CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, NOVEMBER 19, 2015
6:00 PM - 9:00 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 PUBLIC COMMENT
Accept public comment on off agenda items

6:15 PM WATERFRONT PARK SITE PLAN REVIEW & SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT, SPR18924 & SSDP18924
Public Meeting

6:45 PM HISTORIC PRESERVATION COMMISSION
Briefing on future work

7:15 PM PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

7:25 PM 2016 COMPREHENSIVE PLAN UPDATE
***Economic Element*:** Confirm changes to DRAFT *Element*

Transportation Element:
- Discuss Transportation Related Chapters of Winslow Master Plan
- Discuss Non-Motorized Transportation Plan

8:40 PM PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

8:55 PM NEW/OLD BUSINESS

9:00 PM ADJOURN

*****TIMES ARE ESTIMATES****

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

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

PROJECT REPORT

City of Bainbridge Island
Department of Planning
and Community Development

Project: **Waterfront Park**
Site Plan Review & Shoreline Substantial Development Permit

File number: SPR18924 & SSDP18924

Date: November 6, 2015

Project Manager: Heather Beckmann
Senior Planner

I. INTRODUCTION

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

Request: Upland improvement to Waterfront Park which includes clearing and grubbing, grading, paved pathways and social areas, a picnic pavilion, utility improvements and site furnishings.

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

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

The site plan and design review and shoreline substantial development permits are recommended for approval subject to the following conditions:

Conditions of Approval:
SEPA Conditions:

1. As agreed upon, the City shall have a member from the Suquamish Tribe present during excavation to ensure protection of the middens.

2. Best Management Practices for all shoreline construction activities shall be followed at all times to prevent adverse environmental impacts to existing water quality.
3. Prior to any construction activities, the City shall apply for a Department of Ecology General Stormwater Construction Permit.
4. No land clearing or earth disturbance shall occur prior to the issuance of the necessary construction permits, including clearing and/or grading permits, where applicable.
5. Application for a construction permit shall include an erosion control plan prepared by a Washington State licensed civil engineer. The implementation of the erosion control plan shall be subject to inspection by the City at all phases of work.
6. The work shall adhere to the City's seasonal work limitations between October 1 and April 30 of any year. During this period, no soils shall remain exposed and unworked for more than two days. From May 1 to September 30, no soils shall remain exposed and unworked for more than seven days.
7. Required mitigation measures include:
   a. Raingarden Construction and Planting;
   b. Creating all trails within the shoreline buffer with pervious pavement.
   c. Forest Enhancement, including snagging or downing and maintaining on-site all downed trees, invasive plant removal and native planting as recommended, and replacing 12 trees pursuant to the site plan (November 3, 2015) during the first appropriate growing season.
8. Replacement trees must meet minimum size requirements (6-8 feet in height/2" caliper for deciduous trees; 6 feet in height for evergreen trees). Replacement trees may be located anywhere in the shoreline buffer.
9. Any new mitigation and landscape plantings shall avoid or minimize the need for chemical fertilizers, pesticides, herbicides, and fungicides that could contaminate surface or ground water or cause adverse effects of shoreline ecological functions and ecosystem-wide processes.
10. The direct runoff of fertilizer chemicals into adjacent water bodies is prohibited.
11. Application of fertilizer shall utilize BMPs outlined in the City's adopted Stormwater Management Manual.

Project Conditions:

12. Building plans and review are subject to 2012 International Building Code, or edition of the Building Code as adopted by the City Council at the time of Building Permit Application.
13. Bicycle parking spaces shall be indicated on the site plan submitted with the building permit and provided prior to issuance of the final on the building permit.
14. The proposed trails shall be constructed with nonskid material and they shall meet the ADA requirements. Trails within the shoreline buffer will be constructed with pervious pavement.
15. A copy of all public agency approvals and approved drawings shall be given to all contractors performing work at the site prior to beginning any construction work.
16. The site plans for the proposed picnic shelter shall indicate that it meets the required 75' setback from ordinary high water mark.

17. The applicant shall notify the City in writing at least 48 hours before work is to begin and the duration of the work period. Planning staff shall conduct a site visit to field verify that significant tree flagging and protection measures and erosion control measures are in place. No site preparation or construction activity may occur until field verification is complete.
18. The building permit shall indicate the type and location of outdoor lighting. Proposed lighting shall meet BIMC Section 18.15.040, Outdoor Lighting.
19. The applicant shall notify planning staff at least 48 hours prior to start of any site preparation or construction activity.
20. Work shall be completed in substantial compliance with the approved plans and reports as follows, except to comply with these conditions:
    a. Revised Site Plan (date-stamped November 3, 2015)
    b. Waterfront Park Site Improvement Site Specific Impact Analysis date-stamped August 31, 2015)
    c. Browne Wheeler Engineers Preliminary drainage and utility design report date-stamped September 10, 2015
    d. Development Engineer Project Review, November 2, 2015
    e. Revegetation to meet the vegetation and mitigation standards as provided in the Revised Site Plan, Sheet L501.
21. Thirty-eight (38) diseased and dying significant trees are proposed for removal, twenty-two (22) of which are located within shoreline buffer. All other significant trees surrounding the area (Areas A-E) must be retained and protected during construction.
22. The City shall establish and record a notice on title preventing future development within the mitigation area.
23. The applicant shall submit mitigation performance standards for performance criteria including: percent cover, plant survival rate (actual numbers, species and percentage) and canopy coverage for Zones 1 and 2 for each of the five years monitoring is required. Mitigation performance standards shall be submitted to and approved by the City prior to start of mitigation installation.
24. The applicant shall notify the City upon completion of mitigation measures and provide an as-built plan within 60 days of the completion of mitigation installation prior to final building permit inspection. If the as-built plan is not in substantial compliance with the proposed and conditioned, the applicant must provide the City with their proposal detailing actions proposed and an implementation schedule for said actions, planned to achieve substantial conformance with the proposed mitigation.
25. Monitoring of the mitigation measures shall be conducted in accordance with the proposed and requested mitigation and performance criteria submitted to the City for a period of five years. The monitoring period shall begin once the as-built plan is reviewed by the City and found to be in substantial conformance with the proposed mitigation measures. Monitoring reports documenting and evaluating the performance of the mitigation measures are required at the end of years 1-5. Monitoring reports should show that minimum performance standards are being met and/or provide recommendations for contingency actions. These reports shall be received by the Planning Department no later than December 31 of each monitoring year.
26. Should the performance standards submitted in accordance with Condition 22 not be met at any time during the five-year monitoring period, the applicant must provide the City with

their proposal detailing corrective actions and/or maintenance actions proposed and an implementation schedule for said actions, planned to meet the standards. Upon review and approval/modification of said corrective measures by the City, the applicant shall implement the necessary corrective measures. Upon completion of said action, a written summary of the work shall be supplied to the City. The City may require additional remedial actions if actions by the applicant do not result in satisfaction of performance standards during the next subsequent growing season. Should the applicant fail to take corrective action, the City will use the maintenance bond to fund correction of site problems.

27. Educational and historical interpretation specific to the site's shoreline ecology and local history shall be incorporated into the design and operation of a public shoreline recreational development through site amenities such as interpretive signs or other amenities.

28. Construction pursuant to this permit shall not begin and is not authorized until 21 days from the date of filing with the Department of Ecology as provided in WAC 173-27-130, or until all review proceedings initiated within 21 days from the date of such filing have been terminated as provided in RCW 90.58.140.

29. The authorization granted by this SSDP shall expire within two years unless substantial progress towards completion is undertaken unless an extension is granted as provided in BIMC 16.12.370 D.1.b.

30. The authorization granted by this SSDP shall terminate five years after the date the permit is approved by the city unless an extension is granted as provided in BIMC 16.12.370.D.2.d.

Staff Analysis

II. FINDINGS OF FACT

A. Site Characteristics

1. ASSESSOR'S RECORD INFORMATION:
   a. Tax Lot Number: 4114-002-001-0000
   b. Owners of record: City of Bainbridge Island
   c. Site size: Six parcels totaling 5.5 acres or 241,320 square feet
   d. Land use: Waterfront Park

2. TERRAIN: Waterfront Park slopes gently down from the north to the south towards the water.

3. SITE DEVELOPMENT: Waterfront Park is the only large green space on Bainbridge Island that is located close to Winslow Town Center, along a city-wide trail system and near the Washington State ferry terminal.

   The property is developed with various structures including benches, a stage, tennis courts and parking. The site was recently approved for the removal of a tennis court and the construction of a 12,000 square foot, two-story building (daylight basement) to house the Bainbridge Island Rowing Club

4. ACCESS: The site is accessible by the water, walking paths and roads to the north and south. The southern border of the park is accessible by Eagle Harbor and developed with a community dock. A multimodal path connects the Washington State Ferries terminal via a bridge to the park.

5. PUBLIC SERVICES:
   a. Police - Bainbridge Island Police Department.
   b. Fire - Bainbridge Island Fire District #23.
   c. Schools - Bainbridge Island School District.

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

7. SURROUNDING ZONING/COMPREHENSIVE PLAN DESIGNATION
   The surrounding properties are also zoned Mixed Use Town Center (MUTC-CORE) – Central Core Overlay District.

Procedural History

1. The applicant held a pre-application conference with the City on January 6, 2015.

2. The project was reviewed by the Design Review Board on March 2, 2015 (Attachment H).

4. The applicant submitted their site plan and design review and shoreline substantial development permit applications on July 29, 2015 (Attachment A, B & C).

5. The project was noticed on September 4, 2015 with the comment period ending on October 2, 2015. No public comments were received during the public comment period.

6. The project was reviewed by the Design Review Board on October 5, 2015 (Attachment I).

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

B. Park Design History

The City has developed three master plans for the park over the past 20 years, with this effort constituting the fourth. Dedicated park master plans were prepared in 1997 and 2002, and the park featured largely in the overall master plan for Winslow in the Winslow Tomorrow effort. These three previous park master planning efforts involved substantial community engagement and hundreds of hours of planning and design effort.

In 2013, the Washington State Ferries paid the City of Bainbridge Island $2 million in a settlement agreement. The money compensated the City for the State's taking of a local community boat yard for the construction of a state ferry maintenance facility.

City Council adopted a resolution in June 2012 to guide how these funds are to be spent, mandating that they be dedicated to capital improvements for facilities that have a "water nexus." Waterfront Park and City Dock improvements have been identified by the Council as appropriate, and the Council dedicated a portion of the settlement funds to prepare a master plan and to design specific park and dock improvements.

The City kicked off the master plan update with two community workshops, both held in June of 2013. One involved a walking audit of the park and Winslow, examining the underlying value in the connections between the two areas and how they can best be actualized. The walking audit, led by Dan Burden and sponsored by Sustainable Bainbridge, also explored how the park's setting, views and uses can be best appreciated in design.

The second workshop focused on converting the walking audit's findings into actual physical recommendations. Participants reflected on the walk, noted the types of features they appreciate or would like to see in the park and then separated into small groups. The groups annotated park site plans, identifying site opportunities, constraints and the types of features that can take advantage of what the site offers.

Following the workshop, the City solicited an on-line community-wide survey. More than 850 residents responded to the survey, indicating their preferences for Waterfront Park features and facilities.

The City convened a four-day community studio in January 2014 to review the results of the June 2013 workshops, affirm an updated vision for Waterfront Park, and produce a conceptual park design framework that would underpin the revised master plan and lead directly to grant applications and construction projects.

Council heard a design team presentation summarizing the studio results and describing the design framework on January 15, 2014. The framework built on a "Village Park, Visitor Friendly" message and incorporated guidance from the earlier workshop, arranging spaces and pathways as workshop results suggested. City Council appointed an ad hoc committee to oversee City comment on the refined park and dock design. The

committee included two members of City Council, the City Manager and the Public Works Director (Attachment O).

The City Council approved a 30% Design Development of the plan on April 14, 2014. A new Request for Proposals for the 30% to construction drawings was issued by the City on December 10, 2014. After an initial screening by an ad hoc committee, three firms were invited to interview. Interviews were conducted on January 9, 2015 with a consultant selected on January 12, 2015. In March 10, 2015, a 50% Design development was provided with a 100% design submitted on April 30, 2015. The designs were presented at a community open house on May 6, 2015. On June 2, 2015 City Council approved 100% design (Attachment O).

C. Project Description

The proposed project includes: providing ADA-compliant pathways for universal access; additional park seating areas; open space improvements for civic events and passive recreation; a stormwater retrofit and various measures to improve the health and vigor of the existing urban forest. In addition, the existing 'boat' stage will be removed and the existing informal basketball court will be converted to a parking area.

Overall, the connected terraces and open spaces will provide enhanced views to the water. Stormwater treatment facilities will provide opportunities for art and education while improving storm runoff from developed areas of Winslow and surrounding facilities. Improvements will support projected residential growth locally and renovate deteriorating park infrastructure.

D. Public Comments

No public comments were received during the public comment period.

E. Agency Comments

Suquamish Tribe: The Suquamish Tribe submitted a formal request to the City on February 8, 2014 to not distribute a 2008 Cultural Resources report for the park that identifies the exact location of the middens (Attachment G). The report was reviewed by the design consultants and the site designed to protect these valuable archeological resources. The Tribe has requested, and the City agreed to have a member of the Suquamish tribe present on-site during excavation work (Condition 1).

Recreation Conservation Office (RCO): As a recipient of grants for the development of the Park, the City is obligated to stay in compliance with the terms of the original grant. To ensure that the proposed development is in compliance with the terms of the grant, the City coordinated with RCO. On September 9, 2015, the agency provided a letter to the City that stated they were approving the proposed amendments to the park project (Attachment F).

Fire: The Fire Marshal had no comments on this project.

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

City Operations & Maintenance Division: The City's O&M Division of the Public Works Department had no comments on this project because the project does not require any additional sewer or water hook-ups.

Building: The City's Building Official submitted review comments on September 15, 2015 (Attachment I). The comments were specific to the permits necessary. The conditions of approval have been incorporated into the recommendation (Condition 12).

Development Engineer: The City's Development Engineer submitted review comments on November 2, 2015 (Attachment O). The project is found to comply with the site plan and design review decision criteria. The conditions of approval are specific to stormwater management and general permitting requirements, and have been included as conditions of approval (Conditions 3-6).

F. Comprehensive Plan Analysis: Relevant Economic & Land Use Element Goals & Policies

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

1. Maintain and Enhance Community Character in the Mixed-Use Town Center and High School Road Districts
    a. **Policy WMP 2-3.1:** Promote architecture that encourages green building, natural light, and ventilation and rooftop gardens. **The picnic pavilion is an open structure that maximizes natural light.**
    b. Policy WMP 2-3.4: Preserve, protect, adapt and restore sites, buildings and trees of historic significance. **The site will continue to serve as a waterfront park with improved access. Specific trees were identified by the community for their historic significance and are being maintained. The only structures that will be demolished are the tennis and basketball courts and the boat stage. The City has identified a need for alternatives to these existing structures in order to improve public access and views to the water. The City is working with other agencies to have the boat stage relocated and reused on another site.**

Winslow Master Plan, Chapter 4: Open Space and Trails

1. As new growth is concentrated in the Winslow area, there will be a need for centrally-located parks and gathering places for passive recreation; therefore, usable parks throughout the Winslow area should be created or enhanced.
    a. **Policy WMP 4-2.1** Improve and enhance existing parks in the downtown area. **This downtown park is proposed for improvement and**

enhancement for both the park user and the environment with increased circulation, additional seating areas, an additional picnic/pavilion area, invasive plant removal and low impact development techniques.

b. **Policy WMP 4-2.2:** Winslow should be experienced as a waterfront town, well-connected to Eagle Harbor by activity, trails, views, lanes and design details. An attractive Waterfront Park will connect Winslow to the waterfront, drawing people from the central retail area to the harbor and showcasing the waterfront character of the community. To achieve this connection, the Waterfront Park Master Plan should be updated and implemented. **This plan implements the recently adopted Waterfront Park Master Plan. It enhances the activity areas within the park with a new sport court and a field area to host outdoor events. It also improves connectivity to the waterfront with a handicapped accessible pathway that connects the new parking area to the waterfront.**

Chapter 6: Transportation

1. Bicycle Circulation and Facilities

a. Policy WMP 6-3.1: Locate bicycle parking at intersections and in curb extensions. Bicycle parking should not be placed in front of stores along Winslow Way, except as can be done without blocking either the sidewalks or access to storefronts. Provide bicycle parking at levels appropriate for intended land use. **Bicycle parking is proposed nearest to Shannon Drive, facing the Harbor as well as along Brien Drive (Condition 13).**

G. <u>Land Use Code Analysis</u>

1. Title 2, ADMINISTRATION, PERSONNEL, AND LAND USE PROCEDURES

BIMC 2.16, Land Use Review Procedures

A. BIMC 2.16.040, Site Plan and Design Review Decision Criteria. The director and planning commission shall base their respective recommendations or decisions on site plan and design review applications on the following criteria:

1. The site plan and design is in conformance with applicable code provisions and development standards of the applicable zoning district, unless a standard has been modified as a housing design demonstration project pursuant to BIMC 2.16.020.Q; **As conditioned, the project is in compliance with the applicable zoning district development standards and applicable code provisions.**

2. The locations of the buildings and structures, open spaces, landscaping, pedestrian, bicycle and vehicular circulation systems are adequate, safe, efficient and in conformance with the non-motorized transportation plan; **As proposed, the location of the picnic area, sport court, and non-motorized facilities are adequate, safe and efficient. The newly proposed handicapped accessible path will allow continual access through the site, to the newly added amenities (sport court, field) and the waterfront.**

3. The Kitsap County Health District has determined that the site plan and design meets the following decision criteria:

a. The proposal conforms to current standards regarding domestic water supply and sewage disposal; or if the proposal is not to be served by public sewers, then the lot has sufficient area and soil, topographic and drainage characteristics to permit an on-site sewage disposal system.

b. If the health district recommends approval of the application with respect to those items in subsection E.3.a of this section, the health district shall so advise the director.

c. If the health district recommends disapproval of the application, it shall provide a written explanation to the director. **The project is on City sewer and water. The City's Operations and Maintenance Staff found that the City has sewer and water capacity for the proposed development.**

4. The city engineer has determined that the site plan and design meets the following decision criteria:

a. The site plan and design conforms to regulations concerning drainage in Chapters 15.20 and 15.21 BIMC; and

b. The site plan and design will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use and enjoyment of properties downstream; and

c. The streets and pedestrian ways as proposed align with and are otherwise coordinated with streets serving adjacent properties; and

d. The streets and pedestrian ways as proposed are adequate to accommodate anticipated traffic; and

e. If the site will rely on public water or sewer services, there is capacity in the water or sewer system (as applicable) to serve the site, and the applicable service(s) can be made available at the site; and

f. The site plan and design conforms to the "City of Bainbridge Island Engineering Design and Development Standards Manual," unless the city engineer has approved a variation to the road standards in that document based on his or her determination that the variation meets the purposes of BIMC Title 18. **The City's Development Engineer reviewed the permit (Attachment O) and found the project consistent with these regulations. Conditions of approval have been incorporated into the approval (Conditions 3-6).**

5. The site plan and design is consistent with all applicable design guidelines in BIMC Title 18, unless strict adherence to a guideline has been modified as a housing design demonstration project pursuant to BIMC 2.16.020.Q; **The project is not subject to design guidelines. However, the Design Review Board (DRB) participated in the master plan and design review process following the community studio and ensured that the project's design complied with master plan principles and community direction. The DRB met three times after the community studio conclusion in 2014 to discuss the project, ultimately making its recommendation to the ad hoc committee and, by extension, the City Council. The Board also participated in the selection committee to select the current design firm.**

Specific to this design, the DRB has provided review comments on two occasions; February 3, 2015 and October 5, 2015. At the October 5, 2015 meeting, the DRB made some very specific recommendations. Some of these were incorporated and the design of the park was revised to include re-orienting the steps leading to the sport court and increasing seating and picnic designation areas. In addition, the western edge of the park that abuts the leased area for the future Bainbridge Rowing building was pulled in and designed to be independent of the Rowing building because of its unknown start and completion date. Due to topography and cost, the recommendations to rearrange the main entry and add vegetation to the edge of the sport court were not included.

6. No harmful or unhealthful conditions are likely to result from the proposed site plan; **The project will not create any harmful or unhealthful conditions. The proposal will improve the health of the near shore environment with the enhancement of the forest and stormwater improvements. It will also enhance the pedestrian experience through the park with the addition of an improved pathway system.**

7. The site plan and design is in conformance with the comprehensive plan and other applicable adopted community plans; **The proposal was reviewed for consistency with the Winslow Way Master Plan and found to further its goals and policies by improving and enhancing an existing park, maintaining and enhancing the community character, improving open space and trails, and providing bicycle circulation and facilities through the site.**

8. Any property subject to site plan and design review that contains a critical area or buffer, as defined in Chapter 16.20 BIMC, conforms to all requirements of that chapter; **The Winslow Ravine drops off on the park's eastern edge, and the master plan avoids any grading or work in that area.**

9. Any property subject to site plan and design review that is within shoreline jurisdiction, as defined in Chapter 16.12 BIMC, conforms to all requirements of that chapter; **The project has been reviewed and found to comply with the requirements of the Shoreline Master Plan. The applicable shoreline regulations are analyzed below.**

10. If the Parks District is providing privately owned open space and is requesting credit against dedications for park and recreation facilities required by BIMC 17.20.020.C, the requirements of BIMC 17.20.020.D have been met; **This condition is not applicable as this is a public park.**

11. The site plan and design has been prepared consistent with the purpose of the site design review process and open space goals**; The site plan has been prepared consistent with the purpose of the site design review process (BIMC 2.16.040).**

12. For applications in the Business/Industrial zoning district, the site plan and development proposal include means to integrate and re-use on-site storm water as site amenities. **The site is not zoned Business/Industrial.**

B. BIMC 2.16.165, Shoreline Substantial Development Permit Decision Criteria. Substantial development is any development of which the total cost or fair market value exceeds $6,416 or any development which materially interferes with the normal public use of the waters or shorelines of the state, except those exempted developments set forth in subsection E of this section, consistent with WAC 173-27-040 or its successor.

In making the decision, the administrator shall grant a substantial development permit only when the development proposed is consistent with the following (Attachment L):
1. The applicable policies, guidelines, and regulations of the Shoreline Management Act of 1971; Chapter 90.58 RCW, as amended; and Chapters 173-26 and 173-27 WAC or their successors; The applicable policies, guidelines and regulations of the Shoreline Management Act were considered in the city's review of this application.
2. The goals, policies, objectives and regulations of the city of Bainbridge Island shoreline master program; **The project is consistent with the goals, policies, objectives and regulations of the City of Bainbridge Island Shoreline Master Program, particularly the Shoreline Designation Policies and Regulations, General Regulations, Environmental Impacts, Vegetation Management, Critical Areas, Water Quality and Stormwater Management, Cultural Resources and Parking.**

3. The city of Bainbridge Island Comprehensive Plan and Municipal Code; all other applicable law; and any related documents and approvals. **The project is found to comply with the Comprehensive Plan and Municipal Code, particularly the Central Core Overlay District Use Regulations, Dimensional Standards, Landscaping and Screening, Total Tree Units, Parking, and Mobility and Access.**

i. The administrator shall also consider whether the cumulative impact of additional past and future requests that reasonably may be made in accordance with the comprehensive plan, or similar planning document, for like actions in the area will result in substantial adverse effects on the shoreline environment and shoreline resources. **The proposed project will result in unavoidable and temporary impacts to upland portions of the park. Project construction will temporarily impact an estimated 90,000 square feet within the 200-foot shoreline jurisdiction as a result of project activities including excavation, utility installation, removal and relocation, rock wall demolition, pathway and concrete removal, limited clearing and grading, tree removal and grubbing. All work will be kept off the beach and above the Ordinary High Water Mark.**

Permanent impacts proposed within the shoreline jurisdiction include an overall increase in impervious surface area (4,652 square feet) and the removal of 22 trees from the shoreline jurisdiction. The project is conditioned to provide pervious surface and to mitigate within the shoreline buffer to achieve no net loss and to meet the suggested mitigation requirements. These efforts include the installation of a rain garden, stormwater improvements and reforestation efforts, and are seen as a net gain.

If similar mitigation actions (rain gardens, reforestation) in the Harbor area were proposed as part of future shoreline projects, the cumulative impact could be a net gain to the shoreline environment, with improved ecological function over time.

2. **BIMC Title 18 Zoning**

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

The central core overlay district is the most intense district within the Mixed use Town Center. Within the overlay district, residential uses are encouraged, but exclusive office and/or retail uses are permitted. **The proposal is to enhance the existing Waterfront Park that is located within the City's most intense land use district. Waterfront Park functions as one of the most important civic and social outdoor gathering places for island residents and visitors by providing space for events, festivals, performances, picnics, school functions and more. It also provides a play area that draws families to the park and dock.**

b. *Use Regulations BIMC 18.09.020*

Recreation Activities, Outdoor. "Outdoor recreation activities" means golf courses, marinas, tennis courts, yacht clubs, athletic fields, swimming beaches, outdoor pools, and similar uses. **The proposed improvements to the park are a permitted use in the Mixed Use Town Center.**

c. *Dimensional Standards BIMC18.12.020-3*

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

i. *Floor Area Ratio*

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

The lot size for Waterfront Park is 5.54 acres or 241,322 square feet. The base nonresidential FAR allows for 144,793 square feet of development. The recently approved 12,000 square foot rowing building and proposed 800 square foot picnic pavilion are well below the maximum for this site.

ii. *Lot Coverage*

Maximum lot coverage is 100 percent.

The maximum allowed lot coverage for Waterfront Park is 241,322 square feet. The recently approved footprint for the Rowing Building is 6,000 square feet and the proposed 800 square foot picnic pavilion are well below the maximum.

iii. *Setbacks* **Front yard setbacks only apply to commercial and residential uses. Side and rear yard setbacks are 0'.**

iv. *Building Height*

Building height is limited to 35 feet from average existing grade to the midpoint of the highest gable. **At its maximum height of 15'7", the proposed picnic pavilion does not exceed the 35 foot maximum.**

e. Landscaping and Screening BIMC18.15.010

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

f. Perimeter Buffering and Screening BIMC 18.15.010.D

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

g. Parking Lot Landscaping BIMC 18.15.010.F.2

Parking lot landscaping requirements are required to separate a lot from a building. None of the parking lot requirements apply as the parking is not in conjunction with a building.

h. Total Site Tree Unit Requirements BIMC 18.15.010.G

As part of any development application the applicant shall identify all existing trees to be removed as part of the proposed development, and the species and DBH of each tree to be removed. In the MUTC central core and ferry terminal overlay districts, the development parcel shall have at least 30 tree units per acre following the proposed development or redevelopment. **Waterfront Park exceeds the minimum tree units required under this section of the Code (Attachment H). The redeveloped park will have approximately 224 tree units following the redevelopment, more than twice the required amount of 165 tree units for the entire site. Additional trees are also required to meet no net loss.**

i. Number of Automobile Spaces Required BIMC 18.15.020.C

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

For special cases not covered by this table, parking requirements shall be established by the director. For determination by the director, the applicant shall supply (a) documentation regarding actual parking demand for the proposed use; or (b) technical studies prepared by a qualified professional relating to the parking need for the proposed use; or (c) required parking for the proposed use as determined by other comparable jurisdictions.

Between Brien, Bjune and Shannon Drives, the following amount and types of parking spaces are provided: 2 hour parking on Brien (54 between the park and the Senior Center, including one handicap space) and Bjune (46 – multiple use spots – including 25 downtown employee parking program – weekdays, both sides), 5 boat trailer spaces on Shannon, 15 between the north side of Bjune north behind Town & Country on weekends & holidays, and west side of Bjune, both sides. There is also a disabled and a 15 minute parking space by the bathroom.

This proposal includes the addition of six parking spaces abutting Brien Drive, including one handicapped parking space. The City has determined that the proposed improvements will not increase the parking requirement for the park.

j. Mobility and Access BIMC18.15.030

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

Except as provided in subsection B.2 of this section, all parking facilities, except those serving single-family residences (including any use accessory thereto), shall contain bicycle parking facilities that allow secure locking of both the frame and wheels of a bicycle. One bicycle space shall be provided for every five parking spaces with a minimum of four spaces provided for each parking lot. **Bicycle parking is proposed on Shannon and Brien Drive to accommodate this development proposal and the construction of the Rowing Building (Condition 8).**

i. Walkways

Pedestrian walkways shall be provided around buildings to assure safe access to the building from parking areas and the public right-of-way. Internal walkways shall be surfaced with nonskid hard surfaces and meet accessibility standards. **The Waterfront Trail is a popular community amenity running from the marina in Eagle Harbor to the ferry landing. From the west to east, the trail enters Waterfront Park on Shannon Drive, working its way to the water's edge via the boat launch, the paralleling the water along the top of the bulkhead. The trail exits the park across Winslow Ravine via a pedestrian bridge. The existing trails are to remain with additional walkways proposed through the site, connecting to the new picnic pavilion, parking area, and waterfront. The walkways shall be surfaced with nonskid hard surfaces and meet accessibility standards (Condition 14).**

Bicycle Facilities

All parking facilities shall provide a minimum of four bicycle parking facilities per parking space that allow secure locking of both the frame and wheels of a bicycle. **Bicycle parking spaces are being provided along Shannon and Brien Drive.**

k. Outdoor Lighting BIMC 18.15.040

All outdoor lighting fixtures must comply with the requirements of this section. **The project will be reviewed for these requirements at building permit submittal (Condition 18).**

l. Design Standards and Guidelines BIMC 18.18

The project was subject to the Mixed Use Town Center/Core District General Design Guidelines (BIMC 18.18.030). **The project is not subject to design guidelines; however, the project was reviewed by the Design Review Board (DRB) during the consultant design, pre-application conference and site plan and design review phases.**

Following the second discussion with the DRB, the Board's motion to approve the project was unanimous. Conversations between the City, Rowing Club & the Community Center have resulted in a resolution to the concerns voiced by the Design Review Board. The Design Review Board made some very specific recommendations of approval. Some of these were incorporated and the design of the park was revised to include re-orienting the steps leading to the sport court and increasing seating and picnic designation areas. In addition, the western edge of the park that abuts the leased area for the future Bainbridge Rowing building was pulled in and designed to be independent of the rowing building since because of its unknown start and completion date. Due to topography and cost, the recommendations to rearrange the main entry and add vegetation to the edge of the sport court were not included.

H. Compliance with the Bainbridge Island Shoreline Master Program
Compliance with applicable sections of the Bainbridge Island SMP is described in the following sections.

A. Section 3.0: Shoreline Designation Policies and Regulations
The proposal is consistent with the purpose and management policies of the Island Conservancy designation in that it accommodates an existing park use while protecting, conserving, and restoring shoreline ecological functions.

B. Section 4.0: General (Island-wide) Policies and Regulations
Table 4-1. Shoreline Use and Modification

Public Park/Recreational Development is a permitted use in the Island Conservancy shoreline designation, as are the following accessory uses: public pathways to the shorelines, public stairway, and upland appurtenant structures that support water-oriented active and passive recreational uses.

Table 4-2. Dimensional Standards

The following dimensional standards apply to the following uses:

The maximum height for any structure is 20'.

Setbacks (setbacks are a minimum from ordinary high water):

Use	Setback (feet)
Picnic area and related	75

The proposed picnic area shall meet the 75' setback from the OHWM (Condition 16).

Table 4-3. Shoreline Buffer Standards

The upland designation for the park is Island Conservancy. For lots that are low bank with 65% Canopy Area in Zone 1, the total shoreline buffer is 150' from ordinary high water mark.

The shoreline buffer is divided into two zones, Zone 1 and Zone 2. Zone 1 is the extent of the native vegetation or 30' from ordinary high water mark, whichever is greater. The remaining space between Zone 1 and the full 150' buffer is Zone 2.

For the portion of the park subject to this phase of redevelopment, there is approximately 420 linear feet of shoreline. Of that, only 220 linear feet of Zone 1 is not currently providing a 30' buffer of vegetation, and the remaining areas exceed the minimum 30' buffer for Zone 1.

C. Section 4.1.2: Environmental Impacts

Compliance with the applicable provisions of Section 4.1.2 is summarized below, including: impact analysis and no net loss standard, revegetation standards, mitigation standards and sequencing, surety and monitoring and maintenance.

All shoreline development, uses and activities are required to result in no net loss of ecological functions and processes necessary to sustain shoreline resources. In order to demonstrate compliance with this provision, an applicant is required to submit a site-specific impact analysis and mitigation plan.

No net loss can be demonstrated at the permit process level by applying mitigation sequencing on a case-by-case basis during project review. The use of mitigation sequencing is demonstrated in the Waterfront Park Site Improvements No Net Loss Report prepared by Christy Carr on behalf of the City on August 31, 2015). Avoidance of impacts by not taking a certain action was not considered since the SMP considers public visual and physical access to the water as a priority use in the shoreline. The proposed activity – improvements to an existing park (a primary use) – is a permitted use within the underlying shoreline designation. Vegetation removal will be avoided to the extent possible and significant trees to remain will be protected during construction (Conditions 20 and 5). The proposal minimizes impacts to the extent possible by implementing Best Management Practices through construction, minimizing soil disturbance and erosion and maintaining an existing use without introducing a new one. Rectifying the impact will be achieved by reforesting impacted areas and improving collection, retention and infiltration capacity with a stormwater retrofit. Reducing the impact will be achieved by removing dead/diseased trees and enhancing the existing forest canopy, providing a stormwater retrofit to reduce erosion and pollution discharge and by not using fertilizer, pesticides for ongoing maintenance activities (Conditions 4 through 17).

Compensation is proposed to be provided through a) a stormwater retrofit for impacts of new impervious surface area and reforestation for new impervious surface area and tree removal. Staff is recommending additional compensation outside of the No Net Loss Report provided.

