRC Contingency List, and the Phase 2 continuation of the downtown gateway from Tremont to SR 166 via Port Orchard Boulevard.

The Phase I project addresses safety and congestion concerns given widening from 2 to 4 lanes, bike lanes, pedestrian pathways and 2 state-of-the-art roundabouts.

The Phase 2 project will provide for a state-of-the-art roundabout at Tremont and at SR 166 (Bay Street) via Port Orchard Boulevard.

Project Location:



26. Belfair Bypass

Project Cost: 10-Year Investment: \$80 million

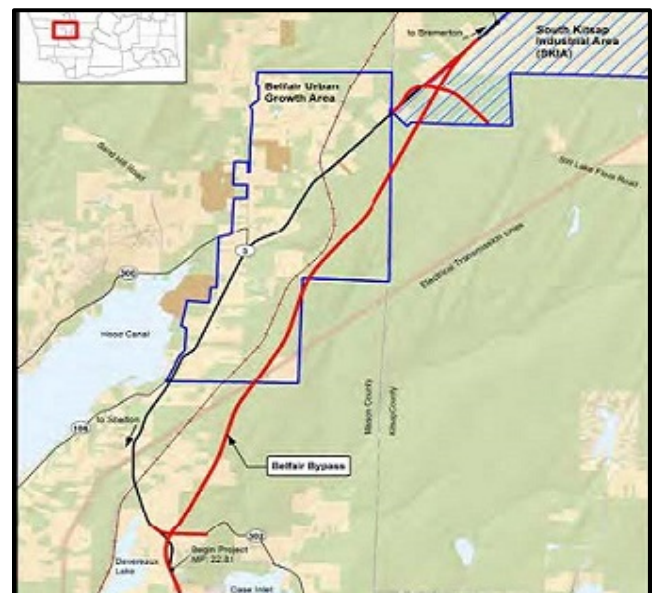
Project Description:

Project implementation will provide safe and reliable access to regional jobs, goods, & services; improve efficiencies for all public service providers; and lower the current accident rate on SR 3 through the Belfair commercial area.

Constructing a bypass around the Belfair urban area will provide a reliable high speed regional route - a two-lane 60 mph highway on a new alignment that moves regional traffic from Shelton to Bremerton through Belfair.

It will reduce congestion and improve safety through Belfair; ensure efficient movement of freight; reduce commute trip times between Kitsap and Mason Counties; accommodate seasonal influxes of tourist traffic and serve general traffic needs. It would also serve as an alternate route during emergencies.

Project Location:



27 & 28

West Sound Alliance Strategic Corridor Investments

27. Park & Ride System: 6-Year Investment: Silverdale, East Bremerton, Belfair
10-Year Investment: Port Orchard, Gorst, Mullinex, Noll Road
Project Cost: 10-Year Investment: \$19 million

Project Description:

Continues work to improve transit access by locating Park & Rides at strategic sites to serve lower density housing areas, corridor choke points, and transit centers. Park and Ride (P&R) projects:

- In fast growing Port Orchard,
- Along SR 16 & SR3 in Gorst,
- At the current Mullinex Park & Ride,
- At Noll Road along SR 305,
- In the Silverdale UGA (no current P&R facility),
- In East Bremerton (low density housing and no additional P&R capacity to serve thousands of forecasted new residents).

Improvements = more system access where land uses don't allow fixed route bus operations. Park and rides also limit vehicle traffic through congested corridors by shifting modes from personal vehicles to

Project Location:



28. Transit Transfer Centers: 6-Year Investment: Silverdale, East Bremerton
10-Year Investment: West Bremerton, Port Orchard
Project Cost: 10-Year Investment: \$8 million

Project Description:

Construction of permanent updated transfer centers to improve transit access for riders, bus operators, and communities. Opportunities for joint land use, e.g. housing, healthcare & transfer center employment. Center location & design will include alternative analysis – with public input. Kitsap Transit property ownership will prevent disruptive periodic transfer center moves. Silverdale and East Bremerton centers need to be constructed within six years to avoid rider impacts from surrounding development pressures restricting center use. Port Orchard and West Bremerton centers need to be updated to meet modern standards and increased demand from growing communities.

Project Location:



29. Passenger Ferry: Cross Sound to Seattle: Bremerton, Kingston, Southworth

Project Cost: 10-Year Investment: \$36 million

Project Description:

Three routes were identified in the adopted Passenger-Only Ferry Business Plan & Long Range Strategy by the Kitsap Transit Board in January 2015. The routes and terminal locations were chosen based on a number of factors, including infrastructure, proximity to other transportation modes, and access.

- **Bremerton:** At the location of the existing Kitsap Transit foot ferry terminal, located northeast of the Washington State Ferries (WSF) terminal; the site of the newly constructed A-float.
- **Kingston:** At the location of past passenger-only ferry operations - southwest of the WSF terminal.
- **Southworth:** At a proposed location southeast of the existing WSF terminal.