Staff referenced the recommendations of the City's Single Family Residence Shoreline Mitigation Manual as a reference for mitigation requirements for vegetation clearing. The manual

suggests that any new pervious surface or transition of grass be replaced with multi-storied native vegetation. It also requires replacement of vegetation at an equivalent or half if in Zone I, and equal or double within Zone II. In the shoreline jurisdiction, 22 trees are proposed for removal, 4,625 square feet of new impervious trails and picnic pavilion (approximately 1,100 square feet) and 36,000 square feet of grass is proposed for removal and replacement with multistoried native vegetation. The Code requires that when developing within Zone I (where the proposed trails will be located) that Zone I be planted to achieve 65% canopy coverage. The project area is exceeding the 65% canopy coverage within Zone 1. The only mitigation required in addition to that proposed is that 1) the portions of the trail within shoreline jurisdiction be pervious and 2) 12 replacement trees occur within the shoreline buffer (150' from OHWM) to provide an area of continuous canopy. The proposed and conditioned compensatory mitigation measures will result in a net gain on the subject property (Conditions 7-11).

When mitigation is required, the applicant must provide assurance that the mitigation area will be maintained in perpetuity through notice on title, conservation easement or similar mechanism. As conditioned, the City will establish and record a notice on title preventing future development within the mitigation area (Condition 21).

When mitigation is required, a periodic monitoring program must be included as a component of the required mitigation plan. Monitoring must occur for a minimum duration of five years from the date of the completed development and may include periodic maintenance measures. As conditioned, the project includes a monitoring program sufficient to meet the monitoring requirements (Conditions 23 through 25).

The project does not result in unavoidable impacts that cannot be mitigated. However, best management practices (BMP's) are recommended during the project to avoid impacts to the environment. Through the application of these BMPs and the beneficial impacts of project activities, the project will result in no net loss of shoreline ecological functions and processes.

D. Section 4.1.3: Vegetation Management

Development within the shoreline jurisdiction must be located and designed to protect existing native vegetation from disturbance and to mitigate impacts to existing vegetation. Vegetation management provisions include vegetation restoration, the prevention or restriction of plant clearing and earth grading, and the control of invasive weeds and nonnative vegetation species. To meet the goals and policies of the Vegetation Management section, a 150-foot shoreline buffer will be maintained immediately landward of the OHWM. The shoreline buffer is comprised of dual management zones: Zone 1, a minimum of 30 feet immediately adjacent to OHWM or the extent of the native vegetation canopy, not to exceed 150 feet from OHWM and Zone 2, the minimum 120 remaining feet of the 150-foot total buffer.

Significant trees located outside the shoreline buffer but within the shoreline jurisdiction must be retained unless allowed to be removed under the exceptions or other provisions of the SMP. Borrowing from the Bainbridge Island Municipal Code (BIMC), significant trees include evergreen trees 10 inches or greater in diameter. A tree assessment was provided by Katy

Bigelow (Attachment M) that evaluated 124 trees within the project area, or 3.45 of the 5.5 acres. The assessment was divided into five area (A-E). Of the 124, 38 trees will be removed based on their condition (poor or dying) or poor structure with potential to damage or cause harm to current targets. In addition, some existing trees will be pruned to reduce hazard risks and improve tree structure and health. As conditioned, all hazardous and significant trees within the shoreline jurisdiction to be removed will be replaced to provide a multistoried canopy within the shoreline buffer and an additional approximate 18,000 square feet of lawn turned into multistoried canopy within the shoreline buffer, and all trees to be retained will be protected as recommended in the landscape plans for the project (Conditions 7, 8 and 19).

E. Section 4.1.5: Critical Areas

Waterfront Park has a critical area of the Winslow Ravine. However, the proposal does not impact the ravine, as all development is outside the Ravine and its buffer.

F. Section 4.1.6: Water Quality and Stormwater Management

All shoreline development must minimize any increase in surface runoff through control, treatment, and release of surface water so that the receiving water quality, shore properties, and features are not adversely affected. As conditioned, the use of fertilizers and pesticides will be minimized to prevent chemical runoff (Conditions 9-11). The project will provide a series of raingardens and other low impact techniques for treating, infiltrating and dispersing stormwater. Storm overflows will continue to be conveyed to an outlet below Ordinary High Water in Eagle Harbor (Attachment N). The proposed trails within shoreline jurisdiction shall be of pervious concrete (Condition 7).

G. Section 4.2.2: Cultural Resources

New shoreline use and development must preserve and protect cultural resources that are recorded by the Washington State Department of Archeology and Historic Preservation or local registry and resources that are inadvertently discovered during use or development activities. A 2008 Cultural Resources report for Waterfront Park was completed. Because the site location information is confidential, the City received a formal request from the Department of Archaeology and Historic Preservation and the Suquamish Tribe to not distribute the report to the public (Attachment G). Native American middens are located on the site, predominantly east of City Dock and along the shoreline. The master plan avoids grading in these areas, leaving them essentially in the condition in which they are now. The applicant referred to the report and designed improvements accordingly. As conditioned, the applicant will coordinate with the Tribe to have a member present during excavation (Condition 1).

H. Section 4.2.3.5: Parking

The design and construction for parking must assure that surface water runoff will not pollute adjacent waters or cause soil or beach erosion, and meet all standards of Section 4.1.6, Water Quality and Stormwater Management. The proposed parking lot on the subject property is located approximately 220 feet from Ordinary High Water, outside of the shoreline jurisdiction. Driveway runoff will be collected and routed to a catch basin fitted with a filter insert prior to discharge in accordance with the drainage plan submitted by the applicant (Attachments N & O).

I. Section 5.8: Recreational Development

The goal of Recreational Development is to provide substantial recreational opportunities for the public along the shoreline and manage the development of recreational uses to assure that shoreline ecological functions and ecosystem-wide processes are not adversely impacted.

Water-oriented recreational use and or development is allowed when no net loss is demonstrated, mitigation is provided, vegetation management is provided and low impact development technologies are incorporated into the design, construction and operation. Recreational development and activities are to be balanced with ecological function.

Mitigation for this project is proposed in the form of removing grass, replacement with multistoried forest, and the development of a raingarden. Educational and historical interpretation specific to the site's shoreline ecology and local history shall be incorporated into the design and operation of a public shoreline recreational development through site amenities such as interpretive signs or other amenities (Condition 26).

CONCLUSIONS

As conditioned, the proposed project is consistent with the Comprehensive Plan and the applicable sections of the Bainbridge Island Municipal Code. It meets the applicable development standards of 18.15, R-2, 18.106, Site Plan and Design Review, 16.12, Shoreline Master Plan and 16.20 Critical Areas. Appropriate notice of application was made. The application is properly before the Director for a decision.

IV. ATTACHMENTS

A. Site Plan and Design Review application date stamped July 29, 2015
B. Shoreline Substantial Development Permit application date stamped July 29, 2015
C. Waterfront Park design by Walker Macy date stamped November 3, 2015
D. Waterfront Park Master Plan
E. Waterfront Park- Phase I Design Project Chronology
F. Letter from Recreation and Conservation Office (RCO) dated September 9, 2015 approving the park amendments.
G. Email from Dennis Lewarch, Tribal Historic Preservation Office, dated February 8, 2014
H. Memorandum from Mark Epstein dated September 9, 2014 regarding the Tree Unit Analysis
I. Building Division Comments and Conditions from James Weaver, Building Official dated September 25, 2015
J. Design Review Board meeting minutes dated March 2, 2015
K. Design Review Board meeting minutes dated October 5, 2015
L. Waterfront Park Site Improvement Site Specific Impact Analysis prepared by Christy Carr dated August 31, 2015
M. Partial tree review from Katy Bigelow dated April 14, 2014

N. Memorandum from Mark Epstein dated July 29, 2015 regarding shoreline permit decision criteria
O. Project review from Janelle Hitch, Development Engineer, dated November 2, 2014
P. Browne Wheeler Engineers preliminary drainage and utility design report dated September 10, 2015
Q. Mitigation Analysis by Staff dated November 9, 2015

V. APPEAL

Appeal of an administrative decision may be appealed to the Hearing Examiner in accordance with the provision of BIMC 2.16.130.

CITY OF BAINBRIDGE ISLAND
Department of Planning & Community Development
280 Madison Avenue North, Bainbridge Island, WA 98110
Phone: 206-842-2552 Email: pcd@bainbridgewa.gov
Website: www.bainbridgewa.gov
Portal: https://ci-bainbridgeisland-wa.smartgovcommunity.com/portal

APPLICATION - PAGE 1

DATE STAMP

City of Bainbridge Island
JUL 29 2015
Planning and Community Development

DATE SUBMITTED	PROJECT NUMBER
07/29/2015	**PLN11804 SPR**

PROJECT NAME **CoBI WATERFRONT PARK**

PROJECT TYPE **Site Plan Review**

PROJECT ADDRESS OR ACCESS STREET
301 Shannon Drive

TAX PARCEL NUMBER(S)
41140020010000

REVISIONS RECEIVED:

FEE HISTORY	AMOUNT	PAID
Site Plan Review	$8,586.00	

PROJECT DESCRIPTION

PRIMARY FILE. Upland improvement to Waterfront Park which includes clearing and grubbing, grading, paved pathways and social areas, a picnic pavilion, utility improvements and site furnishings. Please note that this site plan review is being done in conjunction with a shoreline substantial development permit (PLN11804 SSSP).

Design Review Board: date and time to be determined.

PEOPLE ASSOCIATED WITH CASE

COBI PROJECT MANAGER
HEATHER BECKMANN -- PHONE: 206-780-3754 E-MAIL: hbeckmann@bainbridgewa.gov

OWNER
CITY OF BAINBRIDGE ISLAND, Mark Epstein, Engineering, 280 Madison Avenue North, Bainbridge Island, WA 98110
Phone: 206-842-2016 E-MAIL: mepstein@bainbridgewa.gov

CONTACT
MARK EPSTEIN, City Of Bainbridge Island, Engineering, 280 Madison Avenue North, Bainbridge Island, WA 98110
Phone: 206-842-2016 E-MAIL: mepstein@bainbridgewa.gov

ATTACHMENT A

CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.
PENCIL WILL NOT BE ACCEPTED.

DATE STAMP FOR CITY USE ONLY	TO BE FILLED OUT BY APPLICANT
	PROJECT NAME: WATERFRONT PARK IMPROVEMENTS
	TAX ASSESSOR'S NUMBER: 4114-002-001-0000
	PROJECT STREET ADDRESS OR ACCESS STREET: 309 SHANNON DR. SE
	ENVIRONMENTAL CHECKLIST SUBMITTED: ☒ YES ☐ NO
	FOR CITY USE ONLY
	FILE NUMBER: PLN11804 SPR
	PROJECT NUMBER: 11804
	DATE RECEIVED: 7.29.2015
	APPLICATION FEE: $8586.00
	TREASURER'S RECEIPT NUMBER:

DEPT OF PLANNING & COMMUNITY DEVELOPMENT
JUL 29 2015
RECEIVED

SUBMITTAL REQUIREMENTS

APPLICATION	***One original (which must contain an original signature)*** *and* ***six copies*** must be provided. Whenever possible, originals must be ***signed in blue***. Please identify the original document.
SUPPORTING DOCUMENTS	***One original (which must contain an original signature),*** where applicable, and ***six copies*** (if an original is not applicable, ***seven copies*** must be provided).
FULL-SIZE DRAWINGS	***Seven copies*** of the required drawings must be provided. Drawings ***must be folded and 18" x 24"*** in size. ***No construction drawings or other sized drawings*** will be accepted unless specifically requested.
REDUCED DRAWINGS	***Five copies*** of the drawings reduced to 11" x 17" must be provided.
SUBMITTING APPLICATIONS	Applications ***must be submitted in person*** by either the owner or the owner's designated agent. Should an agent submit the application, a ***notarized Owner/Agent Agreement*** must accompany the application. Please call (206) 780-3762 to make an appointment to submit your application.
FEES	Please call the Department of Planning & Community Development for submittal fee information.
ATTACHED SUBMITTAL CHECKLIST	Please refer to attached Submittal Checklist for further information. **NOTE**: when submitting this application, please do not copy or include the Submittal Checklist sheets attached to the back of this application.

APPLICATIONS WILL NOT BE ACCEPTED
unless these basic requirements are met and the submittal packet is deemed counter complete.

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

5. Description of proposal: Upland improvement to Waterfront park includes clearing, & grubbing, grading, paved pathways & social areas, picnic Pavilion, utility improvements and site furnishings.

6. Driving directions to site: head south on Madison, south of Winslow Way, east (left) on Bjune Dr, right on Brien Dr, Park on the south (right)

7. Please give the following existing parcel information:

Assessor's Parcel Number	Parcel Owner	*Lot Area
4114-002-001-0000	COBI	5.4 ac
Use additional sheet if necessary	Total of all parcels:	5.4

** As defined in Bainbridge Island Municipal Code 18.12.050*

8. Legal description (or attach): STAFFORD'S ADDN TO WINSLOW PTN BLKS 2 & 3 & 4 & 5 & 6 CNVYD BY AUD NO.1077094 & 95 DAF, LOT 1 THRU 6 & 9 BLK 2, LOTS 2 THRU 7 BLK 3, LOTS 1 THRU 3 & LOTS 13 THRU 15 BLK 4 & PTN LOT 12 LY ELY OF FDL, BEG 14FT WLY OF SE COR TH NLY ALG LN PLT ELY LN SD LOT 80FT TH NWLY IN STRT LN TO MOST WLY COR & TERM LN, LOTS 6 THRU 11 & 13 & 14 BLK 5, & LOT 1 BLK 6 SUBJ TO ESMTS

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

Lot Number	Comp Plan Designation	Zoning Designation	Shoreline Designation	Current Use
Lot 001	Mix use/ town ctr	Core	Island conservancy	Park
Lot				

14. Is there any other information which is pertinent to this project? ☐ yes ☒ no
    If yes, please explain: _____

B. TECHNICAL INFORMATION

1. Name of water purveyor: City
   If a private well, what class? _____

2. Type of sewage disposal: ☐ on-site septic ☐ off-site septic ☐ sewer
   Sewer district: ☒ City of Bainbridge Island ☐ Sewer District 7

3. General description of the existing terrain: Gently sloping terrain to the south toward Eagle Harbor

4. Soil survey classification: Kapowsin

5. Flood plain designation: ☐X ☒AE

15. Setback requirements:
    north: N/A south: 30'
    east: N/A west: N/A

16. Number of parking stalls required: none

17. Number of parking stalls proposed: 5

18. Amount of square footage of proposed paved areas: 6,500

19. Square footage of building area: 630

20. Percent of site to be covered by impervious surfaces: 11%
    (If the proposal results in more than 1,000 square feet of additional impervious surface, a drainage plan shall be required.)

21. Percentage of site to be covered by landscaping: 89%

22. Percentage of parking area to be covered by landscaping: 0%

23. Percentage of site to remain undeveloped: 100%

24. Is the applicant proposing any terms, conditions, covenants and agreements or other documents regarding the intended development: (If yes, attach copies)
    ☐ yes ☒ no ☐ unknown

25. List any other permits for this project from state, federal or local governmental agencies for which you have applied or will apply, including the name of the issuing agency, whether the permit has been applied for, and if so, the date the application was approved or denied, and the application or permit number:

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

CITY OF BAINBRIDGE ISLAND
Department of Planning & Community Development
280 Madison Avenue North, Bainbridge Island, WA 98110
Phone: 206-842-2552 Email: pcd@bainbridgewa.gov
Website: www.bainbridgewa.gov
Portal: https://ci-bainbridgeisland-wa.smartgovcommunity.com/portal

APPLICATION - PAGE 1

DATE STAMP

City of Bainbridge Island
JUL 29 2015
Planning and Community Development

DATE SUBMITTED	PROJECT NUMBER
07/29/2015	**PLN11804 SSDP**

PROJECT NAME **CoBI WATERFRONT PARK**

PROJECT TYPE **Shoreline Substantial Development Permit**

PROJECT ADDRESS OR ACCESS STREET
301 Shannon Drive

TAX PARCEL NUMBER(S)
41140020010000

REVISIONS RECEIVED:

FEE HISTORY	AMOUNT	PAID
Site Plan Review	$2290.00	

PROJECT DESCRIPTION

Upland improvement to Waterfront Park which includes clearing and grubbing, grading, paved pathways and social areas, a picnic pavilion, utility improvements and site furnishings. Please note that this site plan review is being done in conjunction with a site plan review (PLN11804 SPR).

PEOPLE ASSOCIATED WITH CASE

COBI PROJECT MANAGER
HEATHER BECKMANN -- PHONE: 206-780-3754 E-MAIL: hbeckmann@bainbridgewa.gov

OWNER
CITY OF BAINBRIDGE ISLAND, Mark Epstein, Public Works, Engineering,
280 Madison Avenue North, Bainbridge Island, WA 98110
Phone: 206-842-2016 E-MAIL: mepstein@bainbridgewa.gov

CONTACT
MARK EPSTEIN, City Of Bainbridge Island, Engineering, 280 Madison Avenue North,
Bainbridge Island, WA 98110
Phone: 206-842-2016 E-MAIL: mepstein@bainbridgewa.gov

ATTACHMENT B

CITY OF BAINBRIDGE ISLAND

SHORELINE DEVELOPMENT APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.
PENCIL WILL NOT BE ACCEPTED.

TYPE OF PERMIT:

- ☐ Shoreline Substantial Development Exemption
- ■ Shoreline Substantial Development Permit
- ☐ Shoreline Conditional Use Permit
- ☐ Shoreline Variance

DATE STAMP FOR CITY USE ONLY	TO BE FILLED OUT BY APPLICANT
City of Bainbridge Island JUL 29 2015 Planning and Community Development	PROJECT NAME: Waterfront Park Improvements TAX ASSESSOR'S NUMBER: 4114-002-001-0000 PROJECT STREET ADDRESS OR ACCESS STREET: 309 Shannon Dr. SE
	FOR CITY USE ONLY FILE NUMBER: PLN11804 SSDP PROJECT NUMBER: 11804 DATE RECEIVED: 7.29.2015 APPLICATION FEE: $2290.00 TREASURER'S RECEIPT NUMBER:

SUBMITTAL REQUIREMENTS

APPLICATION	***One original*** *– no two-sided or bound documents; must include original signature in blue ink and* ***four copies.***
SUBMITTAL REQUIREMENTS	***Please see submittal requirements.*** *One original (must include original signature where applicable)and* ***four copies*** *(if an original is not applicable, five copies must be provided).*
DECISION CRITERIA	***Please see attached decision criteria for SSDP, SCUP, SSDE and SVAR applications.*** *Your application must provide sufficient information to demonstrate that your proposal meets these decision criteria.*
DRAWINGS	***Please include only drawings described in submittal requirements: Five*** *11"x17" drawings and* ***one*** *larger (18" x 24" or 24" x 36") drawing are required. Drawings must be folded.*
SUBMITTING APPLICATION	Applications *must be submitted in person* by either the owner or the owner's designated agent. A notarized Owner/Agent Agreement must be included with an application submitted by an agent. Please call 206.780.3762 to schedule an appointment to submit your application.
FEES	Current fees are available at the City's website: http://www.bainbridgewa.gov/DocumentCenter/View/3869 or by calling 206.780.3762.

APPLICATIONS WILL NOT BE ACCEPTED
unless these basic requirements are met and the submittal packet is deemed counter complete.

Waterfront Park – Phase 1 Design
Project Chronology

DATE	ACTION / DOCUMENT	COMMENT
2014		
October 2014	City Council	Allocates $1M to CIP to construct park in 2015
11.21.2014	RFP issued	Through Small Works Roster
12.10.2014	Proposals due	Ten proposals received
12.18.2014	Initial screening (Ad hoc Committee)	Three firms invited to interview
2015		
01.09.2015	Interviews	MacLeod Reckord, Walker Macy, and Berger Partnership
01.12.2015	Consultant Selection	Walker Macy
02.03.2015	Council Study Session	Review of Consultant Professional Services Agreement
02.10.2015	Council Business Meeting	Professional Services Agreement approved - $83,978
03.10.2015	50% Design Development	
04.30.2015	100% Design Development	
05.06.2015	Community Open House	
06.02.2015	Presentation to Council	Council approves 100% design
06.17.2015	80% Construction Documents	
09.18.2015	Draft Bid Set Documents	
10.13.2015	RCO Grant accepted	Additional $500,000 for project budget
11.20.2015	Final Bid Set Documents	

G:PW Capital Projects\Forms\Chronology Format.doc

ATTACHMENT E

Natural Resources Building
1111 Washington St. S.E.
Olympia, WA 98501

P.O. Box 40917
Olympia, WA 98504-0917

STATE OF WASHINGTON

RECREATION AND CONSERVATION OFFICE

(360) 902-3000
TTY (360) 902-1996
Fax: (360) 902-3026

E-mail: info@rco.wa.gov
Web site: www.rco.wa.gov

September 9, 2015

Mark Epstein
City of Bainbridge Island
City Hall - Public Works
280 Madison Ave N
Bainbridge Island, WA 98110

RE: Eagle Harbor Park 75, RCO #75-033D
Amendment # 2

Dear Mr. Epstein:

In response to your request to amend the above-referenced Project Agreement, we have reviewed the circumstances and pertinent RCWs, WACs, and program policies relating to your request. As a result, I am approving an amendment to the Eagle Harbor Park 75 project.

Enclosed are two original amendments to the Project Agreement. Please sign both amendments, retain one for your records, and return one original. If you have any questions, please call Karl Jacobs at (360) 902-3084, or send an e-mail to karl.jacobs@rco.wa.gov.

Sincerely,

Myra Barker

Kaleen Cottingham for
Director

Enclosures

RECEIVED
OCT 19 2015
PUBLIC WORKS / ENGINEERING
CITY OF BAINBRIDGE ISLAND

ATTACHMENT F

Mark Epstein

From: Karl Jacobs <karl.jacobs@rco.wa.gov>
Sent: Tuesday, October 13, 2015 8:11 AM
To: Mark Epstein
Cc: Barry Loveless; Karl Jacobs
Subject: Project 14-1469 is Active

Natural Resources Building
P.O. Box 40917
Olympia, WA 98504-0917

1111 Washington St. S.E.
Olympia, WA 98501

STATE OF WASHINGTON

RECREATION AND CONSERVATION OFFICE

October 13, 2015

Mark Epstein
City of Bainbridge Island
City Hall - Public Works
280 Madison Ave N
Bainbridge Island, WA 98110

RE: Eagle Harbor Waterfront Park Phase 1 Improvements, RCO #14-1469D

Dear Mr. Epstein:

Thank you for returning your RCO grant funded project agreement for signature. Your agreement has been signed by RCO management and your project has been made active.

A signed copy, which includes your first invoice voucher, is being mailed to you for your files.

If you have questions or need other assistance, please give us a call.

Sincerely,

Karl Jacobs, Outdoor Grants Manager

Heather Beckmann

From: Dennis Lewarch <dlewarch@Suquamish.nsn.us>
Sent: Tuesday, February 18, 2014 12:56 PM
To: Heather Beckmann
Subject: Waterfront Park Cultural Resources Report
Attachments: DRAFT NWAA Assessment 2008 Waterfront Park 45KP50 Bainbridge Isl .pdf

Hello Heather,

I am sending you the 2008 cultural resources report for Waterfront Park. Because the site location information is confidential, the Department of Archaeology and Historic Preservation and the Suquamish Tribe do not want the report distributed to the public. We need to have a mechanism for the project design team to access the information they need without publishing specific locational information.

Best,

Dennis

Dennis E. Lewarch
Tribal Historic Preservation Officer, Fisheries Department, Suquamish Tribe

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Mailing Address:
P.O. Box 498
Suquamish, WA 98392

Suquamish Tribe Administration Building Street Address:
18490 Suquamish Way
Suquamish, WA 98392

ATTACHMENT G

City of Bainbridge Island

PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: Heather Beckmann

FROM: Mark Epstein

DATE: September 9, 2015

RE: **Waterfront Park Improvements**
PLN11804SSDP and PLN11804SPR
Tree Retention Analysis

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

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

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

TREE RETENTION ANALYSIS

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

REQUIRED TREE UNITS

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

SUMMARY OF TREE UNITS RETAINED

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

DATA

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

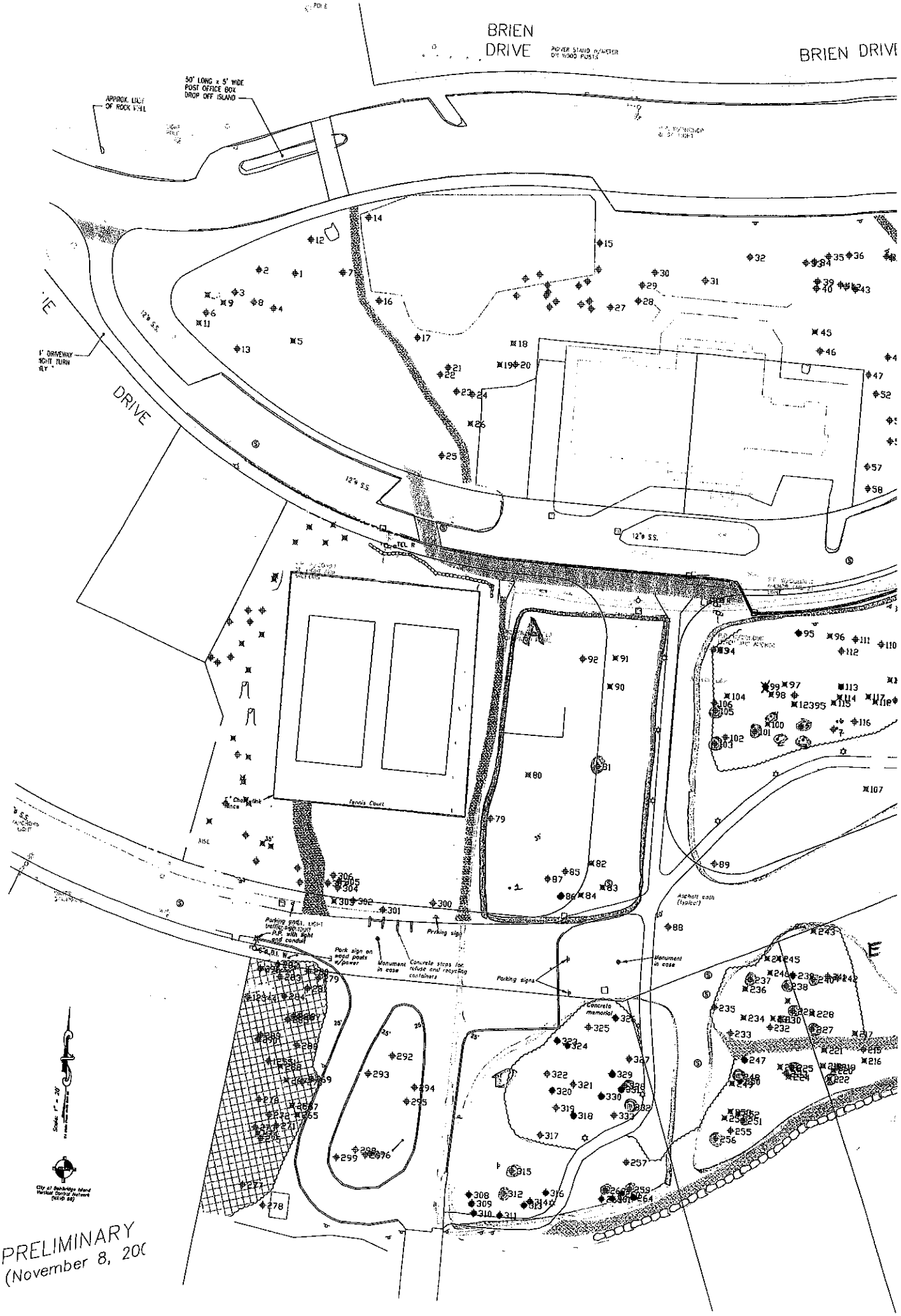
KEY: Retained / Removed

Tree #	Species	Size (DBH)	TU Retained	TU Removed	Condition
1	Paperbark maple (Acer griseum)	8"	1.2		Very good
6	Douglas-fir (Pseudotsuga menziesii)	10.0"	1.2		Fair
7	Red alder (Alnus rubra)	13"	2		Fair
79	Thundercloud plum (Prunus cerasifera 'Thundercloud')	29.0"	7.8		Good
80	Grand fir (Abies grandis)	23.0"	4.6		Good
82	Western red cedar (Thuja plicata)	27.0"	7		Good
83	Western red cedar (Thuja plicata)	28", 16"	8.2		Good
84	Western red cedar (Thuja plicata)	21.0"	4.6		Good
85	Pacific madrone (Arbutus menziesii)	16", 24"	7.8		Fair
87	Pacific madrone (Arbutus menziesii)	16.0"	3.2		Fair
89	Ash (Fraxinus species)	8.0"		1.2	Good
90	Yew (Taxus species)	multi		1.2	Good
91	Arborvitae (Thuja occidentalis)	multi		1.2	Fair
92	Locust (Gleditsia triacanthos)	18.0"		3.2	Fair
93	Pacific madrone (Arbutus menziesii)	17.0"	3.2		Fair
94	Douglas-fir (Pseudotsuga menziesii)	27.0"	7		Good

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

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

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


BRIEN DRIVE
BRIEN DRIVE
50' LONG x 5' WIDE POST OFFICE BOX DROP OFF ISLAND
DRIVE
12"ø S.S.
Tennis Court
Asphalt path (typical)
Parking signs
Monument in case
Concrete memorial
Scale: 1" = 20'
PRELIMINARY
(November 8, 200

City of Bainbridge Island
PLANNING & COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Planning

FROM: James Weaver, Building Division

DATE: September 15, 2015

RE: Waterfront Park: Case # PLN11804 SSDE

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

1. A City of Bainbridge Island Building Permit shall be required for the work proposed, including a new construction permit for the rowing shell boathouse, picnic shelter, any bulkheads, retaining walls or similar structures over 4' in height, and any walkways or decks over 3' in height. Structural calculations shall be required with submittal of building permits.
2. Building plans and review shall be subject to 2012 International Building Code, or edition of Building Code as adopted by Bainbridge City Council at time of building permit application.

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ATTACHMENT I

CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD
Regularly Scheduled Meeting Minutes
Monday, October 05, 2015 at 2:00 p.m.
City Council Conference Room
280 Madison Ave N
Bainbridge Island, Washington 98110

Call to Order (Attendance, Agenda, Ethics)
Approval of Minutes – September 21, 2015 Meeting
COBI Waterfront Park PLN11804 SPR Site Plan Review
Old and New Business
Adjournment

Call to Order (Attendance, Agenda, Ethics)
Chair Alan Grainger called the meeting to order at 2:00 PM. Design Review Board (DRB) members in attendance included Peter Perry, Jim McNett and Chuck Depew. Susan Bergen was absent. City Staff in attendance were Senior Planner Heather Beckmann, Development Engineer Mark Epstein and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

Approval of Minutes - September 21, 2015
Minutes from the September 21 meeting were not approved. Mr. McNett asked to have the minutes reflect the conversation about having other City Committees (especially referencing the Historic Preservation Commission) review projects applicable to their own specialty. Ms. Rasely agreed to amend the minutes and bring them forward again at the next meeting.

COBI Waterfront Park PLN11804 SPR Site Plan Review
Discussion with project manager prior to applicant review.
Project Manager: Heather Beckmann
Private discussion with Ms. Beckmann was eschewed for a joint review and discussion with Development Engineer and Project Manager Mark Epstein. (See below.)

COBI Waterfront Park PLN11804 SPR Site Plan Review
Review with applicant representative: Mark Epstein
Development Engineer Mark Epstein gave an overview of the project providing historical 30% designs which had been approved by the DRB previously. He stated they were currently at 90% design and would be ready to go to bid after the New Year. Mr. Grainger asked about the area abutting the Bainbridge Rowing Project. Mr. Grainger and Mr. McNett questioned the 2 foot increased height of the Plaza and its accompanying terrace seating. Mr. Perry asked how much seating was available. Mr. McNett felt there should be more seating down by the water. Concern about the availability and types of seating and the danger presented by the concrete plaza seating were expressed by various members of the DRB. Mr. Grainger stated he liked the informal shape of the rain garden but felt it should have a piece of art identifying the ingress and egress points that would educate and inform the public.

ATTACHMENT K

Commendation of Design – the DRB felt the design had progressed dramatically since they had first seen it but wanted to be sure Mr. Epstein understood these aspects of it were important:

- Seating – especially along north side of picnic pavilion.
- Transition between plaza and north south entry path - Would like to see a reconfiguration of paved stairs.
- Sitting benches and stairs adjacent to main entry way - Would be prone to congestion and conflict of uses.
- Public art - Should be incorporated. One place in particularly mentioned was the rain garden's ingress and egress points highlighted by art that informs.
- Western edge of park - Would like to see developed in a completed condition independent of the Bainbridge Rowing Project since that project has an unknown start and completion date.
- ADA Parking – More ADA parking distributed at the edges of the park.
- Picnic Pavilion - Water availability to the public.

It was offered up that maybe PSE could make a donation of solar panels for the roof of the Picnic Pavilion providing power for a water fountain, theatrical lights, night lighting, etc.

Old and New Business

It was determined that protocol for confirming attendance at a meeting would be to e-mail Mr. Grainger and Ms. Rasely after receiving the agenda for the next scheduled meeting. All those in attendance agreed to do that and Ms. Rasely agreed to send an e-mail to Ms. Bergen to let her know the new standard protocol. Discussion of the DRB's memo to Kathy Cook occurred with it being acknowledged that Ms. Cook would attend a DRB meeting at the end of October or in November.

Adjournment

Meeting was adjourned at 4:08 PM.

Approved by:

Alan Grainger, Chair

Jane Rasely, Administrative Specialist

CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD - REGULAR MEETING
October 5, 2015

PLEASE PRINT

Name	Affiliation	Phone/ E-Mail	Join ListServ Yes/No
PETER PERRY	DRB		
Alan Grainger	DRB		
J. MINETT	DRB		
Chuck Depew	DRB		
Charles Schmid	ABC		
Mark Epstein			
Heather Beckmann			

WATERFRONT PARK SITE IMPROVEMENTS
SITE SPECIFIC IMPACT ANALYSIS

Prepared for:
City of Bainbridge Island
Department of Public Works

Prepared by:
Christy Carr, Associate Planner
Department of Planning and Community Development

August 31, 2015

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ATTACHMENT L

1.0 INTRODUCTION

The City of Bainbridge Island owns Waterfront Park, an over 5-acre park on the northern shoreline of Eagle Harbor that provides passive recreation opportunities. The City is proposing to implement various upgrades to aging infrastructure and enhancements to park amenities. Proposed enhancements include providing ADA-compliant pathways for universal access, additional park seating areas, and open space improvements for civic events and unprogrammed recreation.

Due to the location of the project within the City's shoreline jurisdiction, a site-specific impact analysis is required to demonstrate that the no net loss standard is achieved. SMP Section 4.1.2.4.3 states, "To assure that development activities contribute to meeting the no net loss provisions … an applicant is required to submit a site-specific analysis of potential impacts and a mitigation plan that includes compensatory mitigation measures when determined necessary as a result of the analysis."

This memo provides a project description, on overview of existing environmental conditions, a description of mitigation sequencing and summary of anticipated project impacts.

2.0 PROJECT DESCRIPTION

Waterfront Park is the only large green space on Bainbridge Island that is located close to Winslow Town Center, along a city-wide trail system, and near the Washington State ferry terminal. The park is host to the only public dock on Bainbridge Island. Goals from the Park Master Plan include meeting needs of multiple users (boaters, rowers, seniors, families, etc.); renovating the park for universal and ADA access; connecting existing amenities within the park and amenities surrounding the park; and invasive species removal and forest restoration.

To meet these goals, the proposed project includes:

- Providing ADA-compliant pathways for universal access;
- Additional park seating areas;
- Open space improvements for civic events and passive recreation;
- A stormwater retrofit; and
- Various measures to improve the health and vigor of the existing urban forest.

Connected terraces and open spaces will provide enhanced views to the water. Stormwater treatment facilities will provide opportunities for art and education while improving storm runoff from developed areas of Winslow and surrounding facilities. Improvements will support projected residential growth locally and renovate deteriorating park infrastructure.

Waterfront Park straddles the 200-foot shoreline jurisdiction. This report discusses all project elements; however, it describes adverse impacts only within the 200-foot shoreline jurisdiction. Beneficial project impacts outside the shoreline jurisdiction are discussed when relevant to assessing the no net loss standard. The project limits and shoreline jurisdiction are shown in Figure 1. Proposed project activities will take place only in the upland areas of the park. All proposed activities are landward of the ordinary high watermark (OHWM). There is no in-water or overwater work proposed. Future phases of the project, including bulkhead removal, beach nourishment and repairs to the public dock, are not included in this project and therefore not discussed further in this report.

3.0 EXISTING BASELINE CONDITIONS

3.1 Shoreline Designation

Waterfront Park is located in the Island Conservancy shoreline designation. The purpose of Island Conservancy is to "accommodate a variety of private or public recreational uses that might have a higher level of impact than would be allowed in the Natural designation. Uses should incorporate elements compatible with protecting, conserving and restoring ecological functions and ecosystem-wide processes of open space, floodplains or other flood prone areas, and other sensitive lands, and manage valuable historic and cultural resources where they exist" (City of Bainbridge Island 2014).

The Island Conservancy shoreline designation includes "areas that are appropriate and planned for recreational or cultural development that is compatible with maintaining or restoring ecological functions and processes" (City of Bainbridge Island 2014).

3.2 Eagle Harbor Management Area

Waterfront Park is located in the Eagle Harbor Management Area (MA-5) (Williams et al. 2004). The project site is located within highly urbanized reaches (3146 and 3147) of Eagle Harbor characterized by exceptional amounts of fill and armoring; high levels of nearshore modifications, including docks and piers; and a high percentage of total impervious surface area in the marine riparian zone (Williams et al. 2004). Waterfront Park is located along the northern shore of Eagle Harbor. Eagle Harbor is the commercial and industrial heart of Bainbridge Island, and includes the City's downtown, a Washington State Ferry terminal and repair facility, multiple commercial marinas, and the Wyckoff Superfund site at Bill Point (Williams et al. 2004). Over 50 percent of the shoreline is modified by armoring and 30 percent of the shoreline has armoring that encroaches into the intertidal zone, high values when compared to other areas of the island (Williams et al. 2004). Due to the intensity of development there is limited overhanging riparian vegetation along the shoreline, although there are some areas that retain substantive overhanging vegetation (Herrera 2012). Documented pollution from stormwater and past industrial activities has closed the area to shellfish harvest (Williams et al. 2004). Ongoing stormwater pollution is a persistent problem in the area and likely the largest impact on the health of the harbor (Herrera 2012).

Eagle Harbor is one of the few locations in Puget Sound where surf smelt are known to spawn year round instead of only during the fall/winter (Herrera 2012) although forage fish spawning habitat is not documented directly adjacent to Waterfront Park (Williams, et al. 2004). There are some areas of documented sand lance and surf smelt spawn in the harbor (Williams et al. 2004). Juvenile salmonids and other anadromous fish utilize Eagle Harbor for migration and access to three fish-bearing streams within the management area, including Winslow Ravine directly adjacent to Waterfront Park.

Two restoration projects have been completed within Eagle Harbor. The Wyckoff Superfund Site Clean-up at the entrance to the harbor included a cap (cover) for leaking contamination and beach nourishment to restore forage fish spawning habitat and other ecological functions. Strawberry Plant Park, located near the head of Eagle Harbor, included removal of creosote pilings and shoreline armoring, improved pocket estuary habitat and restored nearshore geomorphic processes. Additionally, the West Central Local Integrating Organization (LIO) has identified and prioritized a bulkhead removal, beach nourishment and stormwater conveyance restoration project at Waterfront Park. Additional resources are being sought for its implementation.

3.3 Waterfront Park Site Conditions

Waterfront Park includes six parcels totaling approximately 5.5 acres (600 feet long and 400 feet wide). The southern boundary of the park is Eagle Harbor and the north edge abuts Bjune Drive and the rear parking areas for commercial properties along Winslow Way. The east and west edges of the site are

bounded primarily by residential properties. The park slopes generally downhill, averaging just over a 10 percent slope, toward Eagle Harbor from Bjune Drive. About 40 percent of the site is wooded with many mature, native trees providing a dense canopy. About half of the trees are evergreens (largely Douglas fir and Madrone). The park has been graded into a series of flat benches bordered by street rights-of-way with slopes transitioning between them.

The grounds of the park are generally well maintained and in good condition. The grass is well kept and most trees are in good health. An arborist's report completed for the project provided an inventory and evaluation of 124 on-site trees. Twenty-seven trees were recommended for removal due to poor health and/or structure (Bigelow 2015). The shrub beds are well defined and of mostly native species, although invasive species have become an increasing concern.

The Waterfront Park shoreline currently has approximately 500 feet of a 4-foot high sloping riprap bulkhead backed by wood lagging (Herrera 2012). Directly behind the bulkhead is a trail, beyond which is a relatively intact, mature riparian corridor. Like many other places on the island that have been bulkheaded, the beach is largely denuded and the upper beach is absent at the highest tides. Sand is limited to a narrow corridor at the base of the riprap. The City's Shoreline Restoration Plan (Herrera 2012) identifies removal of the Waterfront Park bulkhead as a potential restoration project. The project would improve forage fish spawning and juvenile salmon migration.

3.4 Waterfront Park Ecological Functions and Processes

As mentioned earlier, Waterfront Park is located within reaches (3146 and 3147) of Eagle Harbor (Williams et al. 2004). The ecological function in Eagle Harbor is low relative to the rest of the island. According to Williams et al., shade, pollution and physical disturbance affect the ecological function of these reaches. The percent impervious surface area exceeds the percentage of natural vegetation in the marine riparian zone in both reach. The marine riparian zone is over 70 percent impervious and overhanging vegetation ranges from 0 to 40 percent. The bulkhead along the park's shoreline has disrupted natural sediment transport and severely limited forage fish spawning and juvenile salmon migration. No forage fish spawning areas, eelgrass or bulk kelp have been documented along the shoreline of Waterfront Park (Williams et al. 2004).

Existing vegetation, including a mature native tree canopy and limited shrubs and groundcover, provide a marine riparian zone that likely performs a number of ecological functions affecting the quality of on-site and nearby aquatic and terrestrial habitats. These functions include: providing wildlife habitat for terrestrial species and marine birds, providing shade, tree and woody debris recruitment, bank stabilization and moderating the effects of stormwater runoff by filtering pollutants and reducing erosion.

4.0 ANTICIPATED IMPACTS OF PROJECT ACTIVITIES

The proposed project would result in unavoidable, temporary impacts to upland portions of Waterfront Park. Project construction will temporarily impact an estimated 90,000 square feet (2.05 acres) within the 200-foot shoreline jurisdiction as a result of project activities, including excavation; utility installation, removal and relocation; rock wall demolition; pathway and concrete removal; limited clearing and grading; tree removal and grubbing. An additional estimated 58,000 square feet (1.33 acres) outside the shoreline jurisdiction will be impacted. All work will be kept off of the beach and above the OHWM with construction and silt fencing.

The proposed project would result in an estimated additional 4,625 square feet of impervious surface area within the 200-foot shoreline jurisdiction. This area includes walkways, a picnic pavilion, parking and terraces/stairs. The proposed project would also result in removal of 22 trees – 20 significant trees – within the shoreline jurisdiction. Seventeen of these are dying or dead Pacific madrone trees.

Beneficial impacts of project activities include stormwater retrofit measures and reforestation. A series of connected rain gardens designed for bioretention is proposed for the northeast corner of the park. The rain garden will collect, treat and slow down stormwater runoff collected from Winslow, upstream sites and along uphill and adjacent edges of the park. Lawn and slope areas will disperse and infiltrate stormwater with minimal collection and conveyance limited to overflow conditions. The new stormwater infrastructure will reduce stormwater runoff, irrigation needs and erosion while improving water quality, infiltration and sediment filtration. Reforestation will include removal of a number of dead, diseased or dying trees which present safety hazards for park users and contribute to the decline of overall canopy health. Invasive species, including Himalayan blackberry, English ivy, holly and limited Scotch broom will be removed from the understory and replaced with dense plantings of native shrubs and groundcover. Overall, the project includes planting of over 10,000 native shrubs and groundcover in the shoreline jurisdiction. In addition, significant dead or dying trees to be removed will be replaced on a .5:1 ratio (10 trees) within the shoreline buffer. New trees and shrubs will be located to maintain adequate light and safety appropriate for public spaces. The forest restoration measures will provide modest habitat for small mammals and birds, reduce erosion, reduce soil compaction by limiting casual footpaths and provide modest stormwater quality improvements.

Most adverse project impacts will be temporary in nature and of short duration. Permanent adverse project impacts include an overall increase in impervious surface area (4,625 square feet) and removal of 22 trees. It is anticipated that the beneficial project impacts will more than compensate for this increase in impervious surface area, including:

- Installation of rain garden. The use of a rain garden for mitigating impervious surface is based on the understanding that rain gardens can help provide the water collection, retention, and infiltration capacity that are lost when vegetated areas are made impervious. The *Rain Garden Handbook for Western Washington Homeowners* recommends a rain garden sized at 17 to 45 percent of the impervious surface area. The proposed series of rain gardens is approximately 5,775 square feet – 125 percent of the area of new impervious surface. While the rain garden is not located entirely within the shoreline jurisdiction, its collection, retention and infiltration capacity will reduce the existing adverse impacts of stormwater runoff throughout the project site within the shoreline jurisdiction.
- Reforestation. The proposal includes removal of 22 trees—20 of which are significant in size and all of which are either dead or in poor condition due to disease or structural defects. Dead/dying Pacific madrone trees will be replaced with native conifers and mid-canopy deciduous trees. Proposed reforestation efforts include planting of 10 replacement trees, shrub and groundcover planting, soil amendment and invasive species removal. These measures will achieve a net increase in urban forest functions and benefits by increasing the health and longevity of the forest canopy, improving species and age diversity, slowing and reducing stormwater runoff and developing a multi-story canopy, comprised of diverse species, which will provide more robust ecological functions than trees alone.

Beneficial project impacts and implementation of Best Management Practices (BMPs; see Section 5, below) are expected to minimize short-term impacts and result in no net loss of shoreline ecological functions and processes.

5.0 MITIGATION SEQUENCING

All shoreline development, use and activities must be located, designed, constructed, and maintained in a manner that protects ecological functions and ecosystem-wide processes. All proposed shoreline development, uses and activities must utilize the required mitigation sequence of SMP Section 4.1.2.6. Mitigation sequencing includes the steps taken during project planning and implementation that are meant

to find the least environmentally damaging practicable alternative to achieve a project need. Mitigation for the proposed project shall include the following actions:

Mitigation Step	Mitigation Action(s)
Avoiding the impact altogether by not taking a certain action or parts of an action	No action is not the preferred alternative given that the project provides public visual and physical access to the water which is a preferred use of the City's shoreline.
Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology or by taking affirmative steps to avoid or reduce impacts	• Temporary construction impacts will be minimized through implementation of BMPs (described below). • TESC measures will minimize soil disturbance and erosion (described below). • The proposed action does not include a change of use and maintains passive recreation as the primary use.
Rectifying the impact by repairing, rehabilitating, or restoring the affected environment	• Reforestation will provide improved urban forest health, wildlife habitat and improved stormwater management • Stormwater retrofit will provide improved collection, retention and infiltration capacity.
Reducing or eliminating the impact over time by preservation and maintenance operations	• No fertilizer/pesticide use proposed for ongoing maintenance activities. • Removing dead/diseased trees will preserve and enhance existing forest canopy • Stormwater retrofit will reduce erosion and pollution of discharge over time.
Compensating for the impact by replacing, enhancing, or providing substitute resources or environments	• Stormwater retrofit compensates for impacts of new impervious surface area. • Reforestation compensates for impacts of new impervious surface area and tree removal.
Monitoring the impact and the compensation project and taking appropriate corrective measures	Project does not result in unavoidable impacts that cannot be mitigated. No monitoring required.

Best Management Practices (BMPs) will be utilized during the project to avoid impacts to the shoreline environment. Provided that BMPs are selected and implemented properly, it is expected that short-term impacts will be reduced and that there will be no permanent impacts to shoreline ecological functions and processes. Anticipated BMPs include:

- All access will be from the uplands. No machinery is permitted to work on the beach or in the water.
- All material removed will be loaded on the uplands and taken to an approved upland disposal site.
- All trees to remain will be marked in the field and protected from construction equipment and activities by tree protection fencing.
- A rock construction entrance will be installed at the primary access point for construction equipment (east end of Shannon Drive NE).
- Clearing limits fencing will be established to avoid impacts outside project site.
- Mulch wattles and an interceptor swale with check dams will be used during construction to minimize erosion.

7.0 SUMMARY

Proposed improvements at Waterfront Park include various upgrades to aging infrastructure and improvements to park amenities including providing ADA-compliant pathways for universal access, additional park seating areas, and open space improvements for civic events and passive recreation. Adverse project impacts include increased impervious surface area and tree removal. Beneficial project impacts – stormwater improvements and reforestation actions – will outweigh adverse impacts. The stormwater improvements will provide new collection, retention and infiltration capacity to reduce existing adverse impacts of stormwater runoff. Reforestation actions will achieve a net increase in urban forest functions and benefits by increasing the health and longevity of the forest canopy, improving species and age diversity, slowing and reducing stormwater runoff and developing a multi-story canopy, comprised of diverse species, which will provide more robust ecological functions than trees alone. Through implementation of BMPs and beneficial impacts of project activities, the project will result in no net loss of shoreline ecological functions and processes.

8.0 REFERENCES

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Studio Cascade. 2015. Waterfront Park/City Dock Master Plan. City of Bainbridge Island. April 15, 2015.

Williams, Gregory; Ronald M. Thom; and Nathan R. Evans (Williams et al.). 2004. Bainbridge Island Nearshore Habitat Characterization and Assessment, Management Strategy Prioritization, and Monitoring Recommendations. Marine Sciences Laboratory. Sequim, Washington.

Figure 1. Waterfront Park Project Limits and Shoreline Jurisdiction

Not to scale.

North

Project limits

Shoreline jurisdiction

Katy Bigelow
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BAINBRIDGE ISLAND
JUL 29 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

April 14, 2015

Mark Epstein
Engineering Project Manager
City of Bainbridge Island
Bainbridge Island, WA 98110

RE: Partial tree review – Waterfront Park

Dear Mr. Epstein:

Thank you for having me evaluate trees at Waterfront Park on Bainbridge Island. Tree risk assessment is a process by which the potential risk of injury and/or damage can be reasonably assessed and subsequently managed. To evaluate the trees addressed in this letter I combined my field experience and education with current accepted practices as defined by the American National Standards Institute (ANSI) and the International Society of Arboriculture (ISA).

The tools I use to make an assessment are limited to a rubber mallet, binoculars, compass, laser pointer, hand brush, shovel and hand trowel unless otherwise noted. A visual tree assessment and other methods are only conclusive for the day of inspection and do not guarantee that conditions will remain the same in the future.

I was asked by Mr. Epstein to:

- Complete a site visit to assess trees currently in the project area and to update the 2006 tree survey,
- Provide a memo summarizing the current health of trees within the project area,
- Address questions posed by Walker/Macy architects based on the preliminary site plan,
- Provide recommendations based on the preliminary Walker/Macy plan for trees growing close to proposed project areas and the amount of construction impact they could sustain,
- Provide a table of trees with summary information for all trees assessed.

I evaluated 124 trees on the site. Many trees did not exist in the field or have been cut down since the 2006 survey. **In each area, trees suggested for removal are based on being in poor or dying condition or of poor structure with the potential to damage or cause harm to CURRENT targets.** Recommendations for removal are not based on any preliminary plans.

I divided the areas I assessed into Areas A through E. View the site plan to see trees located in each area.

ATTACHMENT M

Area A: This area is sparsely planted with trees or shrubs. Except for tree 81, all the trees in this area are good candidates for retention.

- Remove tree 81. (1)
- Tree 1 is a very good condition, young specimen tree (Paperbark maple). It can be removed and replaced elsewhere in the park if proper care is taken during the transplant process, and after care is taken over the next year to ensure establishment.

Area B: This area is mostly densely vegetated with native trees, shrubs and groundcovers. Many of the trees are good candidates for retention and the area is a good candidate for renovating by removing invasive groundcovers, removing some dead and dying trees and replanting. Keeping dense understory vegetation can help discourage the creation of casual paths.

- Remove trees 2, 3, 4, 5, 103, 105 and 125. (7)
- If some of the trees on the east edge of this bed were removed and replaced elsewhere a wide walking or sitting area could integrate Bjune Drive with the pathway below including visibility to the proposed stage area.

Area C: This area is populated mainly with red alder and two willow trees. The area is flat with grass understory. Trees 151-172 including tree 13181 were assessed as a group. The alder and willow are all generally in fair condition.

- Add chip mulch around trees 151-172 and 13181 to create a more cohesive grove appearance.

Area D: This is the area in most need of a landscape redesign. Most trees have already been removed in this area but some good condition native shrubs still remain. The main upper bed with the few trees remaining is a great candidate for making and replanting native shrubs as understory. The lower beds by the shoreline could be re-designed and vegetated with low growing trees shrubs and groundcovers.

- Remove trees 259, 262, 312, 315, 328 and 332. (6)

Area E: This area has several casual paths coming up from the lower path through clumps of trees. The paths are starting to erode the short slope between the paths.

- Remove trees 212, 213, 214, 219, 222, 226, 227, 229, 231, 237, 238, 240, 248, 251 and 256. (15)

To address questions by Walker/Macy:
Regarding tree removal (or relocation) based on the current plan:
Tree 80 is in very good condition and can be retained. Tree 81 is in poor condition and is recommended for removal.

Tree 89 cannot be transplanted. It is in good condition. If retained it would need tree protection erected to its dripline throughout the project. It may need root pruning when the final placement of the path is determined.

Tree 94 is a good condition fir. It is one of the better trees on the site.

2

Trees 127 and 128 are in fair condition and are good candidates for removal/replacement.

Regarding trees having root cutting or fill/grade changes around their bases:
Tree 79 is in remarkably good condition for its species. They do not respond well to root pruning or other disturbance. This tree is a good candidate for retention if root disturbance does not occur within its dripline.

Tree 80 can tolerate root pruning and tree protection will have to be erected at its dripline throughout the project.

Trees 83 and 84 can tolerate some root pruning but not much. They are in very good condition and are good candidates for retention.

Tree 86 does not exist.

Tree 90 is in very good condition and a good candidate for retention.

Tree 91 is in fair condition and is an average candidate for retention.

Tree 92 is in fair condition and a good candidate for retention.

Tree 175 is in fair condition and can be retained if no root disturbance occurs. Root disturbance would quickly change the condition of this tree.

2

Trees 176 and 177 are recommended for removal.

None of the trees that are retained should have more than three inches of grade change (added or removed) within their drip lines.

Please review the attachment Avoiding Tree Damage Before, During and After Construction for helpful instructions on how trees are damaged by construction activities and how to preserve trees during construction activities. Primarily, changes in grade and working within tree driplines can often be the biggest offenders causing tree damage.

Thank you very much for calling me for your arboricultural concerns.

Katy Bigelow
PNW ISA member # PN-3069AT
PNW Certified Tree Risk Assessor # 199
Registered Consulting Arborist® #490

Supporting Data
Prepared by Katy Bigelow

Site: Waterfront Park
Date: 4-2015

1	2	3	4	5	6	7
Tree #	**Species**	**Condition**	**DBH**	**Candidate for retention with tree protection?**	**Comments**	**Recommendations**
12395	Douglas fir, Big-leaf maple, Pacific madrone clump	All fair	18", 4"-10", 30"	Yes	All these trees grow in one tight clump.	
1	Paperbark maple (Acer griseum)	Very good	5", 4", 5"	Yes	-	
2	Douglas-fir (Pseudotsuga menziesii)	Fair	7.0"	No	-	Remove
3	Big-leaf maple (Acer macrophyllum)	Fair	4", 6", 7"	No	Leans south	Remove
4	Big-leaf maple (Acer macrophyllum)	Poor	6.0"	No	Suppressed/dying	Remove
5	Big-leaf maple (Acer macrophyllum)	Poor	7", 4", 8"	No	Basal defects, center rot/base rot	Remove
6	Douglas-fir (Pseudotsuga menziesii)	Fair	10.0"	Yes	-	
7	Red alder (Alnus rubra)	Fair	12", 4"	Yes	Partially exposed	
79	Thundercloud plum (Prunus cerasifera 'Thundercloud'	Good	29.0"	Yes	-	
80	Grand fir (Abies grandis)	Good	23.0"	Yes	-	
81	Liquidambar (Liquidambar styraciflua)	Fair	17.0"	No	Broken out in canopy, poor structure.	Remove
82	Western red cedar (Thuja plicata)	Good	27.0"	Yes	-	
83	Western red cedar (Thuja plicata)	Good	28", 16"	Yes	Forked at base, included bark up four feet.	
84	Western red cedar (Thuja plicata)	Good	21.0"	Yes	-	
85	Pacific madrone (Arbutus menziesii)	Fair	16", 24"	Yes	-	

Supporting Data
Prepared by Katy Bigelow

Site: Waterfront Park
Date: 4-2015

Tree #	Species	Condition	DBH	Candidate for retention with tree protection?	Comments	Recommendations
87	Pacific madrone (Arbutus menziesii)	Fair	16.0"	Yes	Open wound from the base up five feet, leans west	
89	Ash (Fraxinus species)	Good	8.0"	Yes	-	
90	Yew (Taxus species)	Good	multi	Yes	-	
91	Arborvitae (Thuja occidentalis)	Fair	multi	Yes	-	
92	Locust (Gleditsia triacanthos)	Fair	18.0"	Yes	-	
93	Pacific madrone (Arbutus menziesii)	Fair	8", 15"	Yes	Dead branches in canopy	Prune out dead branches
94	Douglas-fir (Pseudotsuga menziesii)	Good	27.0"	Yes	-	
96	Douglas-fir (Pseudotsuga menziesii)	Fair	11.0"	Yes	-	
97	Douglas-fir (Pseudotsuga menziesii)	Fair	28.0"	Yes	Wood pecker activity at base	
98	Douglas-fir (Pseudotsuga menziesii)	Fair	27.0"	Yes	-	
100	Douglas-fir (Pseudotsuga menziesii)	Fair	29.0"	Yes	Foliage grows mainly on south side of tree.	
101	Pacific madrone (Arbutus menziesii)	Dead	30.0"	No	Leans into the stand, could leave as a snag.	Remove if necessary
102	Big-leaf maple (Acer macrophyllum)	Good	16", 18"	Yes	Dead branches in canopy. Forked at 3.5 feet.	Prune out dead branches
103	Pacific madrone (Arbutus menziesii)	Dying	14.0"	No	-	Remove
104	Douglas-fir (Pseudotsuga menziesii)	Good	37.0"	Yes	Forked at six feet. Included bark area has sap flow.	Cable to mitigate fork in the trunk.

Supporting Data
Prepared by Katy Bigelow

Site: Waterfront Park
Date: 4-2015

Tree #	Species	Condition	DBH	Candidate for retention with tree protection?	Comments	Recommendations
105	Pacific madrone (Arbutus menziesii)	Poor	5.0"	No	Dying	Remove
106	Pacific madrone (Arbutus menziesii)	Fair	7.0"	Yes	Leans west	
107	Giant Sequoia (Sequoiadendron giganteum)	Very good	17.0"	Yes	-	
108	Willow (Salix lucida)	Fair	25.0"	Yes	Some basal rot, won't tolerate root disturbance within its dripline.	
109	Willow (Salix lucida)	Fair	25.0"	Yes	Some basal rot, won't tolerate root disturbance within its dripline.	
110	Pacific madrone (Arbutus menziesii)	Fair	27", 7"	Yes	Leans east	
111	Pacific madrone (Arbutus menziesii)	Fair	7.0"	Yes	Leans towards parking	
112	Pacific madrone (Arbutus menziesii)	Fair	8.0"	Yes	-	
114	Douglas-fir (Pseudotsuga menziesii)	Fair	18.0"	Yes	-	
115	Douglas-fir (Pseudotsuga menziesii)	Fair	27.0"	Yes	-	
116	Pacific madrone (Arbutus menziesii)	Fair	12.0"	Yes	Leans east, dead branches in canopy.	
117	Douglas-fir (Pseudotsuga menziesii)	Fair	27.0"	Yes		
118	Douglas-fir (Pseudotsuga menziesii)	Fair	30.0"	Yes	Exposed roots and base of tree.	

Supporting Data
Prepared by Katy Bigelow

Site: Waterfront Park
Date: 4-2015

Tree #	Species	Condition	DBH	Candidate for retention with tree protection?	Comments	Recommendations
119	Pacific madrone (Arbutus menziesii)	Fair	10", 28"	Yes	10" trunk is dead.	Prune off dead trunk.
121	Douglas-fir (Pseudotsuga menziesii)	Fair	11.0"	Yes	-	
122	Pine (Pinus species)	Fair	16.0"	Yes	Slightly suppressed, dead branches in canopy over parking area.	
123	Western red cedar (Thuja plicata)	Good	17.0"	Yes	-	
124	Western red cedar (Thuja plicata)	Good	16", 27"	Yes	Forked at one foot.	
125	Pine (Pinus species)	Dead	-	No	-	Remove
126	Western red cedar (Thuja plicata)	Good	27.0"	Yes	Many surface roots to the south	Add mulch
127	Red alder (Alnus rubra)	Fair	9.0"	Yes	Leans south	If 128 is removed, remove this tree.
128	Douglas-fir (Pseudotsuga menziesii)	Fair	11.0"	Yes	Form is suppressed	If 127 is removed, remove this tree.
129	Red alder (Alnus rubra)	Fair	28.0"	Yes	Leans east	
130	Douglas-fir (Pseudotsuga menziesii)	Good	9.0"	Yes	-	
131	Western red cedar (Thuja plicata)	Very good	30.0"	Yes	Surface roots all direction	Add mulch
132	Western red cedar (Thuja plicata)	Good	6", 27"	Yes	Surface roots all direction	Add mulch
149	Red alder (Alnus rubra)	Fair	26.0"	Yes	-	
150	Red alder (Alnus rubra)	Fair	10.0"	Yes	Leans south	

Supporting Data
Prepared by Katy Bigelow

Site: Waterfront Park
Date: 4-2015

Tree #	Species	Condition	DBH	Candidate for retention with tree protection?	Comments	Recommendations
175	Pacific madrone (Arbutus menziesii)	Fair	25.0"	Yes	Open wound west side base up to four feet. Won't tolerate root disturbance. Dead wood in canopy.	Prune out dead branches
176	Willow (Salix lucida)	Dying	19.0"	No	Almost dead	Remove
177	Pacific madrone (Arbutus menziesii)	Fair	8.0"	Yes	Leans north	
178	Pacific madrone (Arbutus menziesii)	Fair	14.0"	Yes	Bowed and leans north	
179	Cherry (Prunus species)	Poor	multi	No	Many very small leaning trunks	Remove
180	Big-leaf maple (Acer macrophyllum)	Fair	28.0"	Yes	Broken out secondary trunk at 12 feet above fork in main trunk. Leans north.	Can be limbed up.
207	Douglas-fir (Pseudotsuga menziesii)	Fair	40.0"	Yes	Forked at 5 feet.	Possible cabling candidate.
208	Pacific madrone (Arbutus menziesii)	Fair	10", 15", 13", 16"	Yes	-	
209	Pacific madrone (Arbutus menziesii)	Fair	9", 15", 13", 16"	Yes	-	
210	Pacific madrone (Arbutus menziesii)	Fair	4", 6"	Yes	-	
211	Pacific madrone (Arbutus menziesii)	Dying	x 4	Yes	-	Remove dead trunks, leave rest of tree.
212	Pacific madrone (Arbutus menziesii)	Dead	10", 4"	No	-	Remove
213	Pacific madrone (Arbutus menziesii)	Dead	8.0"	No	-	Remove

Supporting Data
Prepared by Katy Bigelow

Site: Waterfront Park
Date: 4-2015

Tree #	Species	Condition	DBH	Candidate for retention with tree protection?	Comments	Recommendations
214	Pacific madrone (Arbutus menziesii)	Dying	27.0"	No	-	Remove
215	Pacific madrone (Arbutus menziesii)	Dying	27.0"	Yes		Prune out dead branches
216	Douglas-fir (Pseudotsuga menziesii)	Fair	20.0"	Yes		*Retain only as part of a clump
217	Douglas-fir (Pseudotsuga menziesii)	Fair	34.0"	Yes		
218	Douglas-fir (Pseudotsuga menziesii)	Fair	21.0"	Yes	-	*Retain only as part of a clump
219	Pacific madrone (Arbutus menziesii)	Dead	24.0"	No	-	Remove
221	Douglas-fir (Pseudotsuga menziesii)	Fair	28.0"	Yes	-	
222	Douglas-fir (Pseudotsuga menziesii)	Dead	12.0"	No	-	Remove
223	Pacific madrone (Arbutus menziesii)	Poor	17.0"	Yes	-	
224	Douglas-fir (Pseudotsuga menziesii)	Fair	30.0"	Yes	-	
225	Pacific madrone (Arbutus menziesii)	Dead	16.0"	No	-	Remove
226	Douglas-fir (Pseudotsuga menziesii)	Fair	21.0"	Yes	Popping bark at base, wood pecker activity, possible removal candidate.	
227	Pacific madrone (Arbutus menziesii)	Dead	18.0"	No	-	Remove
228	Douglas-fir (Pseudotsuga menziesii)	Fair	17.0"	Yes	-	

Supporting Data
Prepared by Katy Bigelow

Site: Waterfront Park
Date: 4-2015

Tree #	Species	Condition	DBH	Candidate for retention with tree protection?	Comments	Recommendations
229	Pacific madrone (Arbutus menziesii)	Dead	11.0"	No	-	Remove
230	Pacific madrone (Arbutus menziesii)	Dying	10.0"	No	-	Can remove dead trunks only and leave the rest.
231	Douglas-fir (Pseudotsuga menziesii)	Fair	40.0"	Yes	-	
232	Pacific madrone (Arbutus menziesii)	Dying	17.0"	Yes	Dying	
233	Pacific madrone (Arbutus menziesii)	Fair	21.0"	Yes	-	
234	Douglas-fir (Pseudotsuga menziesii)	Fair	6.0"	Yes	-	
235	Big-leaf maple (Acer macrophyllum)	Fair	35.0"	Yes	Forked at three feet with included bark up to 6.5 feet.	Can be limbed up.
236	Douglas-fir (Pseudotsuga menziesii)	Fair	23.0"	Yes	-	
237	Pacific madrone (Arbutus menziesii)	Dead	22.0"	No	-	Remove
238	Pacific madrone (Arbutus menziesii)	Dead	22.0"	No	-	Remove
240	Pacific madrone (Arbutus menziesii)	Dying	26.0"	No	Nearly dead	Remove
241	Pacific madrone (Arbutus menziesii)	Fair	45.0"	Yes	Dead branches in canopy	Prune out dead branches
242	Pacific madrone (Arbutus menziesii)	Fair	28.0"	Yes	Dead branches in canopy	Prune out dead branches
243	Douglas-fir (Pseudotsuga menziesii)	Good	27.0"	Yes	-	