Project Location:



30. Passenger Ferry: Local Program: Annapolis Dock / Park & Ride / Port Orchard Vessel

Project Cost: 10-Year Investment: \$14 million

Project Description:

Kitsap Transit operates two local ferry routes connecting the Bremerton Transportation Center and two ferry docks (Annapolis & Downtown Port Orchard). The ferries provide a vital link for Puget Sound Naval Shipyard employees, local commuters, WSF customers, students and more - over 450,000 annual passenger trips link the two cities. The 97 year old Carlisle II ferry needs to be replaced and additional capacity is needed in case the SR 16 Gorst Corridor is made impassable due to an unforeseen emergency. The Annapolis Dock is not ADA compliant and needs upgrades to meet ADA standards and to achieve a state of good repair. There is also a need for more park and ride capacity at both docks, as they are overfull during weekdays.

Project Location:





TO: Bainbridge Island Planning Commission Drafting Committee

FROM: Joseph W. Tovar, FAICP

DATE: November 5, 2015

SUBJ: Meeting GMA requirements for Transportation Element

The Planning Commission conducted a public workshop on the Transportation Element on October 28, gathering ideas and comments that were summarized in matrix and provided for your consideration at your Nov. 12 meeting. At an earlier meeting, the Planning Commission heard a preliminary presentation by Chris Hammer from the City's Public Works Department about the proposed update to the 2004 Island Wide Transportation Plan (IWTP). It is the purpose of this memo to explain the relationship between the Transportation Element of the Comprehensive Plan and the IWTP and propose a focus for the Planning Commission's review going forward.

I. Comprehensive Plan Internal Consistency

The GMA requires that the Comprehensive Plan be an internally consistent document. This means that no element or provision of the Plan may thwart or otherwise preclude the fulfillment of any other element or provision of the Plan. As noted in Attachment A, there are several Goal or Policy statements in the Land Use and Environmental Elements that provide direction or linkage to Goals or Policies in the Transportation Element.

In addition, the Bainbridge Island Plan also has a hierarchy of policy with seven Guiding Principles at the beginning of the Plan to provide high-rank order direction to the Elements of the Plan. Each of the Guiding Principles also has a subset of Guiding Policies to further clarify how the Principle is to be reflected in specific Goals or Policies of the Plan's Elements. Several such references are excerpted in Attachment A.

II. Approach to meeting GMA requirements re: the Transportation Element

The GMA, at RCW 36.70A.070(6), lists a number of items that must be addressed in the Transportation Element. These are shown in Attachment B. In order to address these requirements, cities typically focus the Transportation Vision, Goals and Policies in the Transportation Element and adopt by reference the other required components that appear in an adopted "functional" plan such as the Island Wide Transportation Plan.

The first three Chapters of the IWTP are titled: Chapter 1 - Introduction; Chapter 2 - Issues, Goals and Policies; and Chapter 3 – Sustainability and Quality of Life. I recommend that the Planning Commission focus its review on these first three Chapters. The new Transportation Element should include the subjects covered in these Chapters: a profile of existing conditions, major issues, transportation goals and policies and a discussion of sustainability and quality of life on the Island. This is where the adopted Levels of Service would be set forth.

Only after the policy decisions are made in the Transportation Element will it then be possible for the staff and consultants to make the needed additions or edits to the information in Chapters 4 through 9 of the IWTP. See Attachment C that shows in which Chapters of the IWTP specific GMA requirements are addressed.

We would return to the Commission at a future date for your review of that technical support information. When you make your recommendation to the Council on the Transportation Element, we ask that you also recommend for adoption the supporting information in the final IWTP.

Attachments

Attachment A – Draft Guidance to the Transportation Element from the Guiding Principles and Goals and Policies in the Land Use Element

Attachment B – GMA requirements for Transportation Element

Attachment C – Table 1-1 from Draft Island Wide Transportation Plan

Attachment A – Draft Guidance to the Transportation Element from the Guiding Principles and Goals and Policies in the Land Use Element

1. Excerpts from the Principles that Guide the Plan and related Guiding Policies

PRINCIPLE #1 - Preserve the special character of the Island, which includes the small town atmosphere of downtown Winslow, forested areas, meadows, farms, marine views, scenic and winding roads that support all forms of transportation.

Guiding Policy 6.1 Look beyond the state's mandated 20-year plan horizon in order to recognize the longer term life cycles of natural systems, green building practices, and public infrastructure investments.

Guiding Policy 7.5 Build reliable infrastructure and connected mobility

Guiding Policy 7.7 Maintain a safe city.

2. Excerpts from the draft Land Use Element Goals and Policies

GOAL LU-1 Island-wide Sustainable Conservation and Development Strategy

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

Policy LU 1.7 The SR 305 corridor, with its gateways at the Washington State Ferry landing in Winslow and the Agate Pass Bridge, is a major regional facility managed by the Washington State Department of Transportation. See Fig. 1. The City shall actively work with the State and others to minimize the traffic impacts of SR 305 on mobility, safety, air quality and the visual character of Bainbridge Island, while also serving both the motorized and non-motorized needs of Island residents and businesses.