Supporting Data
Prepared by Katy Bigelow

Site: Waterfront Park
Date: 4-2015

Tree #	Species	Condition	DBH	Candidate for retention with tree protection?	Comments	Recommendations
244	Douglas-fir (Pseudotsuga menziesii)	Fair	8.0"	Yes	-	
245	Douglas-fir (Pseudotsuga menziesii)	Fair	9.0"	Yes	-	
246	Douglas-fir (Pseudotsuga menziesii)	Fair	6.0"	Yes	-	
248	Big-leaf maple (Acer macrophyllum)	Fair	24.0"	No	Poor structure	Candidate for removal
249	Douglas-fir (Pseudotsuga menziesii)	Fair	24.0"	Yes	-	
251	Pacific madrone (Arbutus menziesii)	Fair	23.0"	No	-	Remove
252	Douglas-fir (Pseudotsuga menziesii)	Fair	-	Yes	-	
253	Douglas-fir (Pseudotsuga menziesii)	Fair	22.0"	Yes	-	
254	Douglas-fir (Pseudotsuga menziesii)	Fair	18.0"	Yes	-	
255	Pacific madrone (Arbutus menziesii)	Fair	29.0"	Yes	-	
256	Pacific madrone (Arbutus menziesii)	Poor	6.0"	No	Forked at 5 feet, many dead branches in canopy.	Remove
259	Pacific madrone (Arbutus menziesii)	Poor	22.0"	No	-	Remove
262	Pacific madrone (Arbutus menziesii)	Fair	17.0"	No	-	Remove
312	Pacific madrone (Arbutus menziesii)	Poor	19.0"	No	-	Remove

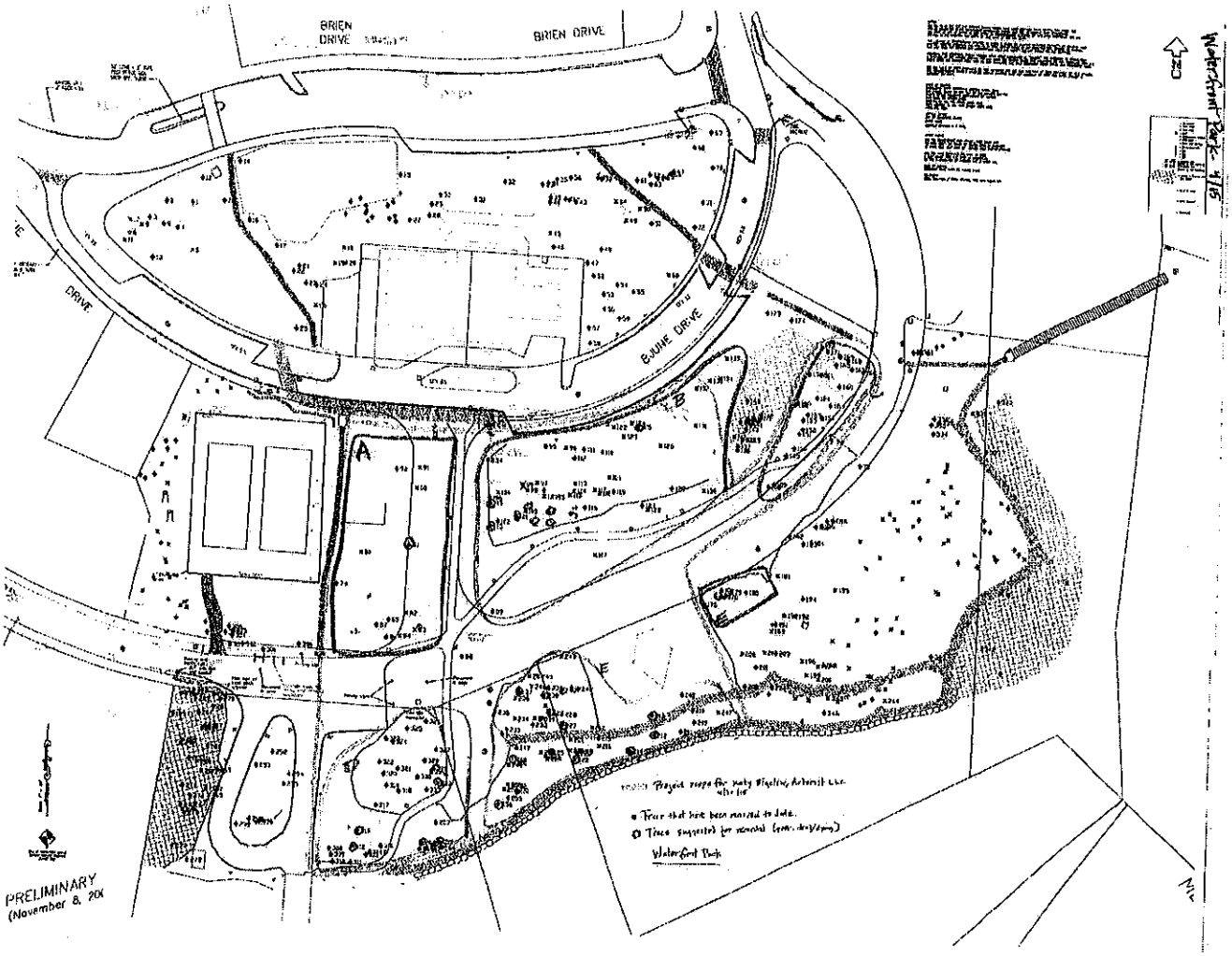
Supporting Data
Prepared by Katy Bigelow

Site: Waterfront Park
Date: 4-2015

Tree #	Species	Condition	DBH	Candidate for retention with tree protection?	Comments	Recommendations
315	Pacific madrone (Arbutus menziesii)	Fair	30.0"	No	-	Remove
317	Dogwood (Cornus nuttallii)	Fair	8.0"	Yes	-	
319	Pacific madrone (Arbutus menziesii)	Fair	35.0"	Yes	Dead branches in canopy	
320	Pacific madrone (Arbutus menziesii)	Dead	-	Yes	Has been snagged.	
321	Pacific madrone (Arbutus menziesii)	Fair	18.0"	Yes	-	
322	Pacific madrone (Arbutus menziesii)	Fair	16", 15"	Yes	One trunk is dead.	
325	Big-leaf maple (Acer macrophyllum)	Fair	6", 8", 10", 11"	Yes	Stump sprout	
327	Big-leaf maple (Acer macrophyllum)	Good	30.0"	Yes	-	
328	Pacific madrone (Arbutus menziesii)	Dying	15.0"	No	-	Remove
332	Pacific madrone (Arbutus menziesii)	Poor	28.0"	No	-	Remove
333	Dogwood (Cornus nuttallii)	Fair	6.0"	Yes	-	

Legend

Tree #: Tree number corresponding with number on survey map.
Species: Common and Latin tree name
Condition: Ranging from dead/dying to excellent
DBH: Trunk diameter at 4.5' above average ground level.
Candidate to be retained with tree protection?: If the tree is a good candidate for retention as it stands.
Comments: Additional observations about the tree's condition and it's
Recommendation: Recommended action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Waterfront Park - Site
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PRELIMINARY
(November 8, 20
Project maps for Early Flagging, Arborist Use Only
Trees that have been marked to date.
Trees suggested for removal (arb. decision)
Waterfront Park

City of Bainbridge Island

PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: Heather Beckmann

FROM: Mark Epstein

DATE: July 29, 2015

RE: WATERFRONT PARK PROJECT
PLN11804SPR & PLN11804SSDP
Shoreline Permit Decision Criteria

JUL 29 2015

Overview

Waterfront Park, an existing 5.5 acre park in downtown Winslow, is one of the most popular civic and social gathering places for island residents and visitors alike. It welcomes annual festivals, summer performances, special events, picnics, and more. The park provides sunny lawn areas for play and relaxation and access to the water's edge for boating and tranquil views of Eagle Harbor. The park also supports a tennis court (now converted to BI Rowing Club boat storage), a sport court, children's play area, a restroom, and a public dock and boat launch.

The purpose of the Waterfront Park Project is to provide accessible pathways within the park and to the shoreline, improve stormwater treatment, and provide increased public recreational activities. Proposed upland improvements would include clearing & grubbing, grading, paved pathways & social areas, a picnic/performance pavilion, utility improvements, a six-vehicle parking area, site furnishings, and new plantings. No work will occur at or below ordinary high water (OHW), however shoreline regulations apply to any development proposal within 200 feet of the OHW. This memo details how the proposed development is consistent with applicable policies, guidelines, and regulations of the Shoreline Management Act and the City of Bainbridge Island shoreline master program.

Title 173 WAC – Department of Ecology

The proposal is consistent with applicable provisions of Chapters 173-26 and 173-27 of the WAC. The park is a public recreational use that provides public access to the shoreline, and is permitted and encouraged under WAC 173-26-241(i).

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

Development Engineer Project Review

To: Heather Beckmann, Planner

From: Janelle Hitch, Development Engineer

Date: November 2nd, 2015

Re: COBI Waterfront Park SSDP/SPR

Related Application Number: **PLN11804 SSDP/SPR**

Project Description:
The project proposes improvements to the existing Waterfront Park located at 301 Shannon Drive. Work will include clearing, grubbing and grading for pathways, a picnic pavilion, utility improvements and site furnishings. The park site is along the shoreline of Eagle Harbor.

Comments:
I have completed a review of the above referenced project application received by the City Planning and Community Development on July 29th, 2015 and September 10, 2015. Pursuant to BIMC 2.16.040.E. Site Plans and Design Review Decision Criteria:

- The preliminary site plan and design conforms to regulations concerning drainage in BIMC 15.20 and 15.21; and
- The site plan and design will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use and enjoyment of properties downstream; and
- The streets and pedestrian ways as proposed align with and are otherwise coordinated with streets serving adjacent properties; and
- The streets and pedestrian ways as proposed are adequate to accommodate anticipated traffic; and
- There is capacity in the water and sewer system to serve the site as proposed; and
- The site plan and design conforms to the "City of Bainbridge Island Design and Construction Standards and Specifications Manual."

Project **APPROVAL** and acceptance is recommended based on the following findings and conditions:

1. Prior to any construction activities, the applicant shall apply for a Department of Ecology General Stormwater Construction Permit. Any jobsite one acre or greater in size must comply with NPDES Phase II Department of Ecology requirements by applying for this permit.

2. No land clearing or earth disturbance shall occur prior to the issuance of the necessary construction permits, including clearing and/or grading permits, where applicable.
3. Application for a construction permit shall include an erosion control plan prepared by a Washington State licensed civil engineer. The implementation of the erosion control plan shall be subjected to inspection by the City at all phases of work.
4. The work shall adhere to the City's seasonal work limitations between October 1st and April 30th of any year. During this period no soils shall remain exposed and unworked for more than 2 days. From May 1st to September 30 no soils shall remain exposed and unworked for more than 7 days.
5. Tree removal with the shoreline shall meet requirements of SMP Appendix B-9.F.4.b.

September 10, 2015

Chris Jones
Walker Macy, LLC
111 SW Oak Street, Suite 200
Portland, OR 97204

Re: Waterfront Park Site Plan Review

Dear Chris:

This letter presents our preliminary drainage and utility design for Waterfront Park in Bainbridge Island. The project includes a portion of the City of Bainbridge Island's Waterfront Park which is 5.54-acres, Brien Drive and Shannon Drive right-of-ways and the unopened right-of-way of Koko Place. Construction of realigned walkways and stormwater facilities are proposed.

EXISTING CONDITIONS

The site is located south of Brien Drive extending to the shoreline of Eagle Harbor and is currently developed as a City park. The site is accessed from Brien Drive and Shannon Drive.

The soil, mapped by the United States Department of Agriculture, is primarily Kapowsin gravelly ashy loam within the project site, with Dystric Xerorthents mapped at the southeastern portion of the site. The site slopes generally to the south.

STORM DRAINAGE

Existing

The park and adjacent right-of-ways have an existing stormwater drainage system serving a portion of the site and approximately 9.22-acres of area north and west of the site. Runoff comes into the site from Brien Drive via an 18-inch storm drain pipe and is conveyed south through several pipes, catch basins and manholes. The existing drainage system along Shannon Drive connects to the drainage system on-site. The existing outfall discharges stormwater to Eagle Harbor below ordinary high water.

Proposed

The proposed project consists of rerouting the existing stormwater drainage system serving the off-site areas, installing bioretention cells for water quality treatment and dispersing the on-site stormwater runoff throughout the site. A flow splitter will be installed inside a new manhole where the drainage system enters the site to route the low flows to bioretention cells along the western edge of the project.

The existing drainage system collecting stormwater runoff from the south side of Brien Drive will be rerouted to a bubble-up catch basin within a bioretention cell to provide water quality treatment to the runoff.

Threshold Determination

The park parcel is 5.54-acres with less than 35% impervious coverage therefore the project is considered New Development under the *Stormwater Management Manual for Western Washington (SWMMWW)*, 2005 edition. Stormwater runoff from the realigned walkways will be dispersed or routed to the bioretention cells. Dispersed impervious areas are not considered to be new impervious areas when looking at the Minimum Requirement thresholds within the *SWMMWW*. Taking dispersion into consideration, the project proposes less than 5,000-square feet (sf) of new impervious area. Therefore Minimum Requirements No.'s 1-5 apply to the project as outlined in the *SWMMWW*. Table 1 describes how each of Minimum Requirements No.'s 1-5 will be met.

Stormwater is proposed to be kept on-site to the maximum extent feasible through dispersion of stormwater runoff and the amendment of soils.

The bioretention cell providing water quality treatment to the stormwater runoff from the south side of Brien Drive is not required per the *SWMMWW* but was chosen to be installed at the City park to be an informational feature for the public as well as an environmental benefit.

The bioretention cells step down the site along the western walkway and have two primary points of inflow. The upper cells will receive stormwater runoff from Brien Drive as described above and the lower cells will receive stormwater runoff from the uphill drainage area after a flow splitter is installed and stormwater runoff is diverted to the cells. Because water quality treatment is not required per the *SWMMWW*, the project does not propose to attain water quality treatment for 91% of the received runoff. At final design the percentage of runoff which will receive water quality treatment will be approximated.

ON-SITE UTILITIES

WATER

Existing

An existing 8-inch water main is located in Brien Drive and Shannon Drive, and smaller diameter main through the unopened Koko Place right-of-way. The site currently has water service from the water mains in Koko Place and Shannon Drive.

Proposed

The existing water meters providing water service to the site will be relocated as necessary.

SANITARY SEWER

Existing

An existing 8-inch sanitary sewer main is located in Brien Drive and Shannon Drive.

Proposed

There are no proposed connections to the sanitary sewer for this project.

Power, lighting and irrigation will be designed by others.

SITE ACCESS

Existing

The site currently is currently accessed from Brien Drive and Shannon Drive.

Proposed

No change to site access is proposed.

FRONTAGE IMPROVEMENTS

Existing

There are currently frontage improvements along Brien Drive consisting of sidewalk and pathways into the park.

Proposed

The proposed frontage improvements include repaving the sidewalk along Brien Drive, approximately 200-ft, to create a wider gathering space and ramped walkways to facilitate ADA access into and through the park. A narrow turnout is proposed to allow cars pick-up and drop-off ability.

EROSION CONTROL

An erosion and sediment control plan will be developed at the time of final design.

Very truly yours,

BROWNE WHEELER ENGINEERS, INC.

9/10/2015

DAVID W. BROWNE
STATE OF WASHINGTON
18591
REGISTERED
PROFESSIONAL ENGINEER

9/10/2015

KELSEY E. LAUGHLIN
STATE OF WASHINGTON
48830
REGISTERED
PROFESSIONAL ENGINEER

Table 1

Summary of Stormwater Minimum Requirements

Minimum Requirement	Comment
1. Stormwater site plan	A stormwater site plan will be presented.
2. Construction stormwater pollution prevention	A detailed SWPPP will be prepared during final design.
3. Source control of pollutants	Not applicable.
4. Preservation of natural drainage systems and outfalls	All stormwater will continue to discharge in the same location.
5. On-site stormwater management	Stormwater is proposed to be kept on-site to the maximum extent feasible through dispersion and amendment of all landscaping areas.
6. Runoff treatment	Not applicable.
7. Flow control	Not applicable.
8. Wetlands protection	Not applicable.
9. Basin and watershed planning	Not applicable.
10. Operation and maintenance	Not applicable.

Mitigation Analysis, November 9, 2015

Existing Conditions of Zone 1:

Linear Feet: 420

220 not meeting a minimum 30' width

220' meeting and exceeding 30' width of Multi-storied Native Vegetation

Area: 21,800 square feet

Providing Multi-storied Native Vegetation: 15,200 square feet

Not Providing Multi-storied Native Vegetation: 6,100 square feet

SUGGESTED MITIGATION:

includes → pavilion

1) Adding 4,625 square feet of impervious surface in a grass area

Standard Mitigation Requirement in Single Family Residence Shoreline Mitigation Manual:

Plant ½ the equivalent area of mowed grass or lawn with multistoried, native vegetation in Zone 1 OR
Plant the equivalent area of mowed grass or lawn with multistoried, native vegetation.

Mitigation: 4,625 square feet New Impervious/2 = 2,312 square feet mitigation in Zone I

6,100 Not Providing Multi-storied Native Vegetation – 2,312 New Mitigation = 3,788 Not Providing Multi-storied Native Vegetation

2) Removing approximately 18,000 square feet of grass in Zone II to replant with native ground cover (approximately 10,000 ferns)

Standard Mitigation Requirement in Single Family Residence Shoreline Mitigation Manual:

Plant ½ the equivalent area of mowed grass or lawn with multistoried, native vegetation in Zone 1 OR
Plant the equivalent area of mowed grass or lawn with multistoried, native vegetation.

Mitigation: 3,788 square feet in Zone 1 (Mitigates 7,576 square feet of the total 18,000 disturbance) & 10,424 square feet to provide multistoried, native vegetation in shoreline jurisdiction OR 18,000 square feet outside of Zone 1.

ATTACHMENT Q

Eagle Harbor Waterfront Park

Bid Set (DRAFT)
07/31/2015

PROJECT TEAM

OWNER:
City of Bainbridge Island
280 Madison Avenue North
Bainbridge Island, WA 98110
Ph. 206-780-3721
Contact: Mark Epstein
E-mail: mepstein@bainbridgewa.gov

LANDSCAPE ARCHITECT:
Walker Macy
105 S. Main Street, Suite 205
Seattle, WA 98104
Ph. 206-582-3874
Contact: Chris Jones
E-mail: cjones@walkermacy.com

CIVIL:
Browne Wheeler Engineers
241 Ericksen Avenue NE
Bainbridge Island, WA 98110
Ph. 206-842-0605
Contact: Kelsey Laughlin
E-mail:
kelsey@brownewheeler.com

ARCHITECT:
Patano Studio Architecture
603 Stewart St. Suite 207
Seattle, WA 98101
Ph. 206-734-3870
Contact: Christopher Patano
E-mail: christopher@patanostudio.com

STRUCTURAL:
Lund Opsahl
1201 First Avenue South, Suite 310
Seattle, WA 98134
Ph. 206-402-5156
Contact: Adam Slivers
E-mail: ASlivers@LundOpsahl.com

ELECTRICAL / LIGHTING:
PAE Consulting Engineers / Luma Lighting Design
1501 East Madison Street, Suite 300
Seattle, WA 98122
Ph. 206-596-8606
Contact: Shaun Darragh
E-mail: shaund@lumald.com

ENVIRONMENTAL CONSULTANT:
Herrera Environmental Consultants
2200 Sixth Avenue, Suite 1100
Seattle, WA 98121
Ph. 206-441-9080
Contact: Kris Lepine
E-mail: klepine@herrerainc.com

PROJECT SUMMARY

SITE ADDRESS: 301 SHANNON DR SE

PROJECT DESCRIPTION: Eagle Harbor Waterfront Park

GOVERNING AGENCY:
City of Bainbridge Island
280 Madison Avenue North
Bainbridge Island, WA 98110
Ph. 206-842-7633
Web: www.ci.bainbridge-isl.wa.us

VICINITY MAP

NTS

SHEET INDEX

SITE / LANDSCAPE
L101 *DEMOLITION AND TREE PROTECTION PLAN*
L201 *MATERIALS PLAN*
L301 *LAYOUT PLAN*
L401 *GRADING PLAN*
L402 *GRADING PLAN ENLARGEMENT*
L500 *PLANTING SCHEDULE*
L501 *PLANTING PLAN*
L600 *SITE DETAILS*
L601 *SITE DETAILS*
L602 *SITE DETAILS*
L603 *SITE DETAILS*
L604 *STORMWATER DETAILS*
L605 *SITE FURNISHING DETAILS*
L606 *PLANTING DETAILS*

CIVIL
C1 *GENERAL NOTES*
C2 *TESC PLAN & DETAILS*
C3 *UTILITY PLAN*
C4 *UTILITY DETAILS*

ARCHITECTURAL
A0.0 *SCHEDULES, ABBREV., SYMBOLS, NOTES*
A2.0 *FLOOR PLAN*
A2.1 *ROOF PLAN*
A2.2 *ADD ALT. ROOF PLAN*
A3.0 *ELEVATIONS*
A3.1 *ELEVATIONS*
A4.0 *SECTIONS*
A4.1 *SECTIONS*

LIGHTING & ELECTRICAL
E0 *SYMBOLS, LEGENDS, ABBREVIATIONS*
E1 *SITE PLAN - ELECTRICAL*
E2 *PANEL SCHEDULES & CALCULATIONS*

GENERAL NOTES

1. UNLESS OTHERWISE SPECIFIED, MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENTLY ADOPTED EDITION OF "STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION", APWA/WSDOT EXCEPT AS MODIFIED BY THE CITY OF BAINBRIDGE ISLAND IN THE CURRENT EDITION OF "DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS"

2. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES AND OTHER FEATURES ON THE PLAN ARE APPROXIMATE AND MAY NOT BE COMPLETE. ACTUAL LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR AS REQUIRED.

3. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR WORKER SAFETY. ALL TRENCHING AND OTHER ACTIVITIES SHALL BE IN ACCORDANCE WITH STATE AND LOCAL SAFETY REGULATIONS AND REQUIREMENTS.

4. A COPY OF THE APPROVED PLANS AND OTHER APPLICABLE SPECIFICATIONS AND DRAWINGS SHALL BE ONSITE DURING CONSTRUCTION.

5. CONTRACTOR SHALL OBTAIN AN UNDERGROUND UTILITIES LOCATE PRIOR TO BEGINNING CONSTRUCTION (UNDERGROUND UTILITIES LOCATION SERVICE, 1-800-424-5555).

6. CONTRACTOR SHALL INSTALL, REPLACE OR RELOCATE ALL SIGNS AND OTHER FEATURES AFFECTED BY CONSTRUCTION.

7. CONTRACTOR SHALL APPLY FOR AND OBTAIN AN APPROVED PERMIT FOR WORK IN THE RIGHT OF WAY PRIOR TO ANY WORK IN THE RIGHT OF WAY.

8. CONTRACTOR SHALL SCHEDULE AND ATTEND A PRE-CONSTRUCTION CONFERENCE WITH CITY STAFF PRIOR TO ANY WORK ON CITY RIGHTS-OF-WAY.

9. ANY REVISIONS TO THE PLANS SHALL BE REVIEWED AND APPROVED BY THE BAINBRIDGE ISLAND ENGINEERING DEPARTMENT PRIOR TO IMPLEMENTATION IN THE FIELD.

10. SIGNING, FLAGGING AND TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE WSDOT TRAFFIC MANUAL AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE PLAN SHALL BE PROVIDED TO THE CITY FOR APPROVAL IF APPLICABLE.

11. ALL PIPE AND OTHER MATERIAL STORED ALONG CITY RIGHT-OF-WAY MUST BE PLACED AT A SAFE DISTANCE FROM THE TRAVELED ROADWAY IN SUCH A MANNER AS TO AVOID FALLING ONTO THE ROADWAY.

12. MAXIMUM LENGTH OF OPEN TRENCH ON STREETS SHALL BE 400 FEET. AT THE END OF EACH DAY, ALL TRENCHES MUST BE BACKFILLED OR COVERED WITH STEEL PLATES OR BARRICADED WITH FLASHING WARNING LIGHTS.

13. ALL PIPE TRENCH BACKFILL SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA SPECIFICATIONS FOR PIPE BEDDING AND BANK RUN GRAVEL IF PROPER COMPACTION CANNOT BE OBTAINED USING NATIVE SOIL, EXCEPT AS NOTED ON PLAN.

14. POWER, TELEVISION CABLE, AND COMMUNICATIONS LINES SHALL BE INSTALLED WITH A MINIMUM OF FIVE FEET HORIZONTAL SEPARATION FROM PUBLIC WATER, SEWER AND STORM DRAINAGE FACILITIES.

EROSION CONTROL NOTES

1. THE CONTRACTOR SHALL APPLY ALL MEASURES NECESSARY TO PREVENT THE DISCHARGE OF SEDIMENT-LADEN WATER OFF THE PROJECT SITE. FACILITIES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS.

2. THE CONTRACTOR SHALL INSPECT AND MAINTAIN ALL EROSION CONTROL FACILITIES REGULARLY, PARTICULARLY DURING AND FOLLOWING LARGE STORMS.

3. ALL STREETS ADJACENT TO THIS PROJECT SHALL BE KEPT CLEAN OF ALL MATERIAL DEPOSITS RESULTING FROM CONSTRUCTION.

4. SITE WORK SHALL BE SCHEDULED TO MINIMIZE THE EXPOSURE OF DISTURBED SOILS. ALL EXPOSED AND UNWORKED SOILS, INCLUDING SOIL STOCKPILES, SHALL BE STABILIZED BY SUITABLE APPLICATION OF BMPS THAT PROTECT SOIL FROM THE EROSIVE FORCES OF RAINDROP IMPACT AND FLOWING WATER. APPLICABLE PRACTICES INCLUDE, BUT ARE NOT LIMITED TO VEGETATIVE ESTABLISHMENT, MULCHING, PLASTIC COVERING, AND THE EARLY APPLICATION OF GRAVEL BASE ON AREAS TO BE PAVED. FROM OCTOBER 1 THROUGH APRIL 30, NO SOILS SHALL REMAIN EXPOSED FOR MORE THAN 2 DAYS. FROM MAY 1 THROUGH SEPTEMBER 30, NO SOILS SHALL REMAIN EXPOSED FOR MORE THAN 7 DAYS.

5. CARE SHALL BE TAKEN TO PREVENT ANY DISCHARGE OF SEDIMENT-LADEN WATER INTO THE STORMWATER DISPERSION SYSTEMS. ANY INLETS WHICH RECEIVE RUNOFF SHOULD BE PROTECTED WITH SEDIMENT FILTERS.

6. PETROLEUM PRODUCTS AND OTHER POTENTIAL POLLUTANTS SHALL BE PROTECTED TO PREVENT THEIR INTRODUCTION INTO SITE RUNOFF OR THE STORM DRAINAGE SYSTEM.

7. DEWATERING WATER SHALL BE FILTERED TO REMOVE SEDIMENT AND DISCHARGED IN A MANNER TO AVOID DOWNSTREAM IMPACTS.

8. CLEARING LIMITS, IF SHOWN, SHALL BE CLEARLY FLAGGED PRIOR TO ANY CLEARING OR CONSTRUCTION ON THE SITE. DURING CONSTRUCTION, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED.

9. ALL TEMPORARY EROSION CONTROL FACILITIES, INCLUDING PERIMETER CONTROLS, SHALL REMAIN IN PLACE UNTIL FINAL SITE CONSTRUCTION IS COMPLETE AND APPROVAL HAS BEEN RECEIVED FROM THE CITY.

STORM DRAINAGE

1. STORM DRAINS SHALL BE SMOOTH INTERIOR CORRUGATED POLYETHYLENE (ADS N12 OR EQUIVALENT) OR PVC (ASTM D3034, SDR 35) UNLESS OTHERWISE NOTED.

2. ALL STORM DRAINS SHOULD BE LAID AT A MINIMUM SLOPE OF 2% (1/4 INCH PER FOOT) UNLESS OTHERWISE NOTED. CARE SHALL BE TAKEN TO MAINTAIN MINIMUM SLOPE.

3. PRIOR TO FINAL INSPECTION AND ACCEPTANCE OF STORM DRAINAGE WORK, PIPES AND STORM DRAIN STRUCTURES SHALL BE CLEANED AND FLUSHED. ANY OBSTRUCTIONS WITHIN THE STORM DRAIN SYSTEM SHALL BE REMOVED AND WASH WATER OF ANY SORT SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM OR SURFACE WATERS.

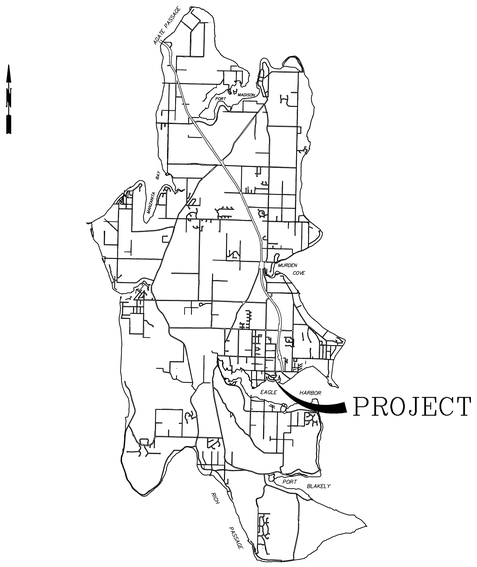
5. ALL MANHOLES AND CATCH BASINS IN PUBLIC RIGHTS-OF-WAY SHALL BE ADJUSTED TO FINAL GRADE PRIOR TO FINAL PAVING.

6. CURTAIN AND FOOTING DRAINS SHALL BE CONNECTED TO STORM DRAIN SYSTEM AT EITHER A CATCH BASIN OR WHEN 1 VERTICAL FOOT IS MAINTAINED BETWEEN THE LOWEST POINT OF THE FOUNDATION DRAIN INVERT AND THE ELEVATION OF THE STORM DRAIN SYSTEM.

APPROXIMATE GRADING VOLUMES

CUT VOLUME: -- CUBIC YARDS

FILL VOLUME: -- CUBIC YARDS



VICINITY MAP

CITY OF BAINBRIDGE ISLAND

280 MADISON AVE. NORTH
BAINBRIDGE ISLAND, WA 98110

WALKER | MACY

BROWNE • WHEELER
ENGINEERS, INC
241 ERICKSEN AVENUE NE
BAINBRIDGE ISLAND, WA 98110
P.206.842.6605 INFO@BrowneWheeler.COM

EAGLE HARBOR WATERFRONT PARK

BAINBRIDGE ISLAND, WA

PRELIMINARY
NOT FOR CONSTRUCTION

DAVID W. BROWNE
STATE OF WASHINGTON
18569
REGISTERED
PROFESSIONAL ENGINEER

PROJECT NUMBER: WA16-01 P3119.01

DRAWN BY: K. LAUGHLIN

REVIEWED BY: D. BROWNE

PHASE:
80% SUBMITTAL

ISSUE DATE:
6-15-2015

REVISIONS:

GENERAL NOTES

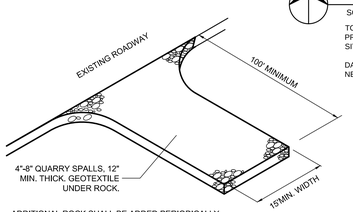
C1

TESC PLAN

SCALE: 1" = 20' 0 5 10 20 40

TOPOGRAPHIC INFORMATION BASED ON SITE SURVEY PROVIDED BY COBI DATED APRIL 20, 2006.
SITE PLAN FROM WALKER MACY DATED 6/9/2015.

DATUM: CITY OF BAINBRIDGE ISLAND VERTICAL CONTROL NETWORK (NAVD 88)



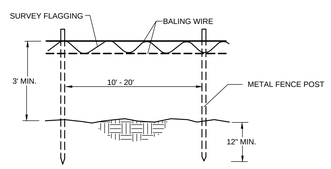
ADDITIONAL ROCK SHALL BE ADDED PERIODICALLY TO MAINTAIN EFFECTIVENESS IN REMOVING MUD FROM TIRES.

SLOPE ENTRANCE TO DISPERSE RUNOFF.

ENTRANCE LENGTH MAY BE REDUCED TO MAXIMUM PRACTICABLE SIZE BASED ON SITE CONDITIONS.

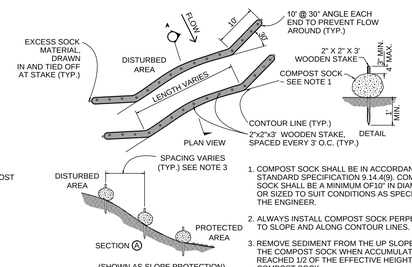
1 / C2 ROCK CONSTRUCTION ENTRANCE

NO SCALE



2 / C2 CLEARING LIMITS FENCE

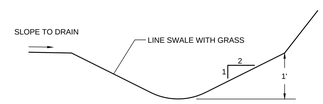
NO SCALE



1. COMPOST SOCK SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION 9.14.4(9). COMPOST SOCK SHALL BE A MINIMUM OF10" IN DIAMETER OR SIZED TO SUIT CONDITIONS AS SPECIFIED BY THE ENGINEER.
2. ALWAYS INSTALL COMPOST SOCK PERPENDICULAR TO SLOPE AND ALONG CONTOUR LINES.
3. REMOVE SEDIMENT FROM THE UP SLOPE SIDE OF THE COMPOST SOCK WHEN ACCUMULATION HAS REACHED 1/2 OF THE EFFECTIVE HEIGHT OF THE COMPOST SOCK.
4. MAY BE USED IN PLACE OF FILTER FENCE FOR PERMITER CONTROL.

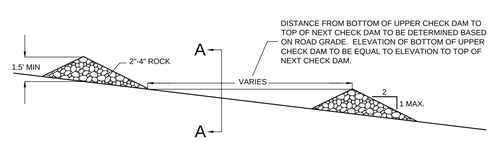
3 / C2 MULCH WATTLE

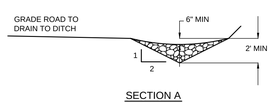
NO SCALE



4 / C2 INTERCEPTOR SWALE

NO SCALE





5 / C2 CHECK DAM

NO SCALE

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

WALKER | MACY

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EAGLE HARBOR WATERFRONT PARK

BAINBRIDGE ISLAND, WA

PRELIMINARY
NOT FOR CONSTRUCTION

DAVID W. BROWNE, STATE OF WASHINGTON, 18591, REGISTERED PROFESSIONAL ENGINEER

PROJECT NUMBER: WA16-01	P3119.01
DRAWN BY: K. LAUGHLIN	REVIEWED BY: D. BROWNE

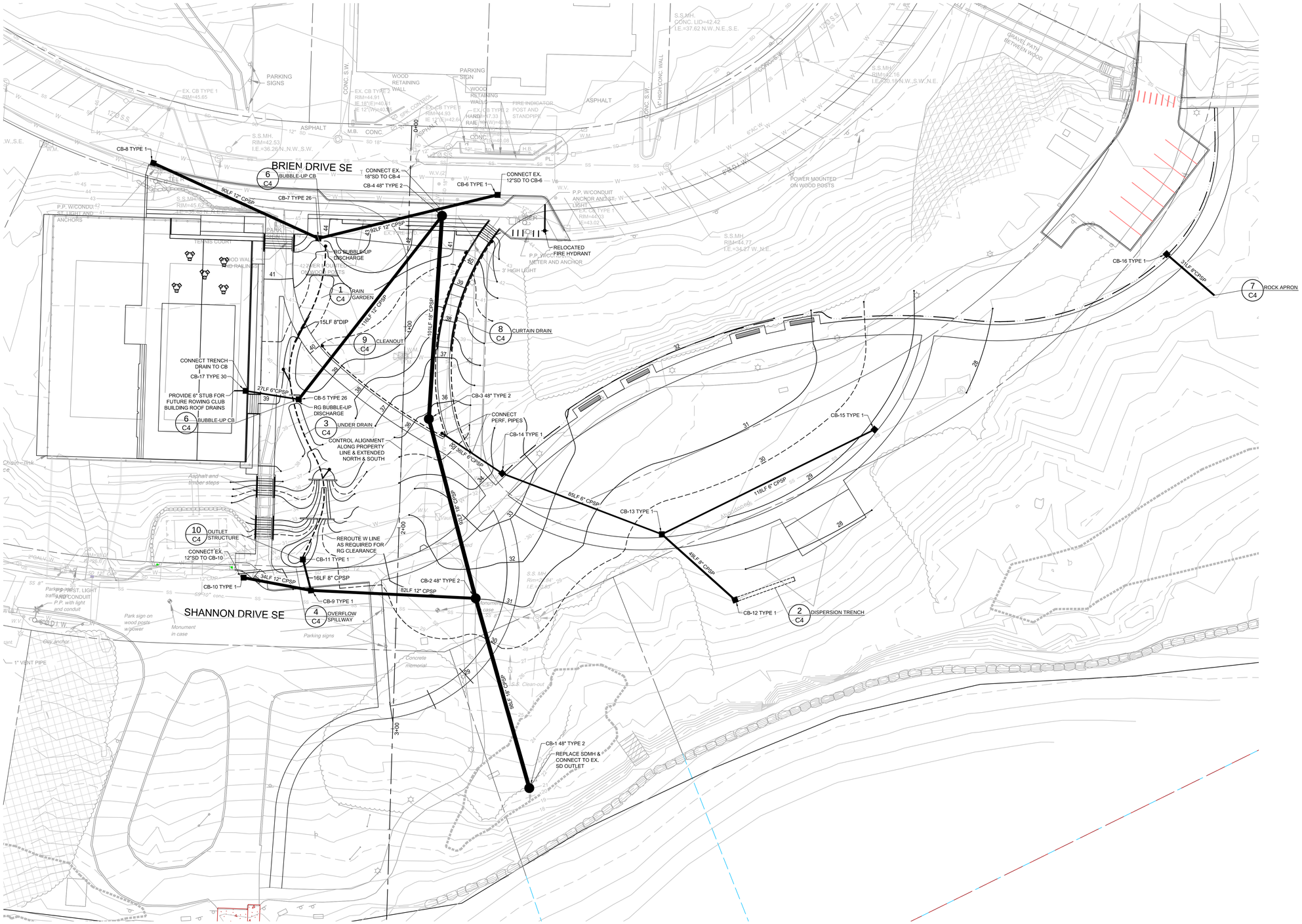
PHASE
80% SUBMITTAL

ISSUE DATE:
6-15-2015

REVISIONS:

TESC PLAN & DETAILS

C2



N

SITE PLAN

SCALE: 1" = 20' 0 5 10 20 40

TOPOGRAPHIC INFORMATION BASED ON SITE SURVEY PROVIDED BY COBI DATED APRIL 20, 2006.
SITE PLAN FROM WALKER MACY DATED 6/9/2015.

DATUM: CITY OF BAINBRIDGE ISLAND VERTICAL CONTROL NETWORK (NAVD 88)

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

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PHASE:
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REVISIONS:

UTILITY PLAN

C3

BIORETENTION NOTES

CONSTRUCTION

1. MINIMIZE COMPACTION OF THE BASE AND SIDEWALLS OF THE BIORETENTION AREA.

2. EXCAVATION IS NOT ALLOWED DURING WET OR SATURATED CONDITIONS. EXCAVATION SHOULD BE PERFORMED BY MACHINERY OPERATION ADJACENT TO THE BIORETENTION FACILITY AND NO HEAVY EQUIPMENT WITH NARROW TRACKS, NARROW TIRES, OR LARGE LUGGED, HIGH PRESSURE TIRES SHOULD BE USED ON THE BOTTOM OF THE BIORETENTION FILTRATION FACILITY. IF MACHINERY MUST OPERATE IN THE BIORETENTION CELL FOR EXCAVATION, USE LIGHT WEIGHT, LOW GROUND-CONTACT PRESSURE EQUIPMENT AND RIP THE BASE AT COMPLETION TO REFRACTURE SOIL TO A MINIMUM OF 12 INCHES.

3. THE SIDEWALLS AND BOTTOM SHOULD BE ROUGHENED WHERE SCRAPED AND SEALED BY EXCAVATION EQUIPMENT. THE BOTTOM OF THE FACILITY SHOULD BE FLAT.

4. THE BIORETENTION SOIL MIXTURE SHOULD BE PLACED AND GRADED BY EXCAVATORS AND/OR BACKHOES OPERATING ADJACENT TO THE BIORETENTION FACILITY. IF MACHINERY MUST OPERATE IN THE BIORETENTION CELL FOR SOIL PLACEMENT OR SOIL GRADING, USE LIGHT WEIGHT, LOW GROUND-CONTACT PRESSURE EQUIPMENT. THE SOIL MIXTURE SHOULD BE PLACED IN HORIZONTAL LAYERS NOT TO EXCEED 6 INCHES PER LIFT FOR THE ENTIRE AREA OF THE BIORETENTION FACILITY.

ENGINEERED SOIL MIX

SOIL MIX:
APPROXIMATELY 3 PARTS GRAVELLY SAND AND 2 PARTS COMPOST BY VOLUME, TO MEET THE SPECIFICATIONS LISTED BELOW:

GRAVELLY SAND
GRADATION

SIEVE SIZE	PERCENT PASSING
1-INCH	100
US NO. 4	60-100
US NO. 10	40-100
US NO. 40	15-50
US NO. 200	2-5

COEFFICIENT OF UNIFORMITY >6
COEFFICIENT OF CURVE 1<X<3

COMPOST
GRADATION PER TMECC 02.02-B

SIEVE SIZE	PERCENT PASSING
1-INCH	100
5/8-INCH	100
1/4-INCH	90

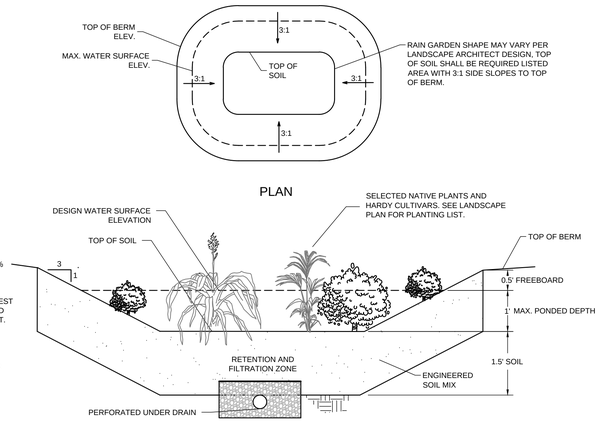
1. pH 5.5-8
2. INERT MATERIAL <1% BY WEIGHT PER TMECC 03.08-A
3. ORGANIC CONTENT 45%<X<65% PER TMECC 05.07-A
4. SOLUBLE SALT <6.0 MMHOS/CM PER TMECC 04.10-A
5. MATURITY >80% PER TMECC 05.05-A
6. STABILITY <7 PER TMECC 05.08-B
7. COMPOST SHALL CONSIST OF AT LEAST 65% TYPE I FEEDSTOCKS AND LESS THAN 35% TYPE III FEED STOCKS PER WAC173-350-100.
8. CARBON TO NITROGEN < 25:1 PER TMECC 04.01

1. MINIMUM INITIAL SOIL MIX HYDRAULIC CONDUCTIVITY => 6.0 INCH/HOUR, ASTM D2434 - STANDARD TEST FOR PERMEABILITY OF GRANULAR SOILS. TESTED AT 85% COMPACTION, PER ASTM D 1557 - STANDARD TEST METHODS FOR LABORATORY COMPACTION CHARACTERISTICS OF SOIL USING MODIFIED EFFORT.

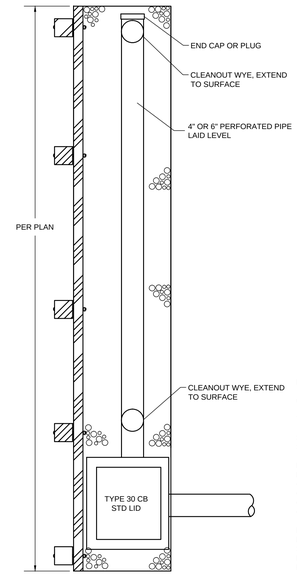
2. THE SOIL MIXTURE SHOULD BE UNIFORM, FREE OF STONES, STUMPS, ROOTS OR SIMILAR OBJECTS LARGER THAN 2 INCHES.

3. ON-SITE SOIL MIXING OR PLACEMENT NOT ALLOWED IF SOIL IS SATURATED OR SUBJECT TO WATER WITHIN 48 HOURS.

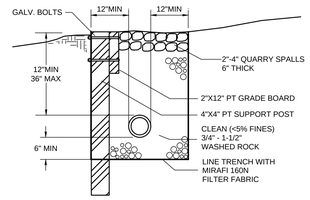
4. COVER AND STORE SOIL ACCORDINGLY TO PREVENT WETTING OR SATURATION.



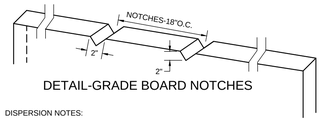
1 / C4 RAIN GARDEN
NO SCALE



2 / C4 DISPERSION TRENCH
NO SCALE



SECTION-DISPERSAL TRENCH



DETAIL-GRADE BOARD NOTCHES

DISPERSION NOTES:

CONSTRUCT TRENCH TO DISPERSE FLOW ACROSS ENTIRE LENGTH.

TRENCH AND GRADE BOARD MUST BE LEVEL. ALIGN TO FOLLOW CONTOURS.

SUPPORT POST SPACING AS REQUIRED BY SOIL CONDITIONS TO ENSURE STURDY SUPPORT OF GRADE BOARD.

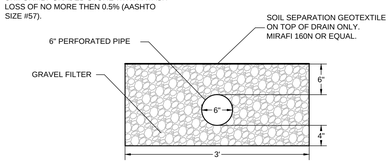
LOCATION OF DISPERSION TRENCH MAY BE ADJUSTED IN FIELD. MINIMUM DISTANCES LISTED MUST BE MAINTAINED:

- MINIMUM 5-FT FROM STRUCTURES OR PROPERTY LINE.
- MINIMUM 50-FT HORIZONTAL DISTANCE FROM PRIVATE WELL.
- MINIMUM 30-FT UP GRADIENT OF OSS FIELDS AND TANKS.
- MINIMUM 10-FT SIDE OR DOWN GRADIENT OF OSS FIELDS AND TANKS.

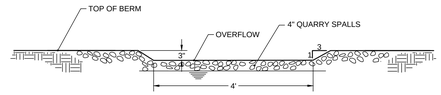
DISPERSION AREA SHOWN ON THE PLANS SHALL BE PROTECTED FROM DISTURBANCE DURING CONSTRUCTION. IF THIS AREA IS DISTURBED, THE SOIL SHALL BE AMENDED IN ACCORDANCE WITH THE SOIL AMENDMENT NOTES. REMOVAL OF TREES IS ALLOWED IF THE ROOT BALL IS UNDISTURBED. ANY PLANT MATERIAL REMOVED SHALL BE REPLACED WITH NATIVE VEGETATION.

GRAVEL FILTER+	
U.S. STD. SIEVE	% PASSING
1 1/2"	100
1"	95-100
1/2"	25-60
#4	0-10
#8	0-5

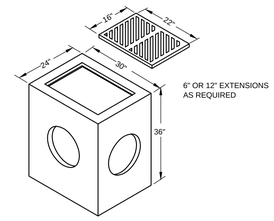
+ GRAVEL FILTER SHOULD BE 3/8" TO 3/4" UNIFORMLY GRADED STONE WITH A WASH LOSS OF NO MORE THEN 0.5% (AASHTO SIZE #57).



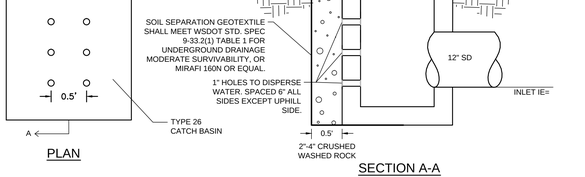
3 / C4 UNDER DRAIN
NO SCALE



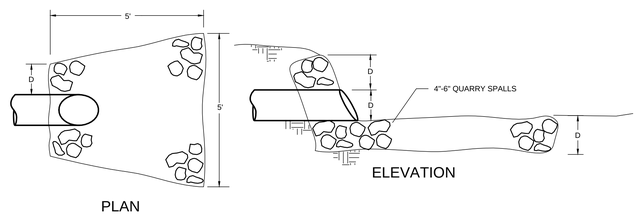
4 / C4 OVERFLOW SPILLWAY
NO SCALE



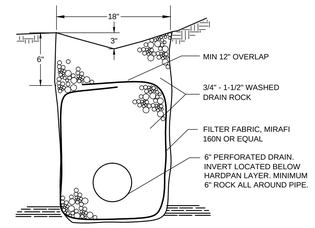
5 / C4 CB - TYPE 30
NO SCALE



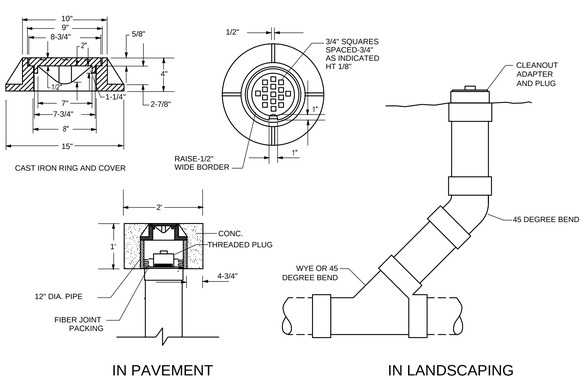
6 / C4 BUBBLE-UP CB
NO SCALE



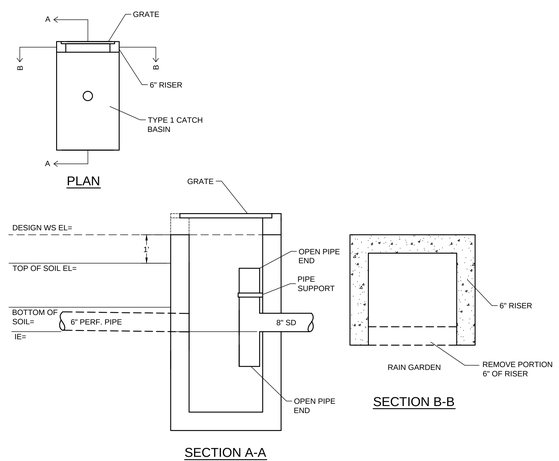
7 / C4 ROCK APRON
NO SCALE



8 / C4 CURTAIN DRAIN
NO SCALE



9 / C4 CLEANOUT
NO SCALE



10 / C4 OUTLET STRUCTURE
NO SCALE

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

WALKER | MACY

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

EAGLE HARBOR WATERFRONT PARK
BAINBRIDGE ISLAND, WA

PRELIMINARY
NOT FOR CONSTRUCTION

DAVID W. BROWNE
STATE OF WASHINGTON
18599
REGISTERED PROFESSIONAL ENGINEER

PROJECT NUMBER: WA16-01 P3119.01
DRAWN BY: K. LAUGHLIN
REVIEWED BY: D. BROWNE
PHASE: **80% SUBMITTAL**
ISSUE DATE: 6-15-2015
REVISIONS:

UTILITY DETAILS

C4

KEY NOTES

1. REMOVE ROCK WALL
2. REMOVE AND RELOCATE MANHOLE PER CIVIL
3. REMOVE PARK SIGN
4. REMOVE AND RELOCATE POWER SERVICE, SEE SHEET L201
5. RELOCATE EXISTING FIRE HYDRANT, SEE SHEET L201
6. REMOVE (15) EXISTING LIGHTS, POLES & FOOTINGS, TYP.
7. REMOVE STAGE AND FOUNDATION, DISPOSE OF AT AN APPROVED OFF-SITE LOCATION
8. REMOVE BASKETBALL HOOP AND BOLLARDS
9. REMOVE EXISTING VAULT AND BACKFLOW DEVICE PER APPLICABLE CODES
10. PRESERVE AND PROTECT PARKING SIGNS
11. PRESERVE AND PROTECT P.P. AND ANCHOR
12. REMOVE METER AND VALVE
13. REMOVE CATCH BASIN
14. PRESERVE AND PROTECT EXISTING MONUMENT
15. REMOVE ASPHALT APRON
16. REMOVE 8" CONCRETE PIPE

GENERAL NOTES

1. CONTRACTOR TO NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES BETWEEN THE PLANS AND THE EXISTING CONDITIONS BEFORE STARTING WORK.
2. ALL WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE TEMPORARY TREE AND PLANT PROTECTION SPECIFICATIONS FOR THE PROJECT.
3. ALL ITEMS TO BE REMOVED SHALL BE DISPOSED OFF-SITE AT A COMMERCIALLY LICENSED DISPOSAL FACILITY.
4. CONIFER TREES SHALL BE LIMBED UP TO 30' FROM EXISTING GRADE. DECIDUOUS TREES SHALL BE LIMBED UP 8' ABOVE EXISTING GRADE AND CROWNS THINNED FOR HEALTH AND INCREASED LIGHT PENETRATION. ALL TREE TRIMMING AND REMOVAL SHALL BE PERFORMED BY A LICENSED ARBORIST AND UNDER SUPERVISION OF LANDSCAPE ARCHITECT.
5. CONTRACTOR SHALL REMOVE ONLY NON-NATIVES WITHIN CLEARING AND GRUBBING AREAS UNDER THE SUPERVISION OF LANDSCAPE ARCHITECT.

LEGEND

- LIMIT OF DEMOLITION WORK
- REMOVE EXISTING CURB, RAILING, AND FENCE, INCLUDING ANY ASSOCIATED FOOTINGS AND BASE MATERIAL
- PAVING SAWCUT LINE
- STRIP LAWN TO 6", CLEAR AND GRUB VEGETATION
- SELECTIVE CLEARING AND GRUBBING, STRIP LAWN SELECTIVELY, LIMB UP TREES AS DIRECTED BY ARCHITECT. CLEARING AND GRUBBING WITHIN THIS AREA SHALL BE DONE BY HAND METHODS ONLY, SEE NOTE 4 AND 5
- REMOVE EXISTING ASPHALT, CONCRETE, RAILINGS, STAIRS, R.R. TIES, AND PEA GRAVEL – FULL DEPTH
- REMOVE EXISTING CONCRETE PAVING AND BASE MATERIAL – FULL DEPTH
- REMOVE EXISTING STAMPED CONCRETE – FULL DEPTH
- REMOVE EXISTING TENNIS COURT PAVING, BASE MATERIAL, FENCING AND ASSOCIATED APPURTENANCES
- TREE PROTECTION FENCE SEE DETAIL X/LXXX
- PROTECT EXISTING TREE TO REMAIN
- REMOVE EXISTING TREE

0 5 10 20 40
SCALE: 1" = 20'-0"

NORTH

CITY OF BAINBRIDGE ISLAND

280 MADISON AVE. NORTH
BAINBRIDGE ISLAND, WA 98110

WALKER | MACY

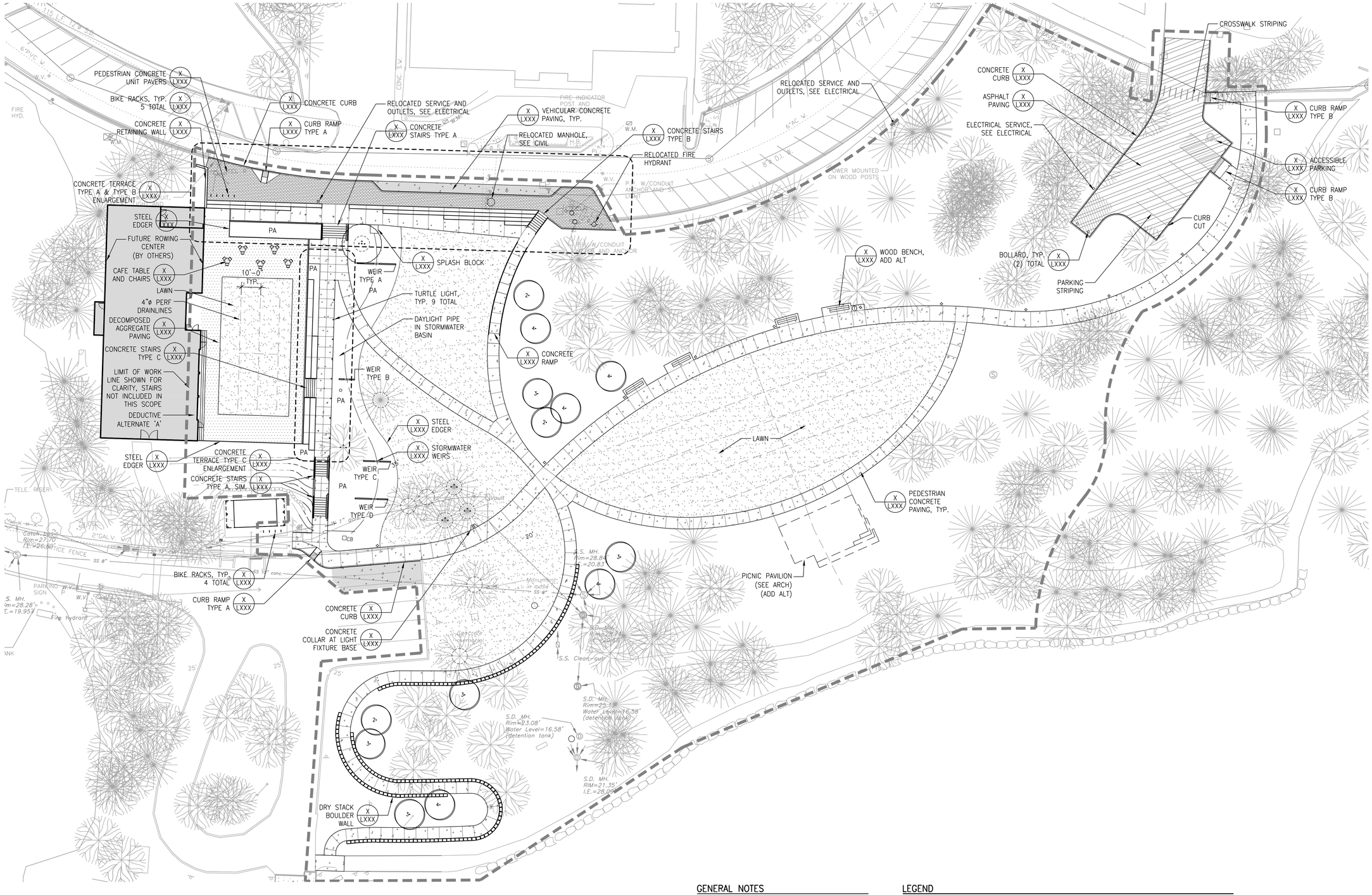
EAGLE HARBOR WATERFRONT PARK

BAINBRIDGE ISLAND, WA

PROJECT NUMBER: P3119.01
DRAWN BY: KH
REVIEWED BY: CJ/DO
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

DEMOLITION AND TREE PROTECTION PLAN

L101



GENERAL NOTES

1. CONTRACTOR TO NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES BETWEEN THE PLANS AND THE EXISTING CONDITIONS BEFORE STARTING WORK.
2. WORK OCCURRING WITHIN DRIP LINE OF EXISTING TREES SHALL BE DONE BY HAND METHODS ONLY.

LEGEND

	LIMIT OF WORK
	UNIT PAVERS
	CONCRETE PAVING – PEDESTRIAN
	CONCRETE PAVING – VEHICULAR
	ASPHALT PAVING – VEHICULAR
	AGGREGATE PAVING – PEDESTRIAN
	DETECTABLE WARNING
	LAWN AREA
PA	PLANTING AREA
	GUARDRAIL
	RETAINING WALL
	4"ø PERF DRAINLINES
CB	CATCH BASIN, SEE CIVIL
	MANHOLE
	DRY STACK BOULDER WALL
	TRENCH DRAIN
	BENCH
	LIGHT POLE
	RELOCATED FIRE HYDRANT
	BIKE RACK
	TRASH/RECYCLING
	CAFE TABLES
	MULCH RING AT TREES IN LAW
2·	PROPOSED TREE
	EXISTING TREE

0 5 10 20 40
SCALE: 1" = 20'-0"
NORTH

CITY OF BAINBRIDGE ISLAND

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BAINBRIDGE ISLAND, WA 98110

WALKER | MACY

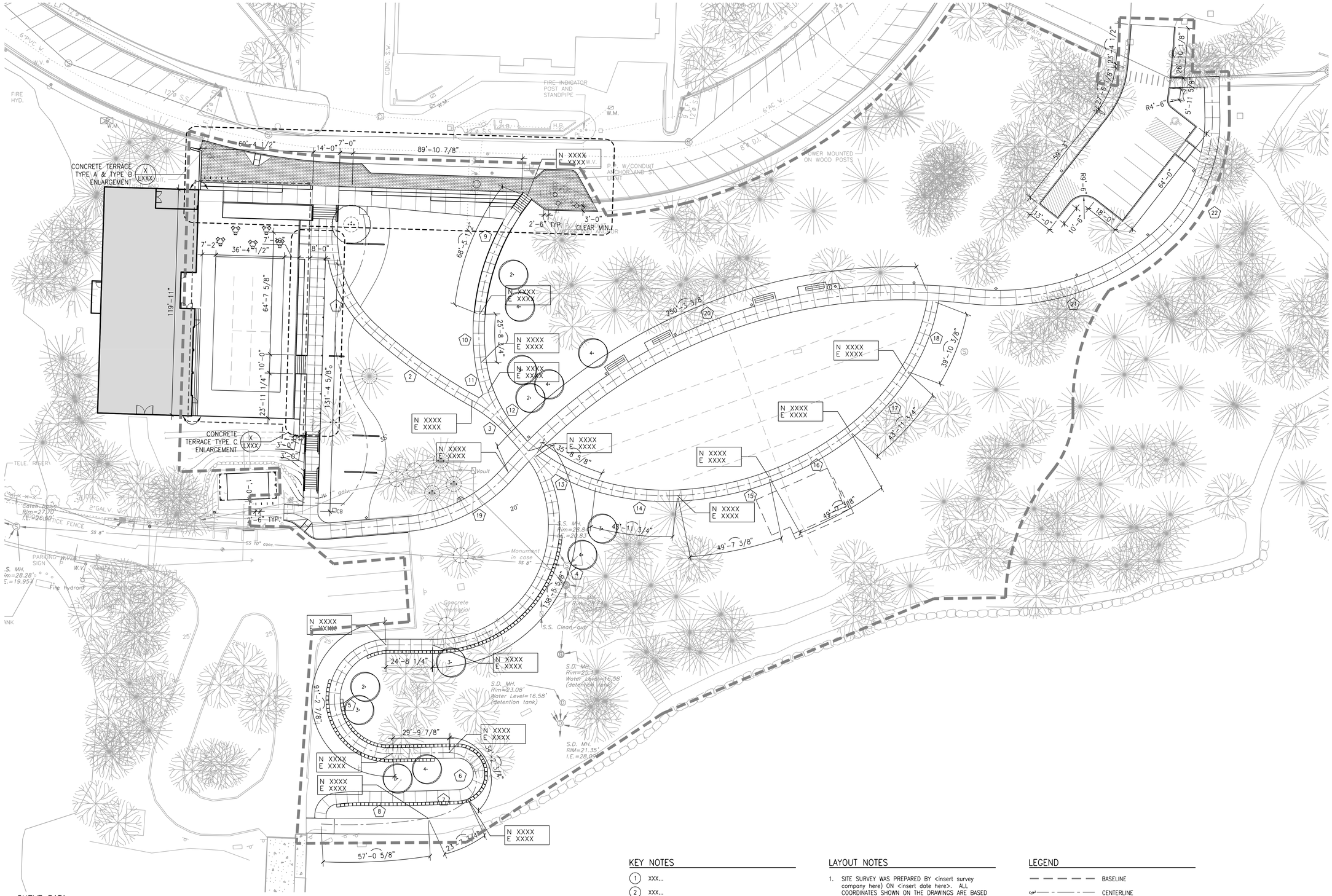
EAGLE HARBOR WATERFRONT PARK

BAINBRIDGE ISLAND, WA

PROJECT NUMBER: P3119.01
DRAWN BY: KH
REVIEWED BY: CJ/DO
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

MATERIALS PLAN

L201



CURVE DATA

CURVE NO.	CURVE RADIUS	CURVE LENGTH	INCLUDED ANGLE
1	XX.XX'	XX.XX'	XX.XX°
2	XX.XX'	XX.XX'	XX.XX°
3	XX.XX'	XX.XX'	XX.XX°
4	XX.XX'	XX.XX'	XX.XX°
5	XX.XX'	XX.XX'	XX.XX°
6	XX.XX'	XX.XX'	XX.XX°
7	XX.XX'	XX.XX'	XX.XX°
8	XX.XX'	XX.XX'	XX.XX°
9	XX.XX'	XX.XX'	XX.XX°
10	XX.XX'	XX.XX'	XX.XX°
11	XX.XX'	XX.XX'	XX.XX°

CURVE NO.	CURVE RADIUS	CURVE LENGTH	INCLUDED ANGLE
12	XX.XX'	XX.XX'	XX.XX°
13	XX.XX'	XX.XX'	XX.XX°
14	XX.XX'	XX.XX'	XX.XX°
15	XX.XX'	XX.XX'	XX.XX°
16	XX.XX'	XX.XX'	XX.XX°
17	XX.XX'	XX.XX'	XX.XX°
18	XX.XX'	XX.XX'	XX.XX°
19	XX.XX'	XX.XX'	XX.XX°
20	XX.XX'	XX.XX'	XX.XX°
21	XX.XX'	XX.XX'	XX.XX°
22	XX.XX'	XX.XX'	XX.XX°

KEY NOTES

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

LAYOUT NOTES

1. SITE SURVEY WAS PREPARED BY <insert survey company here> ON <insert date here>. ALL COORDINATES SHOWN ON THE DRAWINGS ARE BASED UPON THE COORDINATE SYSTEM ESTABLISHED BY THE SURVERYOR. WALKER MACY ASSUMES NO RESPONSIBILITY FOR ACCURACY OF SURVEYED CONDITIONS AS SHOWN. SURVEY INFORMATION IS PROVIDED FOR REFERENCE ONLY.
2. DO NOT SCALE FROM THE DRAWINGS. THE LOCATION OF FEATURES NOT SPECIFICALLY DIMENSIONED MAY NOT BE DETERMINED BY SCALE. IF CONFLICTS ARISE IN THE FIELD, CONTACT OWNER'S REPRESENTATIVE FOR RESOLUTION.
3. ALL DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDINGS AND WALLS OR BACK OF CURBS, UNLESS OTHERWISE NOTED.
4. ALL CURVED OBJECTS SHALL HAVE SMOOTH, CONTINUOUS CURVES WITH CONSISTENT RADII AS INDICATED. EACH CURVE SHALL MEET ADJACENT CURVES OR LINEAR SECTIONS ON THE TANGENT, UNLESS NOTED OTHERWISE.