Policy LU 4.8 Amend the Non-Motorized Transportation Plan to link centers and reduce vehicle miles traveled and greenhouse gas emissions.

3. Excerpts from the draft Environmental Element Goals and Policies

Policy EN 12.2 Promote land use patterns and transportation policies that ensure that the Island's contribution to regional air quality is consistent with or better than State and Federal standards.

Policy EN 12.3 Encourage the retention of existing trees and vegetation and the installation of new trees and vegetation landscaping in new development that will provides natural filtration of suspended particulate matter, removes carbon dioxide, and improves air quality.

Policy EN 12.5 Cooperate with the Puget Sound Clean Air Agency in providing information to the community about available and innovative emission controls for residential, commercial, vehicular and light industrial use.

GOAL 3 EN-14 Contribute to regional greenhouse gas reduction efforts. Reduce greenhouse gas emissions through compliance with federal, state and regional policies while developing local strategies to reduce emissions further.

Policy EN 14.1 Support and implement climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce greenhouse emissions, address climate change, sea-level rise, ocean acidification, and other impacts of changing global conditions.

Policy EN 14.2 Facilitate the improvement and convenience of low carbon mass transit and increased car- sharing, cycling, walking, and the development of alternative vehicle infrastructure (e.g., charging stations) to reduce greenhouse gas emissions.

Policy EN 14.3 Strive for reduced greenhouse gas emissions through coordinated land use and transportation planning and management, including assessment and mitigation for air quality impacts.

AT 3.1 Policy EN 14.4 Establish benchmarks, metrics and targets for reduction of greenhouse gas emissions, assess current conditions and progress in reducing greenhouse gas emissions from municipal, commercial, residential and transportation-related greenhouse gas emissions land uses, projects and programs.

Policy EN 17.6 The trail, open space and recreational components of the Greenways and Open Space Plan should be coordinated with the Non-Motorized Transportation Plan.

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

GOAL 3 EN-19 The Bainbridge Island Park and Recreation District should develop and maintain a trails system that establishes non-motorized access throughout the greenways system of Bainbridge Island, maximizes public access to greenway land areas, provides increased recreational opportunities for the public, and provides an alternative to motorized transportation between residential, public transportation, commercial, schools and recreation areas. The City should assist in acquisition of trail easements.

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

Policy EN 19.1 The multipurpose trail system should serve local and regional users and be linked to the Kitsap County and regional trail systems. Trail linkages should be provided to the Agate Pass Bridge, between residential areas, public transportation, schools, commercial and Neighborhood Service Centers, along the Winslow waterfront and recreation areas.

Policy EN 19.2 Trails should provide for the needs of a diverse population of differently-abled people engaging in non-motorized passive and active pursuits.

RCW 36.70A.070(6) A transportation element that implements, and is consistent with, the land use element.

- (a) The transportation element shall include the following subelements:
- (i) Land use assumptions used in estimating travel;
 - (ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
 - (iii) Facilities and services needs, including:
 - (A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
 - (B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
 - (C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;
 - (D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;
 - (E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
 - (F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;

- (iv) Finance, including:
 - (A) An analysis of funding capability to judge needs against probable funding resources;
 - (B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.770.010 for cities, RCW 36.81.121 for counties, and RCW 35/58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;
 - (C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;
- (v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
- (vi) Demand-management strategies;
- (vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(c) The transportation element described in this subsection (6), the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

Attachment C – Table 1-1 from Draft Island Wide Transportation Plan

A matrix is provided below showing where in the IWTP the information is contained to address Growth Management Act requirements for transportation planning in accordance with RCW 36.70A.070(6)

Land use assumptions used in estimating travel (i)	Refer to Chapter 4 and Appendix.
Estimated traffic impacts to State owned transportation facilities (ii)	Refer to Chapter 5.
Inventory of transportation facilities and services (iii-A)	Refer to Figure 4-1. Roadway Classifications Figure 8-1 Ferry Routes and, Figure 8-5 Kitsap Transit Routes.
Level of service standards for locally owned arterials and transit routes.	Refer to Chapter 4 and Chapter 8.
Level of service standard for state highways (iii-C)	Refer to Chapter 4.
Actions to correct current level of service deficiencies. (iii-D)	Refer to Chapters 4 and 5.
Traffic forecasts (iii-E)	Refer to Chapters 4 and 5.
Identification of needs to meet future local and state system demands (iii-F)	Refer to Chapters 4 and 5.
Probable funding capacity (iv-A)	Refer to Chapter 9.
Multi-year financing plan to meet road and transit level of service standards over the next 6 years (iv-B)	Refer to Chapter 9.
Probable funding shortfalls and strategies to address funding needed to meet or reassess level of service standards (iv-C)	Refer to Chapter 9.
Assessment of impacts of plan on neighboring jurisdictions (v)	Refer to Chapters 4, 5, and 8.
Demand Management Strategies (vi)	Refer to Chapter 8.
Non-Motorized element planned improvements (vii)	Refer to Chapters 7 and 9.