LEGEND

	BASELINE
	CENTERLINE
	EXTENSION OF BUILDING FACE
IJ	ISOLATION JOINT
DIJ	DOWELLED ISOLATION JOINT
B	BEARING
C	CHORD LENGTH
EQ	EQUAL
L	LENGTH OF CURVE
OC	ON CENTER
POB	POINT OF BEGINNING
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PRC	POINT OF REVERSE CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
R	RADIUS
RP	RADIUS CENTER POINT
SP	SPACES
VIF	VERIFY IN FIELD
	ALIGN

0 5 10 20 40
SCALE: 1" = 20'-0"
NORTH

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

WALKER | MACY

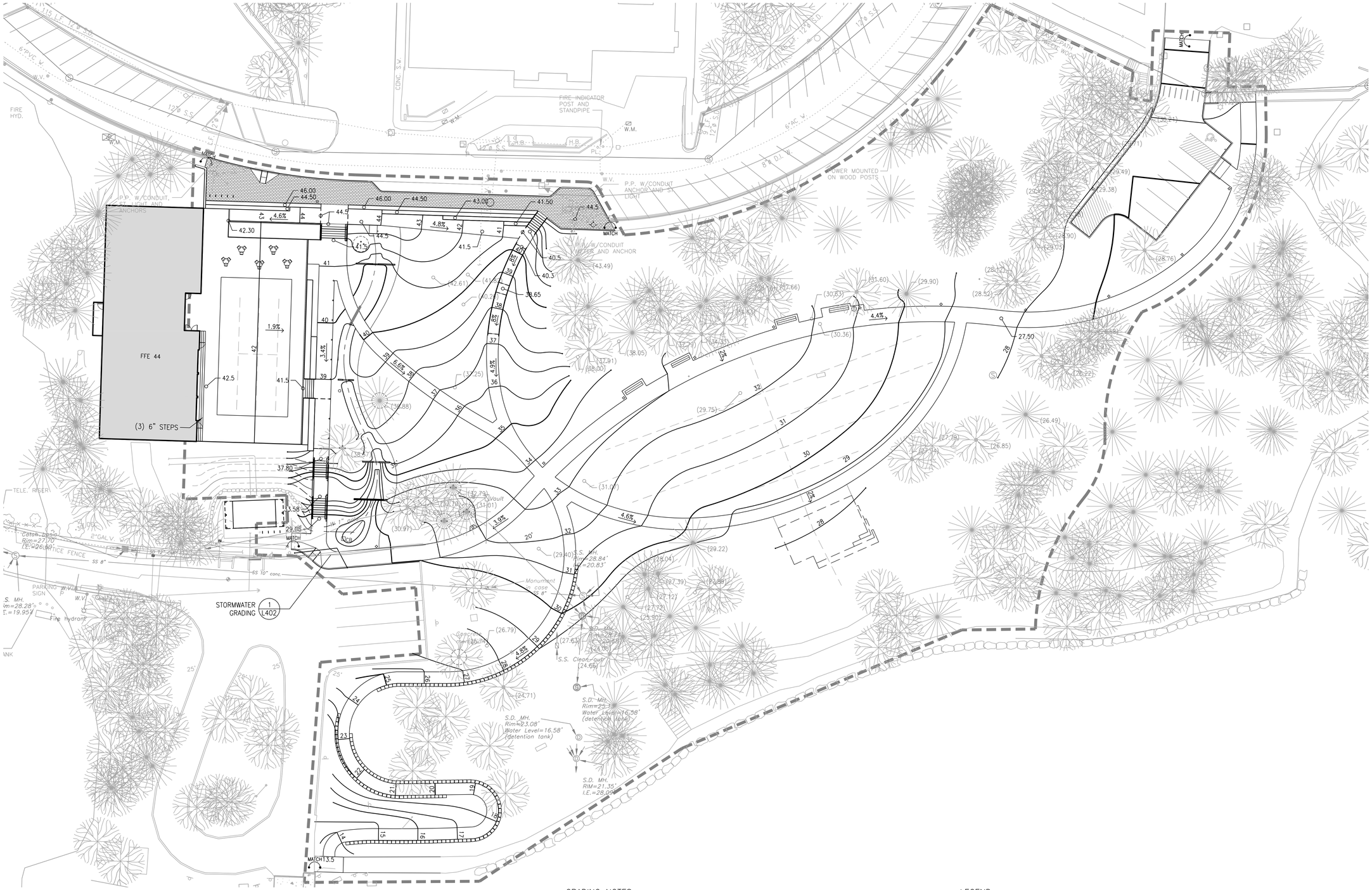
EAGLE HARBOR WATERFRONT PARK

BAINBRIDGE ISLAND, WA

PROJECT NUMBER: P3119.01
DRAWN BY: KH
REVIEWED BY: CJ/DO
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

LAYOUT PLAN

L301



GRADING NOTES

1. VERIFY ACCURACY OF EXISTING GRADES AND INTERPOLATED ELEVATIONS PRIOR TO BEGINNING WORK. NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCY PRIOR TO BEGINNING WORK.
2. PROTECT ALL TREES INDICATED TO REMAIN.
3. ALL PROPOSED GRADES ARE TO MEET AND BLEND IN WITH EXISTING GRADING AT PROJECT LIMIT, PROPERTY LINES, BUILDING LINES AND EXISTING CURBS.
4. 'ROUND OFF' ALL SHARP RIDGES EXISTING ON SITE WHETHER OR NOT SUCH CONDITIONS ARE INDICATED ON PLANS.
5. NOTIFY THE OWNER'S REPRESENTATIVE TO REVIEW ROUGH GRADES PRIOR TO PLACEMENT OF TOPSOIL; AND FINE GRADING PRIOR TO PLANTING.
6. ALL AREAS SHALL HAVE POSITIVE DRAINAGE TO APPROVED DRAINAGE STRUCTURES OR CONVEYANCES.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AT 0.5% SLOPE, MINIMUM.
8. ALL WALKWAYS AND PAVED AREAS SHALL HAVE SMOOTH AND CONTINUOUS ELEVATION CHANGES.
9. SET STRAIGHT GRADES BETWEEN GIVEN ELEVATIONS. UNLESS OTHERWISE INDICATED.
10. PROVIDE 2% MAX. SLOPE, PERPENDICULAR TO DIRECTION OF TRAVEL, ON ALL PAVED PEDESTRIAN SURFACES, UNLESS NOTED OTHERWISE.
11. GRADE BREAK LINES ARE SHOWN GRAPHICALLY TO ILLUSTRATE DRAINAGE PATTERNS AND ARE NOT TO BE INSTALLED AS ACTUAL JOINT LINES, EXCEPT WHERE THEY COINCIDE WITH PAVING JOINTS.
12. INSTALL DRAINS IN PAVING, SQUARE WITH AND ALIGNING TO PAVING JOINTS AS SHOWN.
13. VERIFY IN FIELD THAT AS-BUILT CONDITIONS MATCH PRECISE ELEVATIONS INDICATED ON PLANS.
14. SITE SURVEY WAS PREPARED BY CITY OF BAINBRIDGE ISLAND PUBLIC WORKS ON APRIL 20, 2006. ALL GRADES SHOWN ON THE DRAWINGS ARE BASED UPON THE DATUM ESTABLISHED BY THE SURVEYOR. WALKER MACY ASSUMES NO RESPONSIBILITY FOR ACCURACY OF SURVEYED CONDITIONS AS SHOWN. SURVEY INFORMATION IS PROVIDED FOR REFERENCE ONLY. NOT ALL SURVEYED SPOT ELEVATIONS ARE SHOWN.

LEGEND

29	PROPOSED CONTOUR
(29)	EXISTING CONTOUR
29.72	PROPOSED SPOT ELEVATION
(29.70)	EXISTING SPOT ELEVATION
58	GRADE BREAK
	FLOW LINE
MATCH	MATCH EXISTING ELEVATION
4.9%	DIRECTION AND PERCENTAGE OR H:V RATIO OF SLOPE
AD	AREA DRAIN
CB	CATCH BASIN
EA	EACH
FC	FLUSH CURB
FFE	FINISH FLOOR ELEVATION
FG	FINISH GRADE
FL	FLOW LINE
HP	HIGH POINT
HPS	HIGH POINT OF SWALE
LP	LOW POINT
IE	INVERT ELEVATION
BC	BOTTOM OF CURB
TC	TOP OF CURB
BR	BOTTOM OF RAMP
TR	TOP OF RAMP
BS	BOTTOM OF STEP
TS	TOP OF STEP
BW	BOTTOM OF WALL (AT FG OF PAVING)
TW	TOP OF WALL
TD	TRENCH DRAIN
RIM	RIM ELEVATION
R	RISER
T	TREAD
VIF	VERIFY IN FIELD

0 5 10 20 40
SCALE: 1" = 20'-0"
NORTH

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

WALKER | MACY

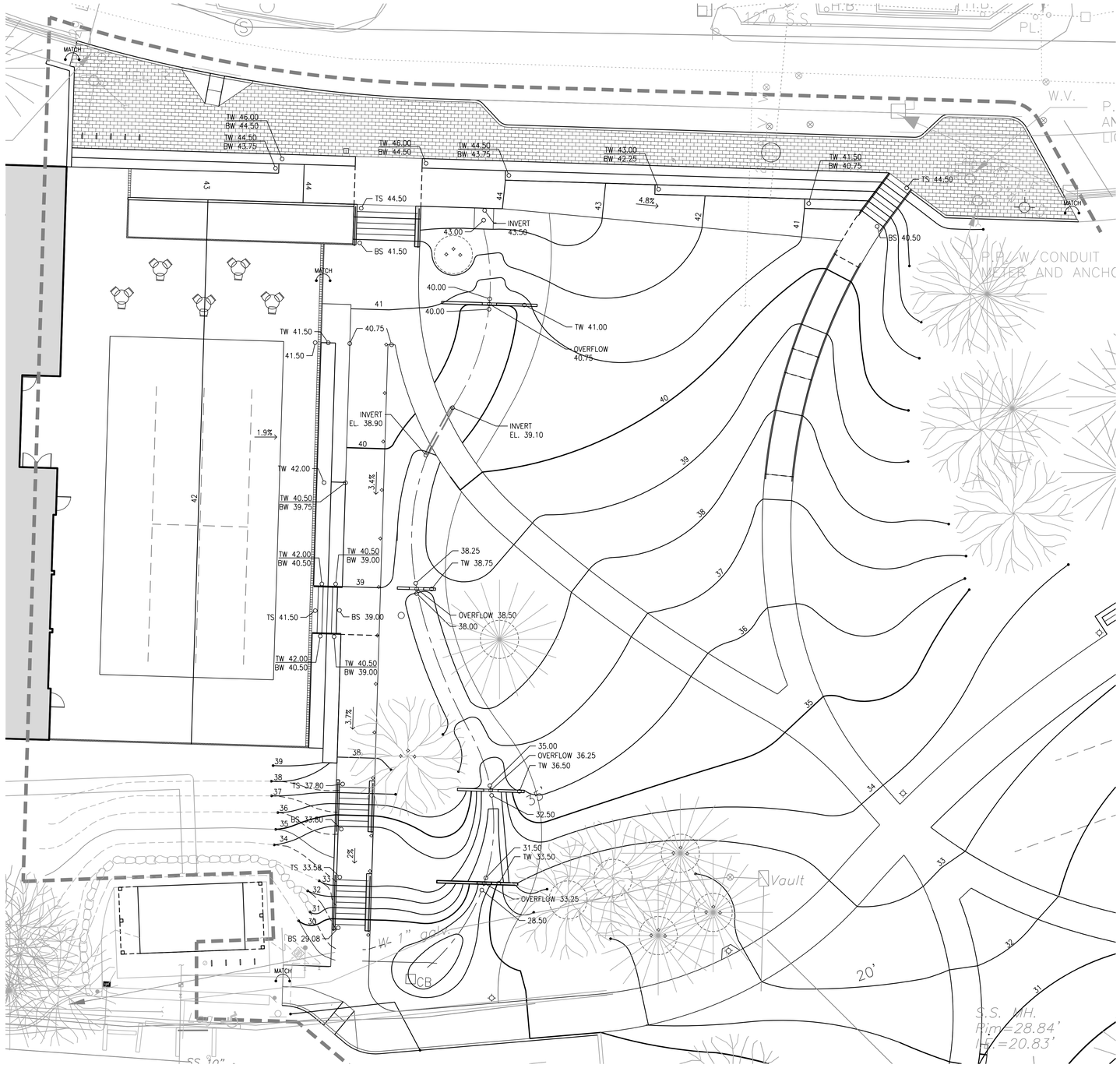
EAGLE HARBOR WATERFRONT PARK

BAINBRIDGE ISLAND, WA

PROJECT NUMBER: P3119.01
DRAWN BY: KH
REVIEWED BY: CJ/DO
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

GRADING PLAN

L401



GRADING NOTES

1. VERIFY ACCURACY OF EXISTING GRADES AND INTERPOLATED ELEVATIONS PRIOR TO BEGINNING WORK. NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCY PRIOR TO BEGINNING WORK.
2. PROTECT ALL TREES INDICATED TO REMAIN.
3. ALL PROPOSED GRADES ARE TO MEET AND BLEND IN WITH EXISTING GRADING AT PROJECT LIMIT, PROPERTY LINES, BUILDING LINES AND EXISTING CURBS.
4. 'ROUND OFF' ALL SHARP RIDGES EXISTING ON SITE WHETHER OR NOT SUCH CONDITIONS ARE INDICATED ON PLANS.
5. NOTIFY THE OWNER'S REPRESENTATIVE TO REVIEW ROUGH GRADES PRIOR TO PLACEMENT OF TOPSOIL; AND FINE GRADING PRIOR TO PLANTING.
6. ALL AREAS SHALL HAVE POSITIVE DRAINAGE TO APPROVED DRAINAGE STRUCTURES OR CONVEYANCES.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AT 0.5% SLOPE, MINIMUM.
8. ALL WALKWAYS AND PAVED AREAS SHALL HAVE SMOOTH AND CONTINUOUS ELEVATION CHANGES.
9. SET STRAIGHT GRADES BETWEEN GIVEN ELEVATIONS. UNLESS OTHERWISE INDICATED.
10. PROVIDE 2% MAX. SLOPE, PERPENDICULAR TO DIRECTION OF TRAVEL, ON ALL PAVED PEDESTRIAN SURFACES, UNLESS NOTED OTHERWISE.
11. GRADE BREAK LINES ARE SHOWN GRAPHICALLY TO ILLUSTRATE DRAINAGE PATTERNS AND ARE NOT TO BE INSTALLED AS ACTUAL JOINT LINES, EXCEPT WHERE THEY COINCIDE WITH PAVING JOINTS.
12. INSTALL DRAINS IN PAVING, SQUARE WITH AND ALIGNING TO PAVING JOINTS AS SHOWN.
13. VERIFY IN FIELD THAT AS-BUILT CONDITIONS MATCH PRECISE ELEVATIONS INDICATED ON PLANS.
14. SITE SURVEY WAS PREPARED BY CITY OF BAINBRIDGE ISLAND PUBLIC WORKS ON APRIL 20, 2006. ALL GRADES SHOWN ON THE DRAWINGS ARE BASED UPON THE DATUM ESTABLISHED BY THE SURVEYOR. WALKER MACY ASSUMES NO RESPONSIBILITY FOR ACCURACY OF SURVEYED CONDITIONS AS SHOWN. SURVEY INFORMATION IS PROVIDED FOR REFERENCE ONLY. NOT ALL SURVEYED SPOT ELEVATIONS ARE SHOWN.

LEGEND

29	PROPOSED CONTOUR
(29)	EXISTING CONTOUR
29.72	PROPOSED SPOT ELEVATION
(29.70)	EXISTING SPOT ELEVATION
GB	GRADE BREAK
	FLOW LINE
MATCH	MATCH EXISTING ELEVATION
4.9%	DIRECTION AND PERCENTAGE OR H:V RATIO OF SLOPE
AD	AREA DRAIN
CB	CATCH BASIN
EA	EACH
FC	FLUSH CURB
FFE	FINISH FLOOR ELEVATION
FG	FINISH GRADE
FL	FLOW LINE
HP	HIGH POINT
HPS	HIGH POINT OF SWALE
LP	LOW POINT
IE	INVERT ELEVATION
BC	BOTTOM OF CURB
TC	TOP OF CURB
BR	BOTTOM OF RAMP
TR	TOP OF RAMP
BS	BOTTOM OF STEP
TS	TOP OF STEP
BW	BOTTOM OF WALL (AT FG OF PAVING)
TW	TOP OF WALL
TD	TRENCH DRAIN
RIM	RIM ELEVATION
R	RISER
T	TREAD
VIF	VERIFY IN FIELD

0 2 5 10 20
SCALE: 1" = 10'-0"
NORTH

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

WALKER | MACY

EAGLE HARBOR WATERFRONT PARK

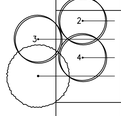
BAINBRIDGE ISLAND, WA

PROJECT NUMBER: P3119.01
DRAWN BY: KH
REVIEWED BY: CJ/DO
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

GRADING PLAN ENLARGEMENT

L402

PLANT LIST SCHEDULE



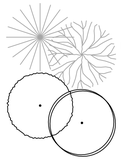
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY	COMMENTS
		DECIDUOUS TREES					
2	AMGR	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE"	SERVICEBERRY	2" CAL.	AS SHOWN	3	SINGLE STEM, OPEN HABIT
3	AMGR	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE"	SERVICEBERRY	3" CAL.	AS SHOWN	5	
4	AMGR	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE"	SERVICEBERRY	4" CAL.	AS SHOWN	5	
	NYSY	NYSSA SYLVATICA	TUPELO	4" CAL.	AS SHOWN	1	
		STORMWATER SWALE & TERRACE					SEE X/L706 FOR PLANTING ENLARGEMENT
	COSE	CORNUS SERICEA 'KELSEYI'	KELSEY'S DWARF RED-OSIER DOGWOOD	#5	24" O.C.		
	IRDO	IRIS DOUGLASIANA	DOUGLAS IRIS	#2	18" O.C.		
	JUEF	JUNCUS EFFUFUS	SOFT RUSH	#2	18" O.C.		
	SBPT	SPIRAEA BETULIFOLIA 'TOR'	BIRCH-LEAF SPIREA	#5	24" O.C.		
	FOGA	FOTHERGILLA GARDENII 'BLUE SHADOW'	DWARF FOTHERGILLA				
		SLOPE AREA A					SEE X/L706 FOR PLANTING ENLARGEMENT
	FRVE	FRAGARIA VESCA	WOODLAND STRAWBERRY	4" POT	8" O.C.		
R	RONU	ROSA NUTKANA	NOOTKA ROSE	#1	18" O.C.		
		SLOPE AREA B					SEE X/L706 FOR PLANTING ENLARGEMENT
	FRVE	FRAGARIA VESCA	WOODLAND STRAWBERRY	4" POT	8" O.C.		
R	RONU	ROSA NUTKANA	NOOTKA ROSE	#1	18" O.C.		
	VAOV	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY				
		WOODLAND AREA A					
	FERU	FESTUCA RUBRA 'MOLATE'	MOLATE RED FESCUE	SEED			4 LBS PER 1000 SF
		WOODLAND AREA B					SEE X/L706 FOR PLANTING ENLARGEMENT
A	ARDI	ARUNCUS DIOICUS 'KNEIFFII'	GOATSBEARD	#3	24" O.C.		
	FRVE	FRAGARIA VESCA	WOODLAND STRAWBERRY	4" POT	8" O.C.		
		WOODLAND AREA C					
	POMU	POLYSTICHUM MUNITUM	WESTERN SWORDFERN	#2	24" O.C.		PLANT IN GROUPS OF 10 AS DIRECTED BY ARCHITECT OR CITY ENGAGED HORTICULTURALIST
		WOODLAND AREA D					
	POMU	POLYSTICHUM MUNITUM	WESTERN SWORDFERN	#2	24" O.C.		PLANT IN GROUPS OF 10 AS DIRECTED BY ARCHITECT OR CITY ENGAGED HORTICULTURALIST
		WOODLAND AREA E					
	POMU	POLYSTICHUM MUNITUM	WESTERN SWORDFERN	#2	24" O.C.		PLANT IN GROUPS OF 10 AS DIRECTED BY ARCHITECT OR CITY ENGAGED HORTICULTURALIST
	NAIF	NARCISSUS ICE FOLLIES	ICE FOLLIES DAFFODIL	BULB	12" O.C.		
		WOODLAND AREA F					
	FERU	FESTUCA RUBRA 'MOLATE'	MOLATE RED FESCUE	SEED			4 LBS PER 1000 SF
	NAIF	NARCISSUS ICE FOLLIES	ICE FOLLIES DAFFODIL	BULB	12" O.C.		

LEGEND

IRRIGATED LAWN

ROOT BARRIER

MULCH RING AT TREES IN LAWN



EXISTING TREES

PROPOSED TREES

PLANTING NOTES

1. CONTRACTOR TO VERIFY LOCATION OF EXISTING TREES INDICATED TO REMAIN PRIOR TO SOIL PREPARATION. PROTECT ALL TREES AND SHRUBS INDICATED TO REMAIN. COORDINATE WITH THE OWNER'S REPRESENTATIVE.

2. PLANTING AREAS TO BE SUFFICIENTLY CLEANED OF ALL CONSTRUCTION MATERIALS, INCLUDING IMPORTED ROCK, TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE BEFORE BEGINNING ANY LANDSCAPE WORK.

3. IDENTIFY ALL PLANTING AREAS IN FIELD WITH WHITE FIELD-MARKING CHALK OR APPROVED EQUAL. PLANTING BEDS TO BE ADJUSTED AND APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO PLANT LOCATION.

4. FOR PLANTING OCCURRING IN MASSES OF SAME SPECIES PLANT, LABELING REFERS TO ALL ADJACENT IDENTICAL SYMBOLS. REFER TO DETAILS AND LEGEND FOR SPACING INFORMATION.

5. THE OWNER'S REPRESENTATIVE WILL APPROVE INDIVIDUAL PLANT MATERIAL AND LOCATION OF PLANT MATERIAL PRIOR TO INSTALLATION. REFER TO SPECIFICATIONS FOR PROCEDURE.

6. SHRUBS AND GROUNDCOVER TO BE PLANTED A MINIMUM OF ONE HALF THEIR ON CENTER SPACING AWAY FROM PAVEMENT EDGES; UNLESS OTHERWISE NOTED.

7. PROVIDE ROOT BARRIER AROUND ALL TREES WITHIN 5' OF PAVING, CURBS, WALLS, BUILDINGS, UTILITY DUCTS AND OTHER APPURTENANCES.

8. PLANT QUANTITIES INDICATED ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR PROVIDING PLANTS IN QUANTITIES AND LOCATIONS SHOWN ON DRAWINGS.

9. PROVIDE JUTE NETTING ON ALL SLOPES WITH GRADIENT OF 3:1 OR GREATER AS DIRECTED IN THE FIELD BY THE OWNER'S REPRESENTATIVE. STAPLE FABRIC TO GROUND WITH METAL STAKES AT 4' O.C.

10. IRRIGATION SYSTEM WILL BE DESIGN BUILD, SEE SPECIFICATIONS.

NOT FOR CONSTRUCTION

CITY OF BAINBRIDGE ISLAND

280 MADISON AVE. NORTH
BAINBRIDGE ISLAND, WA 98110

WALKER | MACY

EAGLE HARBOR WATERFRONT PARK

BAINBRIDGE ISLAND, WA

PROJECT NUMBER: P3119.01

DRAWN BY: KH | REVIEWED BY: CJ/DO

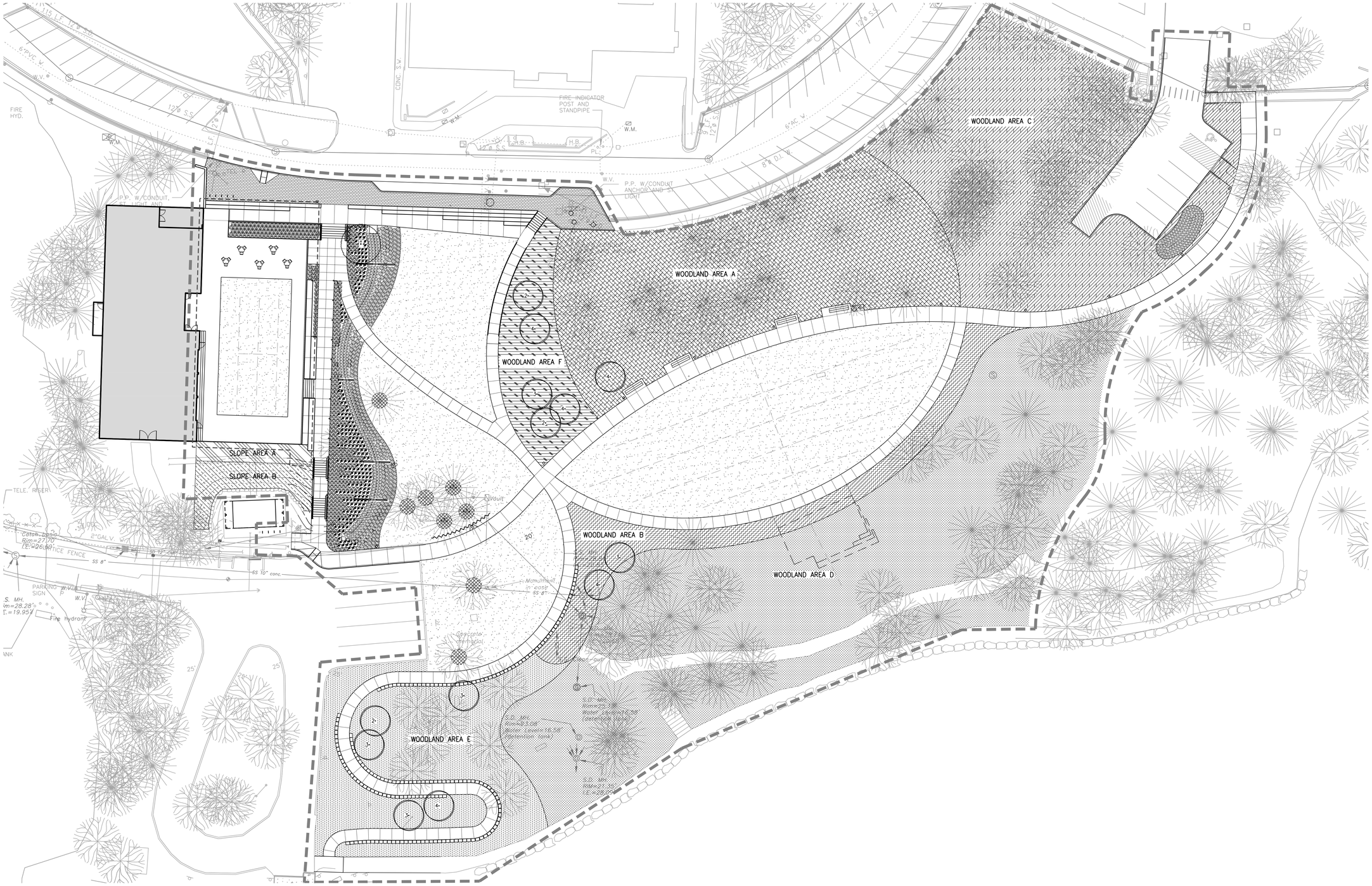
PHASE: BID SET

ISSUE DATE: 07/31/2015

REVISIONS:

PLANTING LEGEND

L500



NOT FOR CONSTRUCTION

0 5 10 20 40
SCALE: 1" = 20'-0"

NORTH

CITY OF BAINBRIDGE ISLAND

280 MADISON AVE. NORTH
BAINBRIDGE ISLAND, WA 98110

WALKER | MACY

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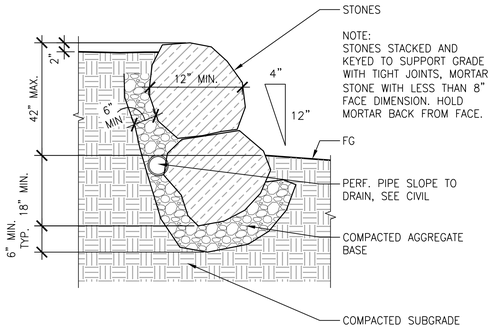
07/31/2015

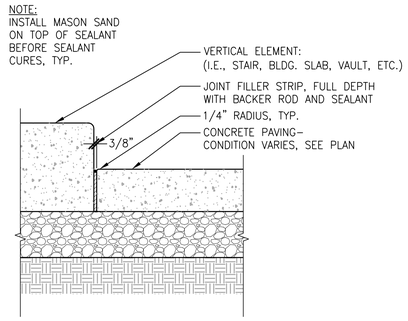
REVISIONS:

PLANTING PLAN

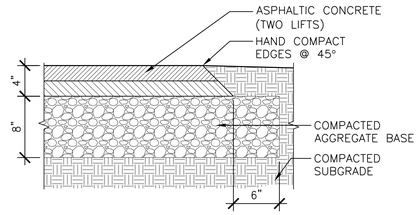
L501



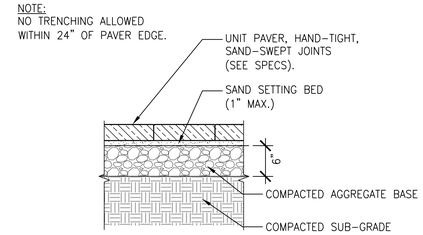
13 DRY STACK BOULDER WALL
SCALE: 1" = 1'-0" SECTION



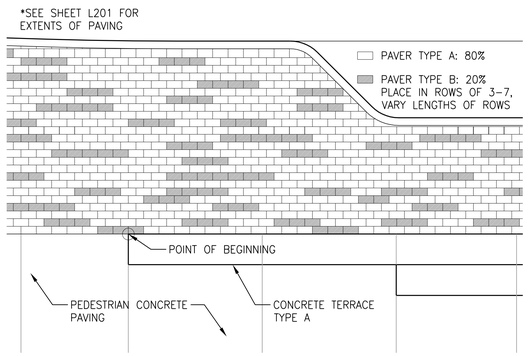
9 ISOLATION JOINT AT VERTICAL ELEMENT
SCALE: 1 1/2" = 1'-0" SECTION



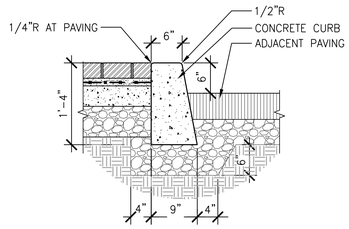
5 ASPHALT PAVING VEHICULAR
SCALE: 1 1/2" = 1'-0" SECTION



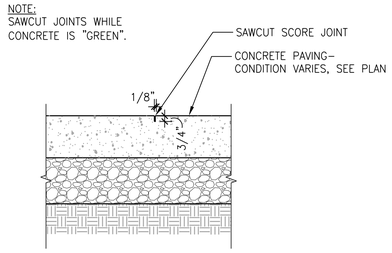
1 PEDESTRIAN CONCRETE UNIT PAVERS
SCALE: 1" = 1'-0" SECTION



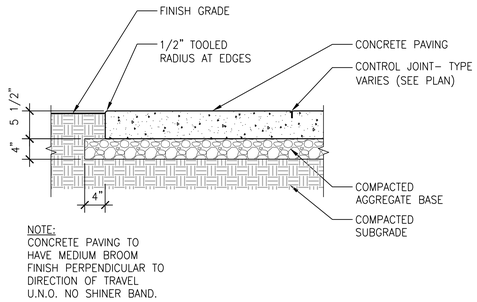
14 CONCRETE PAVER LAYOUT
SCALE: 1/4" = 1'-0" PLAN



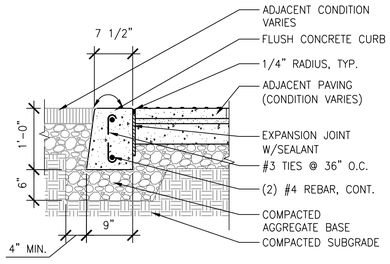
10 6" CONCRETE CURB
SCALE: 1" = 1'-0" SECTION



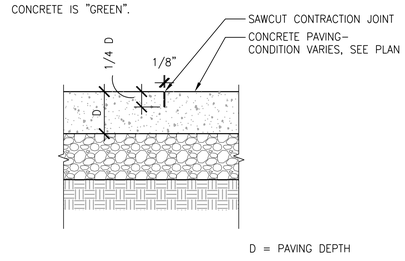
6 SCORE JOINT - SAW CUT
SCALE: 1 1/2" = 1'-0" SECTION



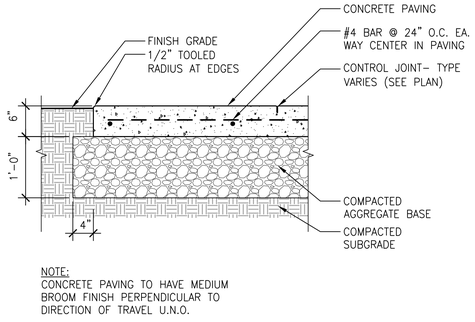
2 PEDESTRIAN CONCRETE PAVING
SCALE: 1" = 1'-0" SECTION



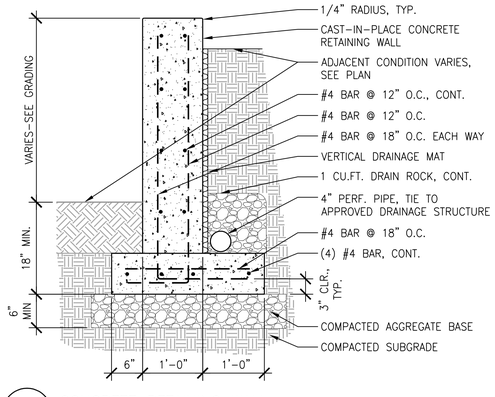
11 CONCRETE CURB FLUSH
SCALE: 1" = 1'-0" SECTION



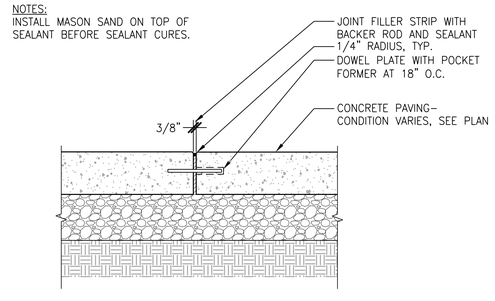
7 CONTRACTION JOINT - SAW CUT
SCALE: 1 1/2" = 1'-0" SECTION



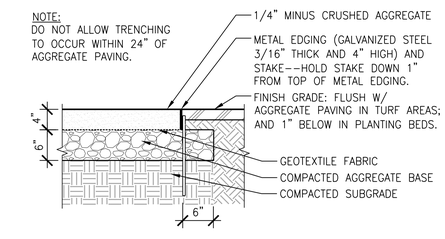
3 VEHICULAR CONCRETE VEHICULAR
SCALE: 1" = 1'-0" SECTION



12 CONCRETE RETAINING WALL
SCALE: 1" = 1'-0" SECTION



8 DOWELLED ISOLATION JOINT (DIJ)
SCALE: 1 1/2" = 1'-0" SECTION



4 AGGREGATE PAVING
SCALE: 1" = 1'-0" SECTION

CITY OF BAINBRIDGE ISLAND
280 MADISON AVE. NORTH
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WALKER | MACY

EAGLE HARBOR WATERFRONT PARK
BAINBRIDGE ISLAND, WA

PROJECT NUMBER: P3119.01
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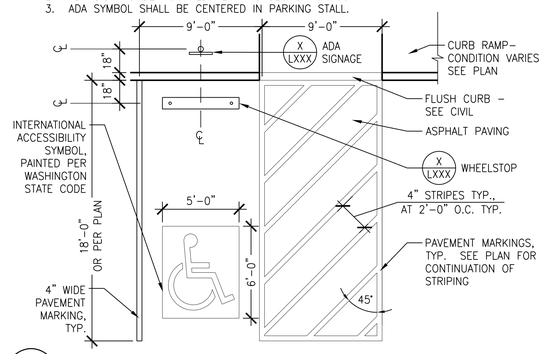
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

SITE DETAILS

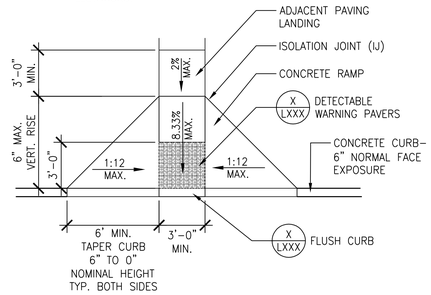
L600

NOTES:
1. ALL PARKING SHALL COMPLY WITH WASHINGTON ADMINISTRATIVE CODE (WAC) SECTION 51-50.
2. ADA SIGN TO BE MOUNTED PER WAC SECTION 51-50.
3. ADA SYMBOL SHALL BE CENTERED IN PARKING STALL.



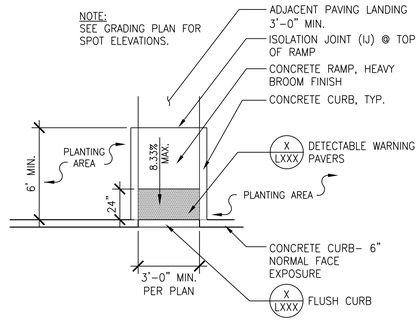
16 ACCESSIBLE PARKING
SCALE: 1/4" = 1'-0" SECTION

NOTE:
VERTICAL HEIGHTS NOTED ARE NOMINAL TO ILLUSTRATE RELATIVE LOCALIZED HEIGHT DIFFERENCES. SEE GRADING PLAN FOR SPOT ELEVATIONS.

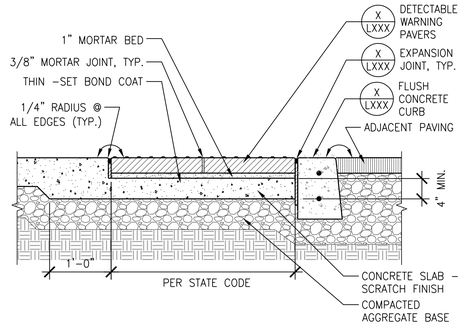


12 CURB RAMP - TYPE A
SCALE: 1/4" = 1'-0" SECTION

NOTE:
SEE GRADING PLAN FOR SPOT ELEVATIONS.



12 CURB RAMP - TYPE B
SCALE: 1/4" = 1'-0" SECTION



15 DETECTABLE WARNING PAVERS - MORTAR SET
SCALE: 1" = 1'-0" SECTION

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PHASE:
BID SET

ISSUE DATE:
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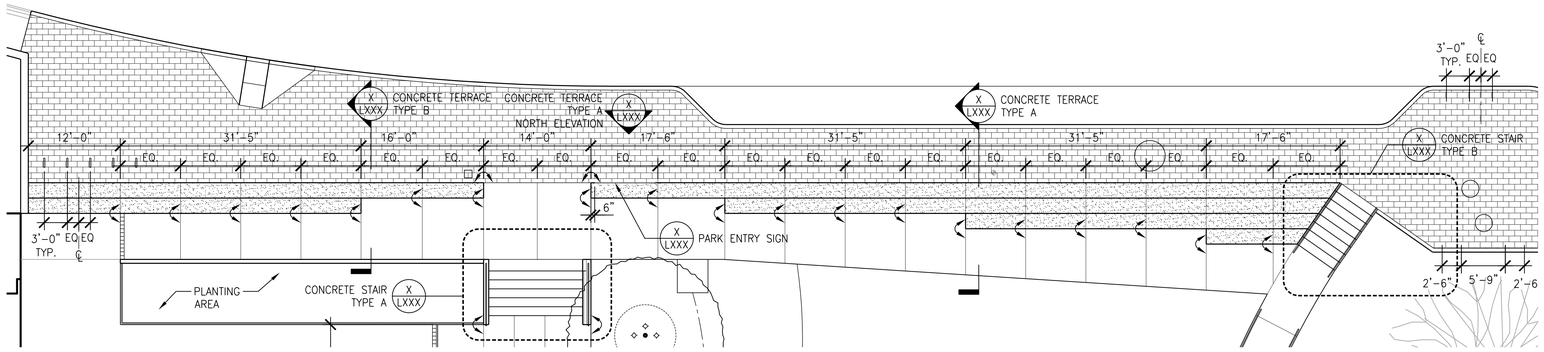
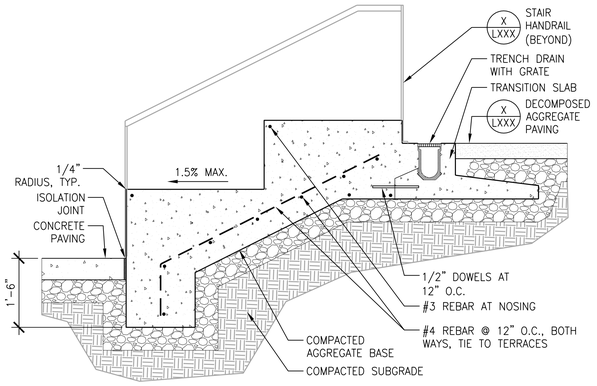
REVISIONS:

SITE DETAILS

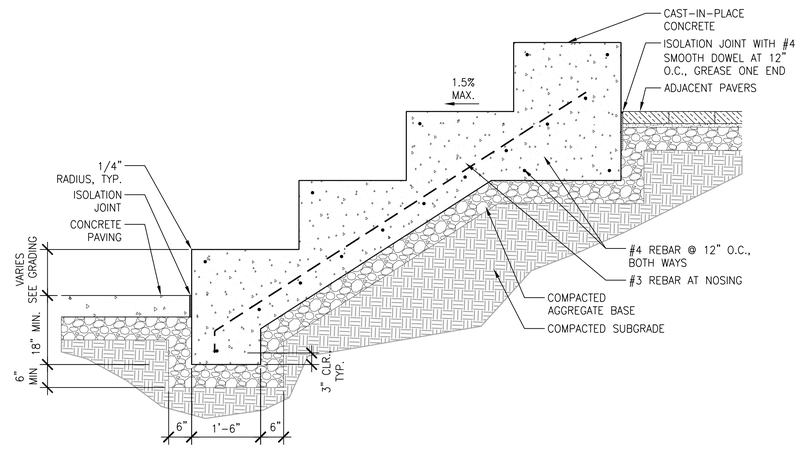
L601



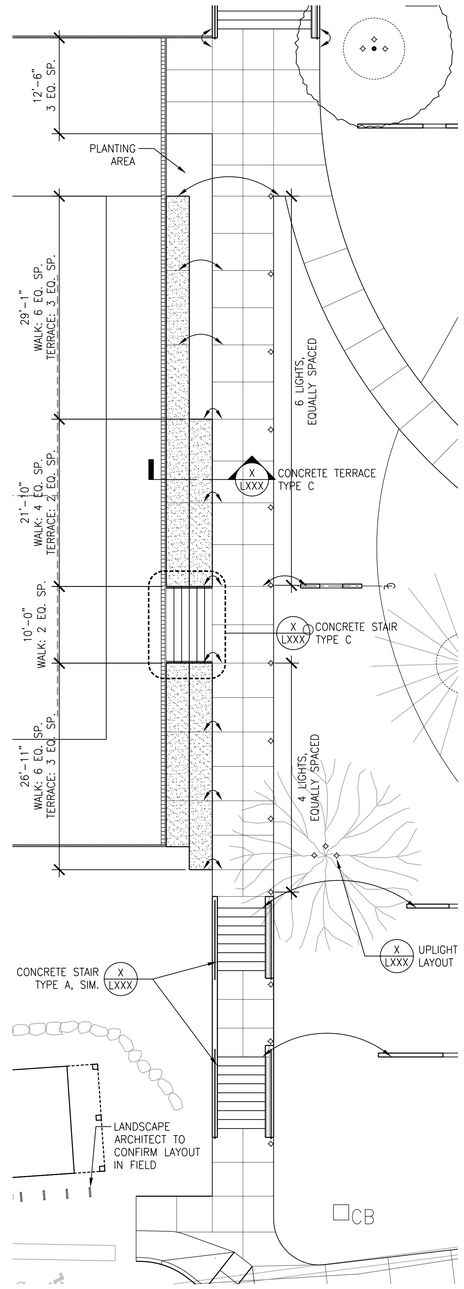
1 UPPER TERRACE ENLARGEMENT
SCALE: 1/8" = 1'-0"
PLAN



6 CONCRETE TERRACE TYPE C – SECTION
SCALE: 3/4" = 1'-0"
SECTION

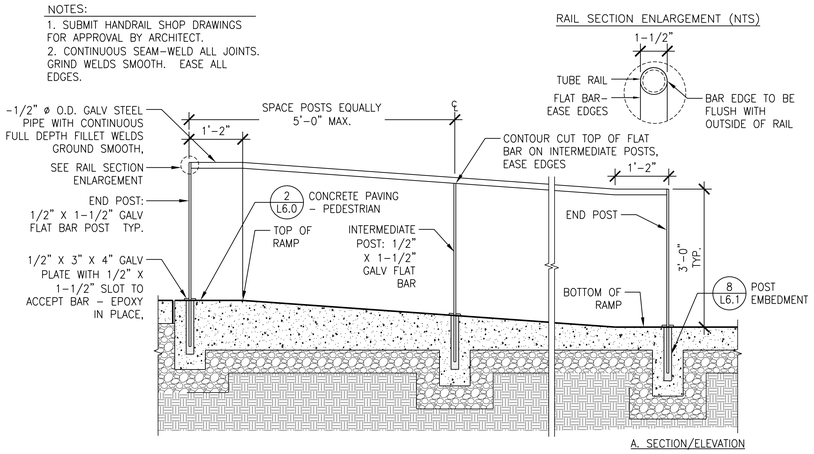


3 CONCRETE TERRACE TYPE A – SECTION
SCALE: 3/4" = 1'-0"
SECTION

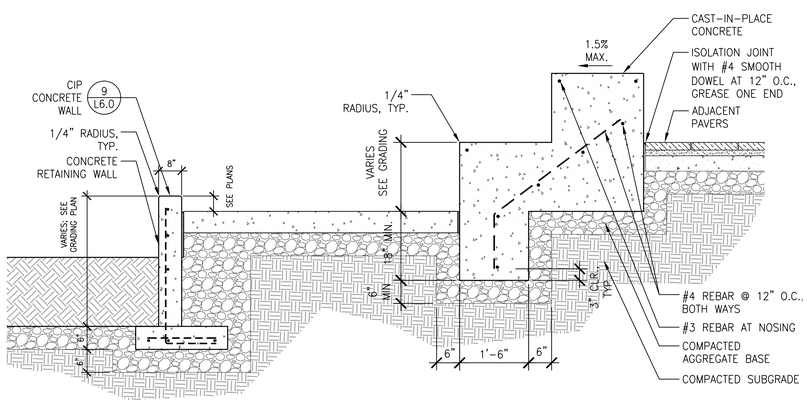


2 LOWER TERRACE ENLARGEMENT
SCALE: 1/8" = 1'-0"
PLAN

NOTES:
1. SUBMIT HANDRAIL SHOP DRAWINGS FOR APPROVAL BY ARCHITECT.
2. CONTINUOUS SEAM-WELD ALL JOINTS. GRIND WELDS SMOOTH. EASE ALL EDGES.

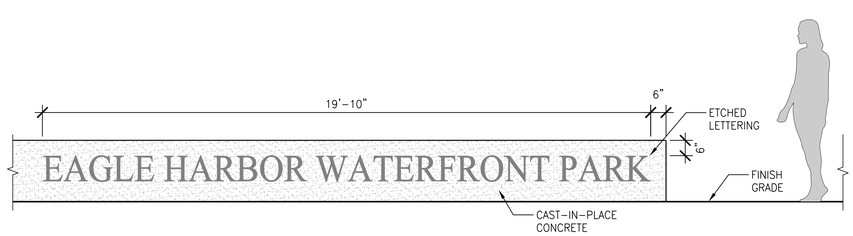


7 RAMP HANDRAIL
SCALE: 3/4" = 1'-0"
SECTION



4 CONCRETE TERRACE TYPE B – SECTION
SCALE: 3/4" = 1'-0"
SECTION

NOTES:
1. PROVIDE SHOP DRAWINGS ILLUSTRATING LETTER HEIGHTS, SPACING BETWEEN LETTERS, DEPTH OF LETTERS, DIMENSIONAL BORDER CONDITIONS TO EDGE OF SIGN PANEL AND AREA OF LETTER TO RECEIVE PAINT APPLICATION.
2. SUBMIT SAMPLES OF LETTER MOLD AND A CASTING OF A MINIMUM OF 2 LETTERS IN CONCRETE SURFACE DEMONSTRATING FINISHES, SURFACE TEXTURES, EDGE DETAILING AND EXPECTED QUALITY OF FINISH PRODUCT.
3. LETTER MOLD– CONSTRUCT FROM POLYSTYRENE OR SIMILAR MATERIAL OF A THICKNESS TO ACHIEVE DEPTH OF LETTERS INDICATED.
4. TYPE STYLE SHALL BE: ARIAL, ALL CAPITAL LETTERS, 10 INCH LETTER HEIGHT.
5. APPLY A MINIMUM OF 2 COATS OF MATTE BLACK LITHICHROME PAINT TO THE VERTICAL CONCRETE SURFACE OF EACH LETTER.
6. FIRMLY ATTACH LETTERS TO FORMWORK AND SEAL LETTER EDGES TO DETER LEAKAGE OF CONCRETE, SPALLING OF CONCRETE AND TO ACHIEVE CRISP EDGE CONDITIONS. APPLY FORM RELEASE AGENT TO LETTERS TO PREVENT BONDING.



5 CONCRETE TERRACE TYPE A – ENTRY SIGN ELEVATION
SCALE: 1/2" = 1'-0"
SECTION

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

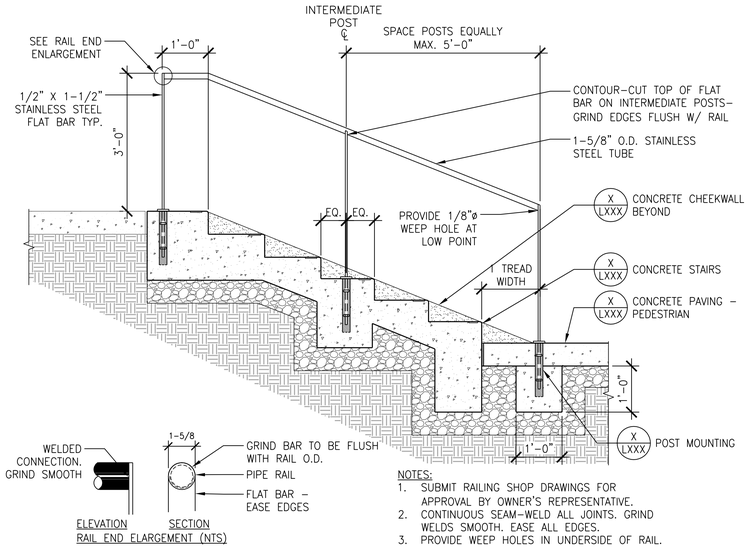
WALKER | MACY

EAGLE HARBOR WATERFRONT PARK
BAINBRIDGE ISLAND, WA

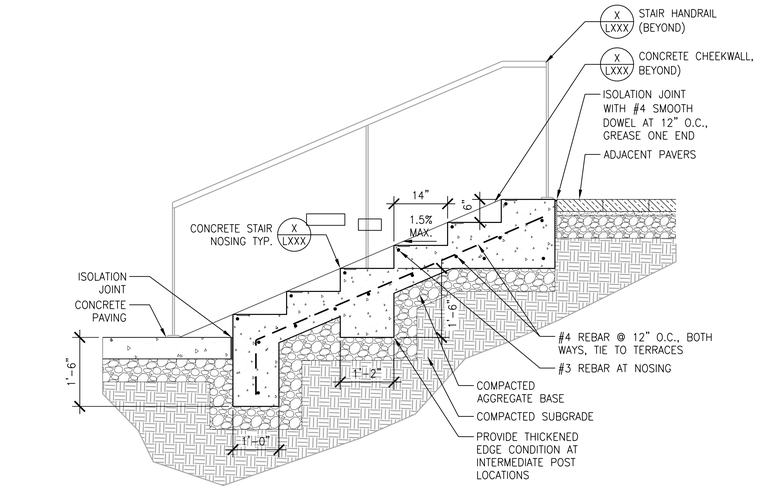
PROJECT NUMBER: P3119.01
DRAWN BY: KH REVIEWED BY: CJ/DO
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

SITE DETAILS

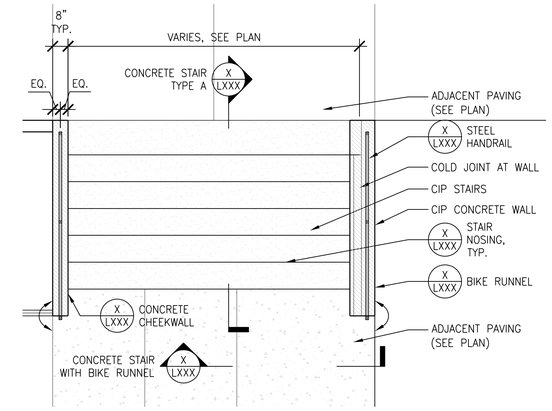
L602



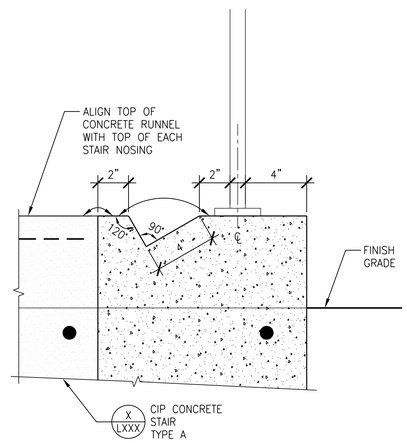
7 STAIR HANDRAIL
SCALE: 3/4" = 1'-0" SECTION



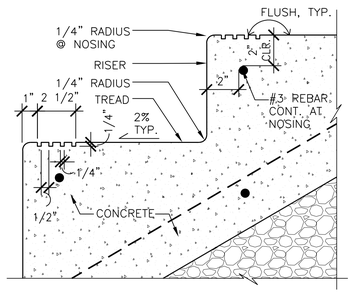
4 CONCRETE STAIRS TYPE A - SECTION
SCALE: 3/4" = 1'-0" SECTION



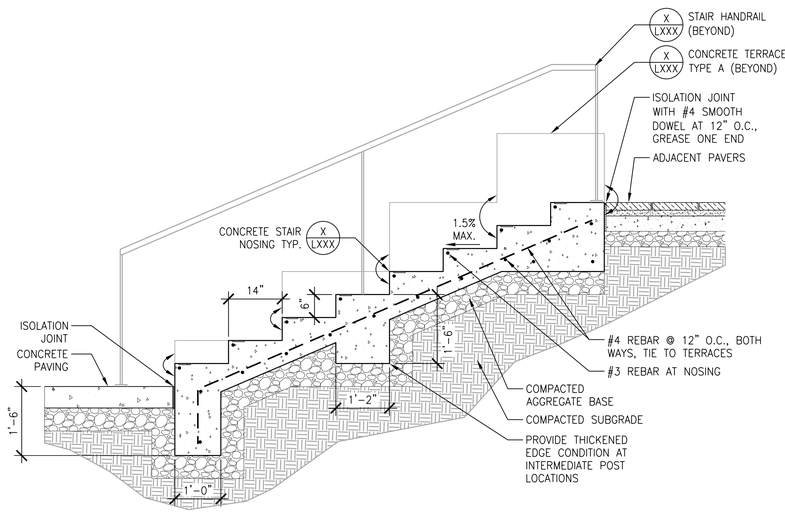
1 CONCRETE STAIRS TYPE A
SCALE: 3/8" = 1'-0" PLAN



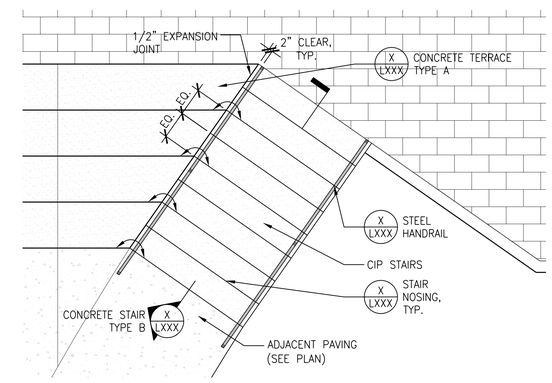
8 BIKE RUNNEL
SCALE: 3" = 1'-0" SECTION



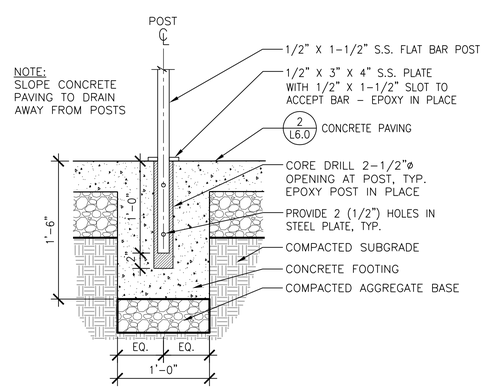
9 STAIR NOSING
SCALE: 3" = 1'-0" SECTION



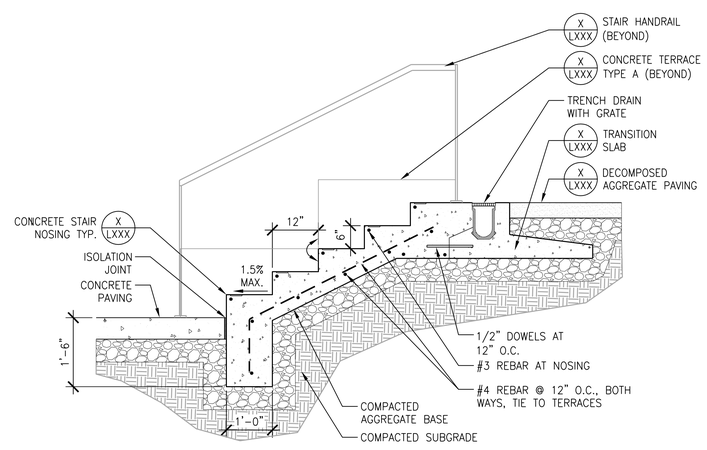
5 CONCRETE STAIRS TYPE B - SECTION
SCALE: 3/4" = 1'-0" SECTION



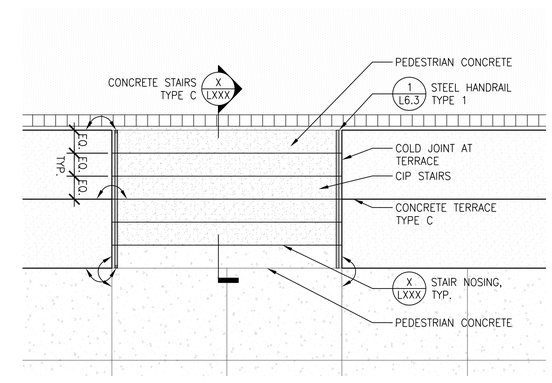
2 CONCRETE STAIRS TYPE B
SCALE: 3/8" = 1'-0" PLAN



10 RAILING MOUNT
SCALE: 1 1/2" = 1'-0" SECTION



6 CONCRETE STAIRS TYPE C - SECTION
SCALE: 3/4" = 1'-0" SECTION



3 CONCRETE STAIRS TYPE C
SCALE: 3/8" = 1'-0" PLAN

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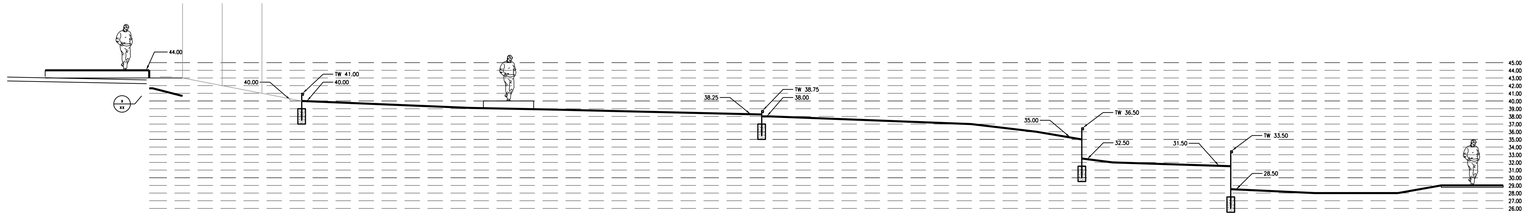
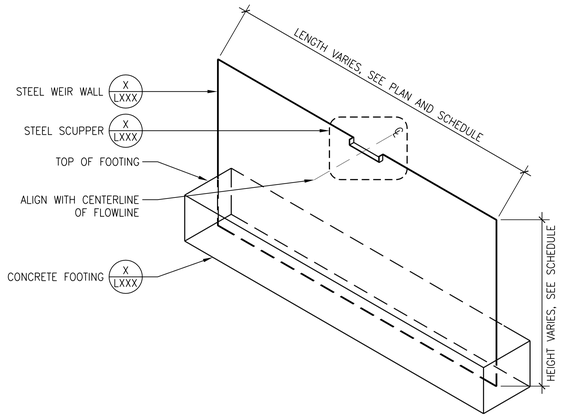
PROJECT NUMBER: P3119.01
DRAWN BY: KH
REVIEWED BY: CJ/DO
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

SITE DETAILS

L603



1 STORMWATER WEIRS
SCALE: 1" = 1'-0"
SECTION

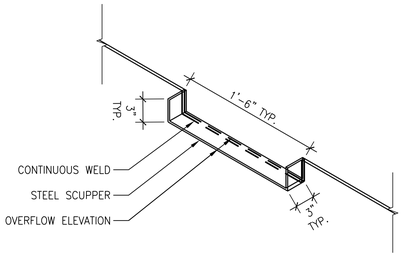


4 STORMWATER WEIRS
SCALE: 3/8" = 1'-0"
AXON

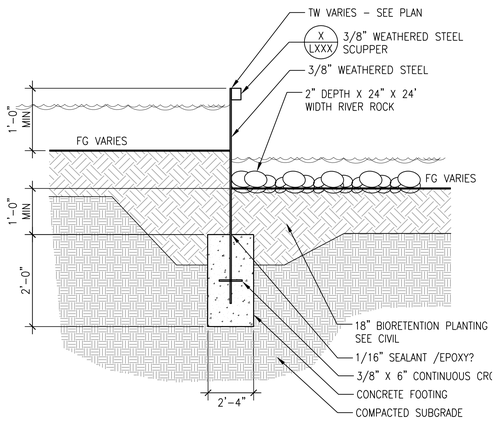
WEIR SCHEDULE

LOCATION	LENGTH	TOP OF WALL	TOP OF FOOTING	SCUPPER ELEVATION
A	20'	41.00	X	40.75
B	8'	38.75	X	38.50
C	14'	36.50	X	36.25
D	17'	33.50	X	33.25

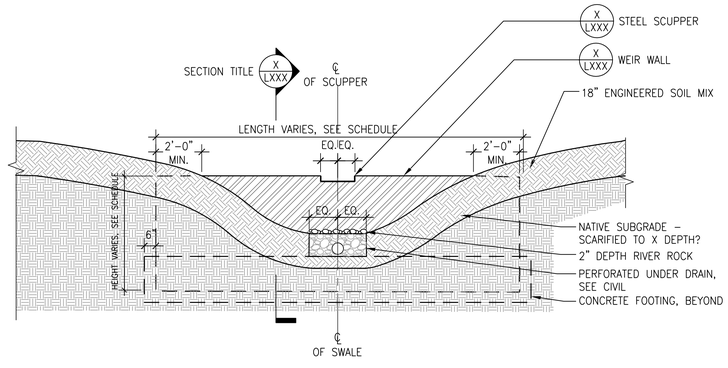
2 STORMWATER WEIR SCHEDULE
NTS
SCHEDULE



5 STEEL SCUPPER
SCALE: 1 1/2" = 1'-0"
DETAIL



3 STORMWATER WEIRS
SCALE: 3/4" = 1'-0"
SECTION



6 STORMWATER WEIRS
SCALE: 3/8" = 1'-0"
SECTION

NOT FOR CONSTRUCTION

CITY OF BAINBRIDGE ISLAND
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WALKER | MACY

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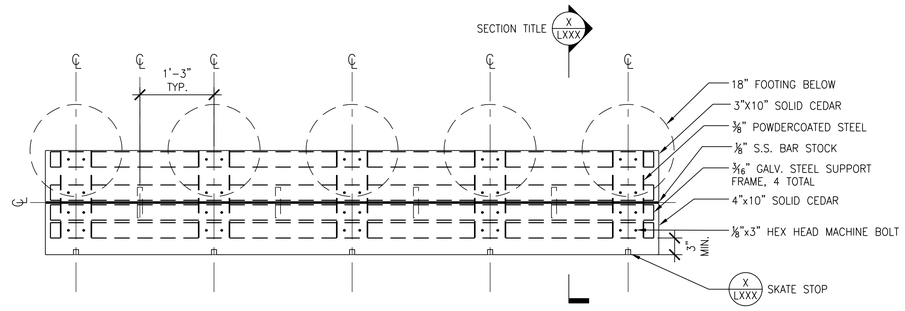
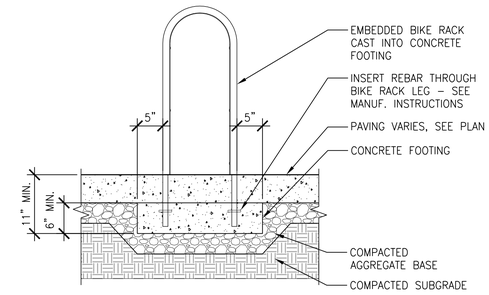
DRAWN BY: KH
REVIEWED BY: CJ/DO
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

STORMWATER DETAILS

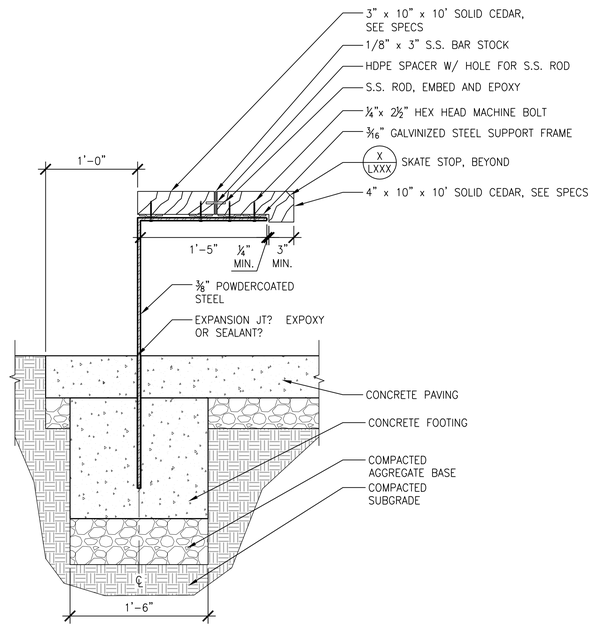
L604



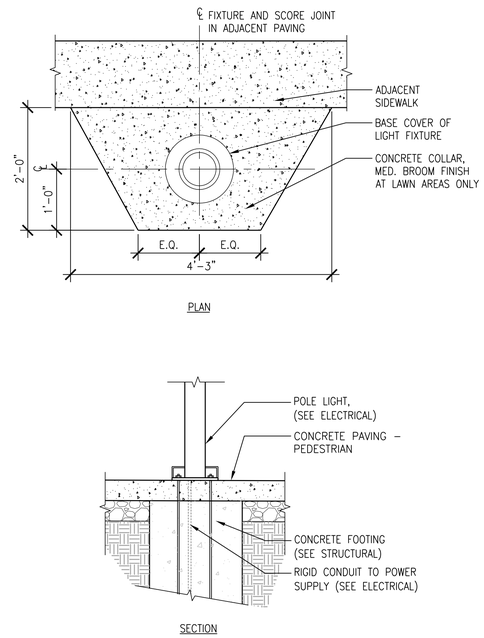
5 WOOD BENCH
SCALE: 1" = 1'-0" PLAN



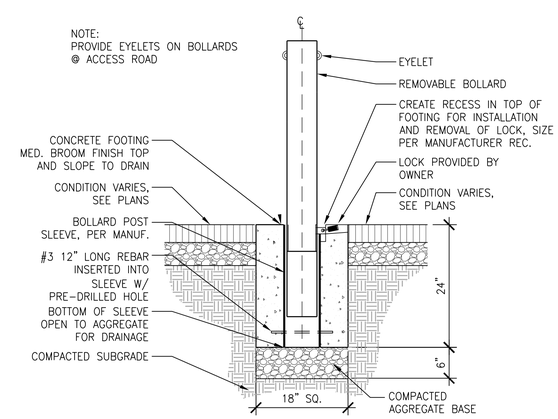
1 BIKE RACK
SCALE: 1" = 1'-0" SECTION



6 WOOD BENCH
SCALE: 1 1/2" = 1'-0" SECTION



3 CONCRETE COLLAR AT LIGHT FIXTURE BASE
SCALE: 1" = 1'-0" SECTION



4 REMOVABLE BOLLARD
SCALE: 1" = 1'-0" SECTION

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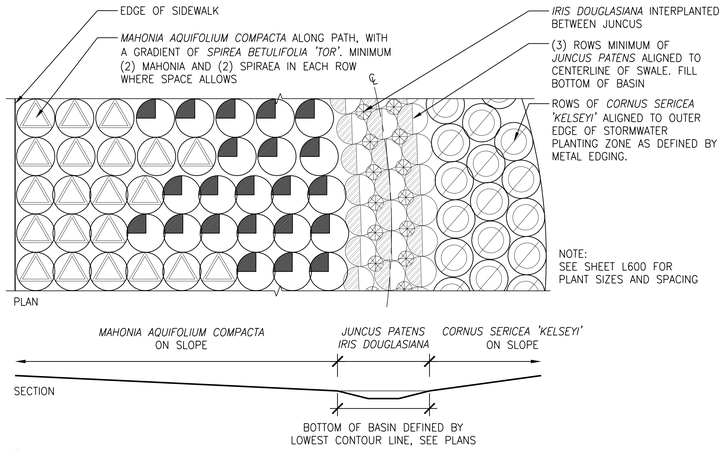
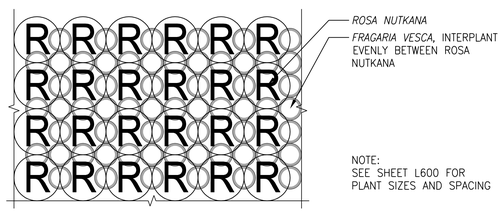
PROJECT NUMBER: P3119.01
DRAWN BY: KH
REVIEWED BY: CJ/DO
PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

SITE FURNISHING DETAILS

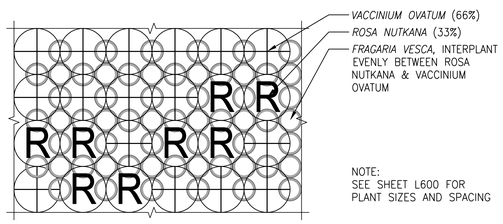
L605



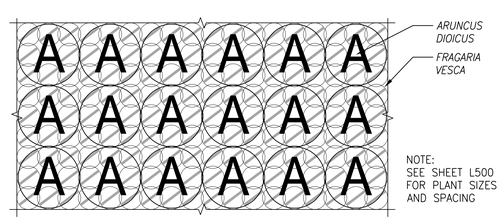
9 STORMWATER PLANTING ENLARGEMENT
SCALE: 1/4" = 1'-0" SECTION



10 SLOPE AREA A PLANTING ENLARGEMENT
SCALE: 1/2" = 1'-0" SECTION



11 SLOPE AREA B PLANTING ENLARGEMENT
SCALE: 1/2" = 1'-0" SECTION

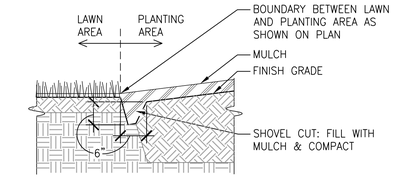


12 WOODLAND AREA B PLANTING ENLARGEMENT
SCALE: 1/2" = 1'-0" PLAN

13 GEOTEXTILE
SCALE: 3/4" = 1'-0" SECTION

14 SAND CAPPED LAWN
SCALE: 3/4" = 1'-0" SECTION

15 TREE UPLIGHT SPACING / MULCH RING
SCALE: 1/2" = 1'-0" PLAN



5 SHOVEL CUT
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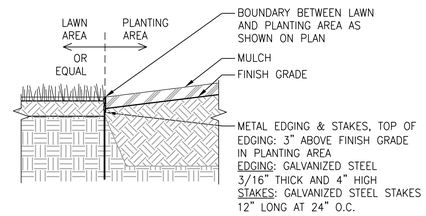
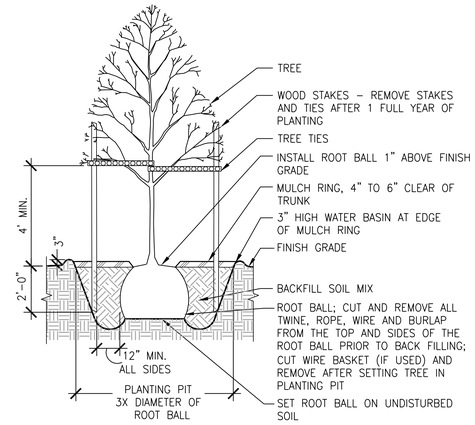


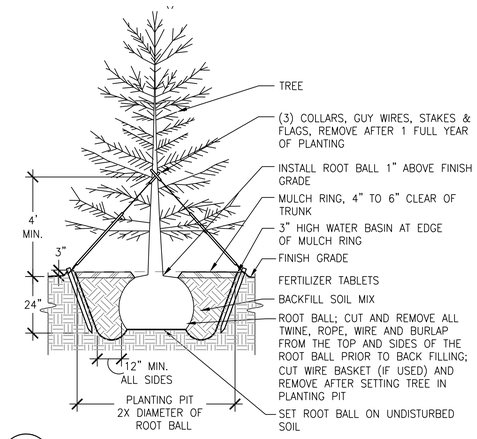
6 STEEL EDGING
SCALE: 3/4" = 1'-0" SECTION

7 FILL AT EXISTING TREE
SCALE: 3/4" = 1'-0" SECTION

8 LAWN AT TERRACE
SCALE: 3/4" = 1'-0" SECTION



1 DECIDUOUS TREE PLANTING
SCALE: 3/8" = 1'-0" SECTION



2 CONIFER TREE PLANTING
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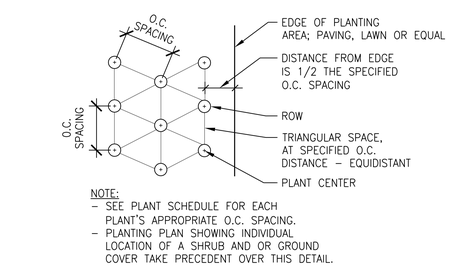
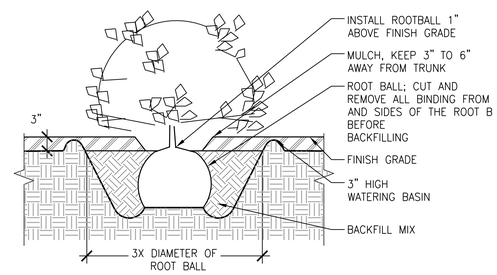


3 SHRUB & GROUNDCOVER TRIANGULAR SPACING
SCALE: 3/4" = 1'-0" SECTION



4 SHRUB & GROUNDCOVER PLANTING
SCALE: 3/4" = 1'-0" SECTION

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PHASE: BID SET
ISSUE DATE: 07/31/2015
REVISIONS:

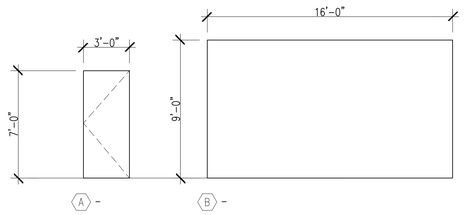
PLANTING DETAILS

L606

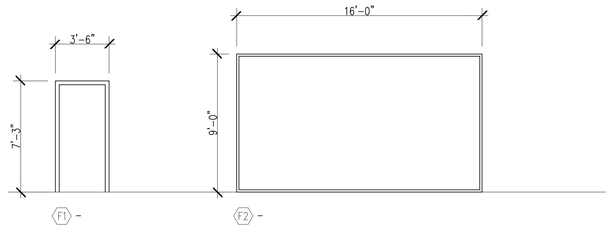
DOOR SCHEDULE

DOOR #	ROOM NAME	OPENING SIZE: W x H	FRAME TYPE	FRAME FIN.	DOOR TYPE	DOOR MAT.	DOOR FIN.	GLASS	REMARKS
100	PAVILION	3'-0" x 7'-0"	F1	–	A	MTL.	–	–	–
101	STORAGE	3'-0" x 7'-0"	F2	–	B	POLYCARB.	–	–	–

DOOR TYPE LEGEND



FRAME TYPE LEGEND



DRAWING INDEX

ARCHITECTURAL

A0.0 SCHEDULES, ABBREV., SYMBOLS, NOTES
A2.0 FLOOR PLAN
A2.1 ROOF PLAN, ADD. ALT.
A3.0 NORTH & EAST ELEVATIONS
A3.1 SOUTH & WEST ELEVATIONS
A4.0 BUILDING SECTIONS, DETAILS
A4.1 BUILDING SECTIONS, DETAILS

GENERAL NOTES

1. ALL WORK SHALL BE IN CONFORMANCE WITH APPLICABLE CODES AND LOCAL BUILDING REQUIREMENTS INCLUDING BUT NOT LIMITED TO THE 2012 EDITION OF THE IRC AND THE 2012 IBC, 2012 IFC, 2012 IECC.

2. ALL APPLICABLE CODES, ORDINANCES AND MINIMUM STRUCTURAL REQUIREMENTS TAKE PRECEDENCE OVER DRAWINGS AND NOTES.

3. CONTRACTOR SHALL VERIFY ALL DIMENSIONS SHOWN ON THE DRAWINGS BEFORE COMMENCING WITH THE WORK. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND THE ARCHITECT PRIOR TO STARTING ANY CONSTRUCTION OF THE AREA CONCERNED.

4. DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. DO NOT SCALE DRAWINGS. VERTICAL DIMENSIONS ARE TYPICALLY REFERENCED FROM STRUCTURAL SUBFLOOR, U.N.O.

5. WHERE ON ANY OF THE DRAWINGS OR DETAILS, A PORTION OF THE WORK IS SHOWN AND/OR DETAILED AND THE REMAINDER INDICATED IN OUTLINE, THE PARTS SHOWN AND/OR DETAILED SHALL APPLY TO ALL OTHER LIKE PORTIONS OF THE WORK.

6. PRIOR TO AND DURING THE WORK, CONTRACTOR SHALL VERIFY CONDITIONS; AND CONDITIONS INCONSISTENT OR PROBLEMATIC WITH REGARD TO THE INTENT OF THE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND ARCHITECT PRIOR TO STARTING OR CONTINUING WORK IN THE AREA CONCERNED.

7. PROVIDE SUFFICIENT STRUCTURE/BLOCKING IN WALLS FOR SUPPORTING COUNTERS, CABINETS, ACCESSORIES ETC. AS REQUIRED.

8. ALL MATERIALS TO BE ASSUMED AS NEW UNLESS NOTED AS FOIC.

9. ALL WOOD IN CONTACT WITH CONCRETE TO BE PRESSURE TREATED, P.T.

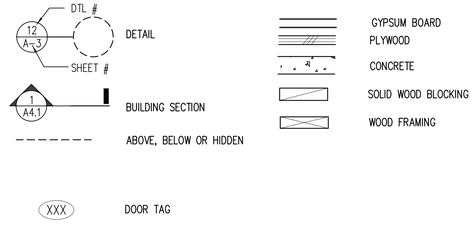
10. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES THROUGHOUT SITE PRIOR TO EXCAVATION.

11. SAFETY GLAZING TO BE PROVIDED IN ACCORDANCE WITH IRC R308.

ABBREVIATIONS LIST (ABBREV. NOT LIMITED TO THIS LIST)

A.B.	ANCHOR BOLT
ADJ.	ADJUSTABLE/ADJACENT
A.F.F.	ABOVE FINISH FLOOR
BLDG.	BUILDING
BLKG.	BLOCKING
BOT.	BOTTOM
BTWN.	BETWEEN
BYD.	BEYOND
CL	CENTERLINE
CLG.	CEILING
CONC.	CONCRETE
C.I.	CAST IRON
℄	CENTER LINE
C.O.	CLEAN OUT
C.W.	COLD WATER
CAB.	CABINET
CLR.	CLEAR
CONST.	CONSTRUCTION
CONT.	CONTINUOUS
CTR.	CENTER
D.	DRAIN
DIA.	DIAMETER
DWG.	DRAWING
D.S.	DOWNSPOUT
DTL.	DETAIL
DIM.	DIMENSION
DN.	DOWN
DWR.	DRAWER
(E) OR EXIST.	EXISTING
E.W.	EACH WAY
EA.	EACH
ELEC.	ELECTRICAL
EXP.	EXPANSION/EXPOSED
EXT.	EXTERIOR
F.D.	FLOOR DRAIN
F.E.C.	FIRE EXTINGUISHER CABINET
F.M.C.	FLOOR MATERIAL CHANGE
FOIC	FURNISHED BY OWNER, INSTALLED BY CONTRACTOR
FOIO	FURNISHED BY OWNER INSTALLED BY OWNER
F.O.C.	FACE OF CONCRETE
F.O.M.	FACE OF MASONRY
F.O.S.	FACE OF STUD
FIN.	FINISH
FLR.	FLOOR
GA.	GAUGE
GALV.	GALVANIZED
GL	GLASS
G.W.B.	GYPSUM WALL BOARD
HB.	HOSE BIB
HR.	HOUR
HT.	HEIGHT
H.M.	HOLLOW METAL
H.W.	HOT WATER
HDR.	HEADER
HDWR.	HARDWARE
I.D.	INSIDE DIAMETER
INSUL.	INSULATION
INT.	INTERIOR
JT.	JOINT
MAX.	MAXIMUM
MECH.	MECHANICAL
MFR.	MANUFACTURER
MIN.	MINIMUM
MISC.	MISCELLANEOUS
MAT'L	MATERIAL
MTL.	METAL
MOD. BT.	MODIFIED BITUMEN
N.I.C.	NOT IN CONTRACT
N.T.S.	NOT TO SCALE
NO. OR #	NUMBER
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
OPP.	OPPOSITE
O/	OVER
PLYD.	PLYWOOD
PL	PLATE
PLAM	PLASTIC LAMINATE
PTD.	PAINTED
R.	RADIUS
RCP	REFLECTED CEILING PLAN
REQD.	REQUIRED
R.O.	ROUGH OPENING
S.D.	SMOKE DETECTOR
S.S.	STAINLESS STEEL
SIM.	SIMILAR
SQ.	SQUARE
STD.	STANDARD
STL.	STEEL
STRUCT.	STRUCTURAL
T.O.C.	TOP OF CONCRETE
T.O.M.	TOP OF MASONRY
T.O.S.	TOP OF SLAB
T.O.S.F.	TOP OF SUBFLOOR
TYP.	TYPICAL
U.N.O.	UNLESS NOTED OTHERWISE
V.	VERTICAL
VWP.	VENEER WOOD PANEL
VFY.	VERIFY
V.I.F.	VERIFY IN FIELD
WD.	WOOD
W/	WITH
W/I	WITHIN
W/O	WITHOUT
W.C.	WATER CLOSET
W.GL.	WIRE GLASS
W.M.	WIRE MESH
W.P.	WATERPROOF
W.W.M.	WELDED WIRE MESH
WGWB	WATER RESIST. GYPSUM WALL BOARD

SYMBOLS



NOT FOR CONSTRUCTION

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

WALKER | MACY

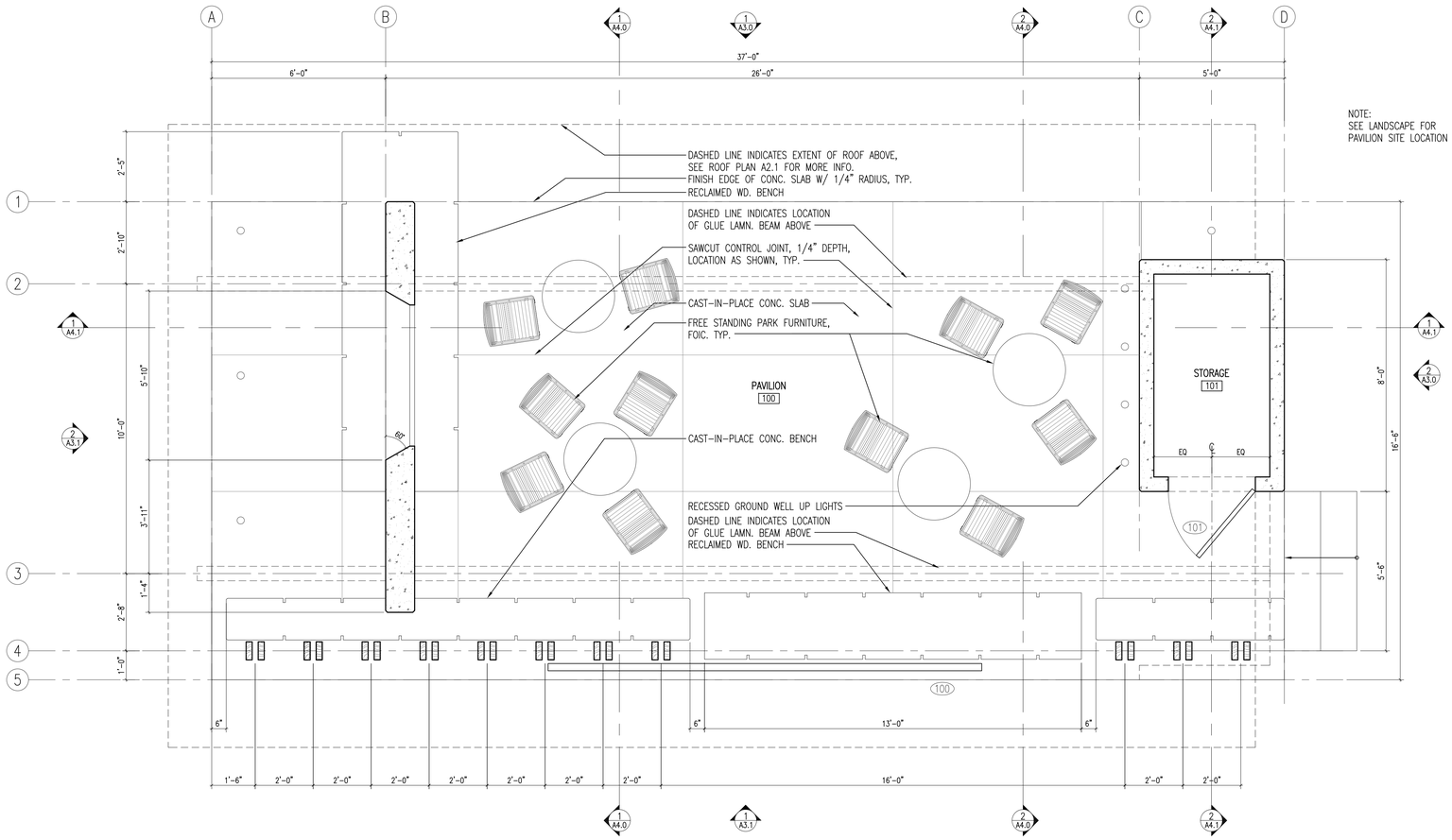
PATANO STUDIO ARCHITECTURE

EAGLE HARBOR WATERFRONT PARK
BAINBRIDGE ISLAND, WA

PROJECT NUMBER: P3119.01
DRAWN BY:
REVIEWED BY:
PHASE: 50% CONSTRUCTION DOCUMENTS
ISSUE DATE: 05/29/2015
REVISIONS:

SCHEDULES, ABBREV., SYMBOLS, NOTES

A0.0



1 FLOOR PLAN
SCALE: 1/2" = 1'-0"

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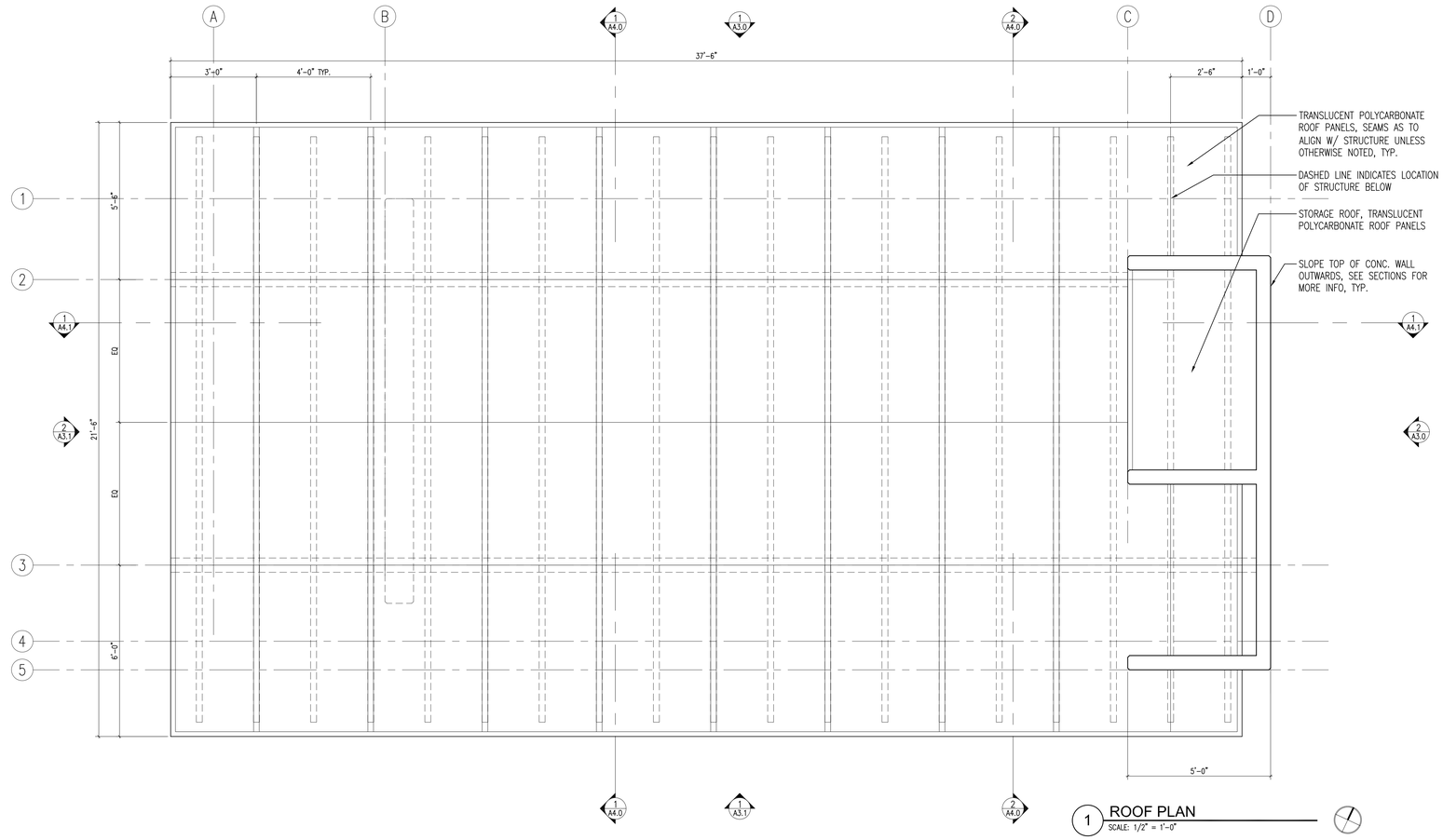
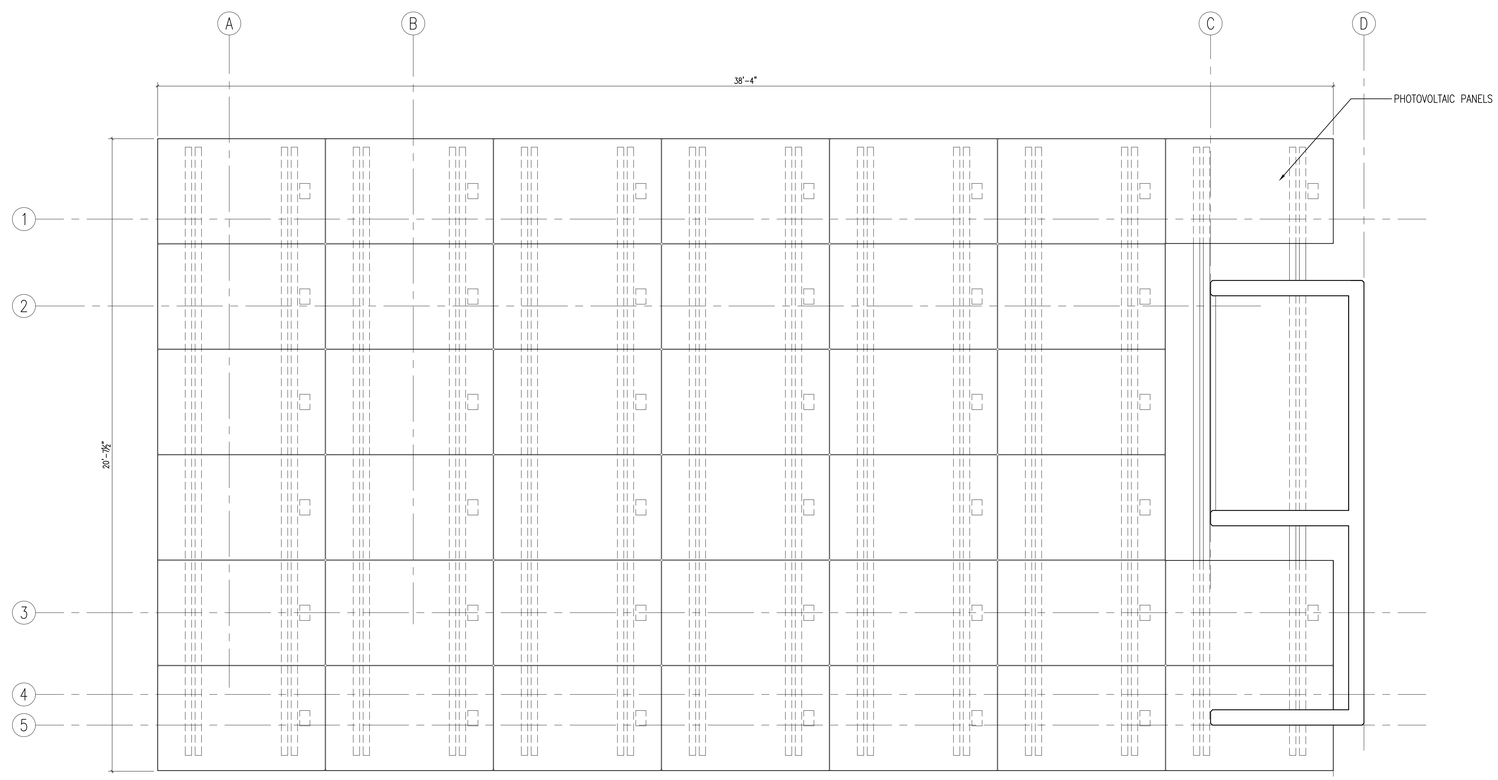
FLOOR PLAN

A2.0



1 ROOF PLAN
SCALE: 1/2" = 1'-0"



2 ADD ALT. ROOF PLAN
SCALE: 1/2" = 1'-0"

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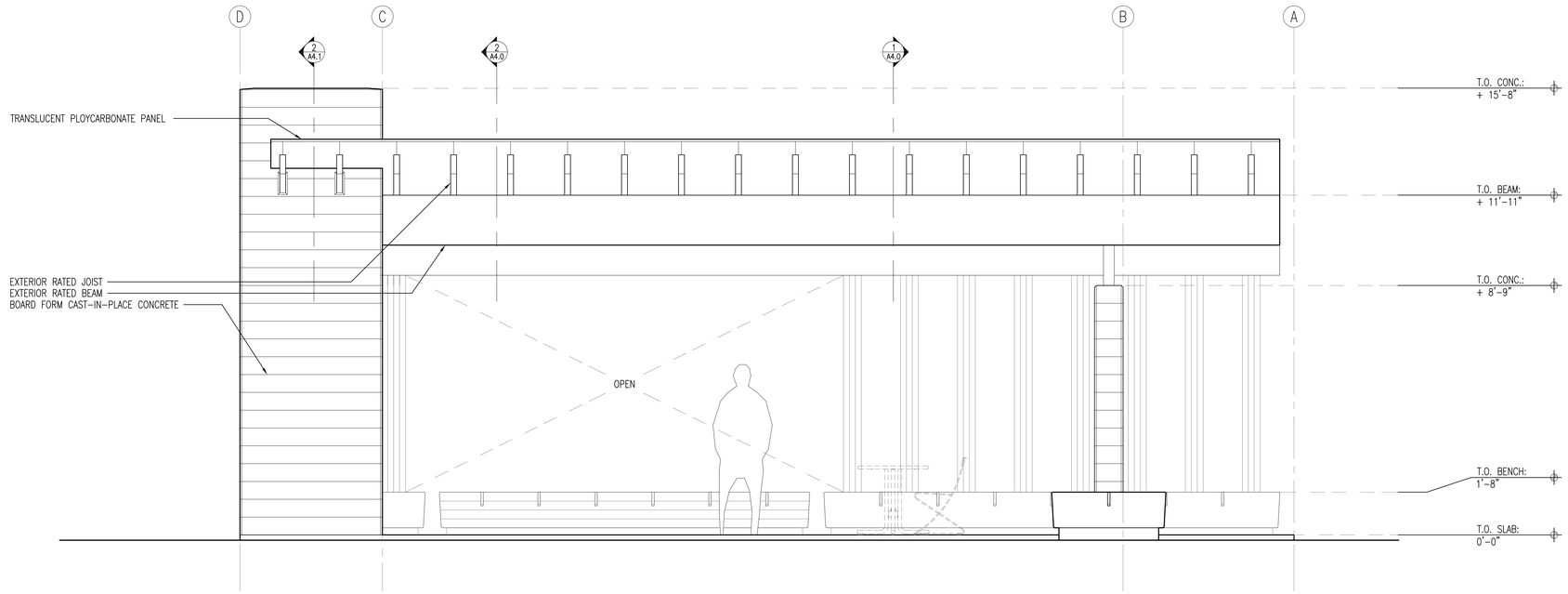
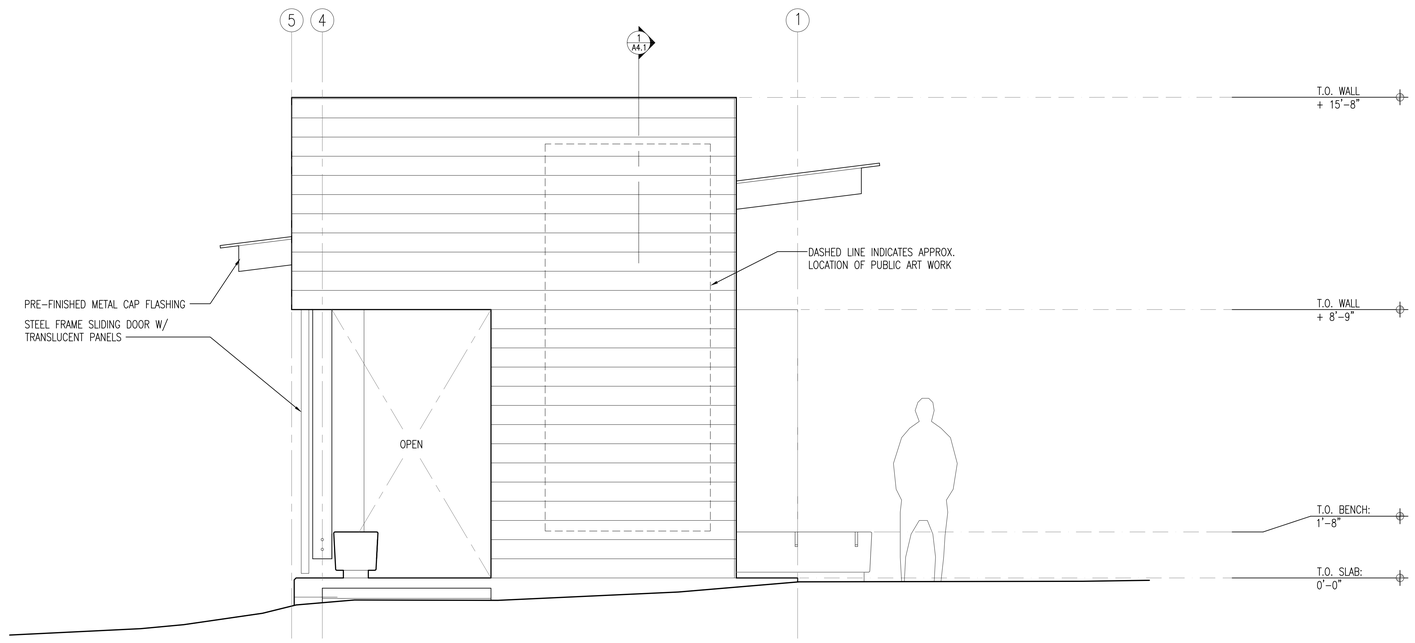
ROOF PLAN, ADD ALT. ROOF PLAN

A2.1



1 NORTH ELEVATION
SCALE: 1/2" = 1'-0"



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

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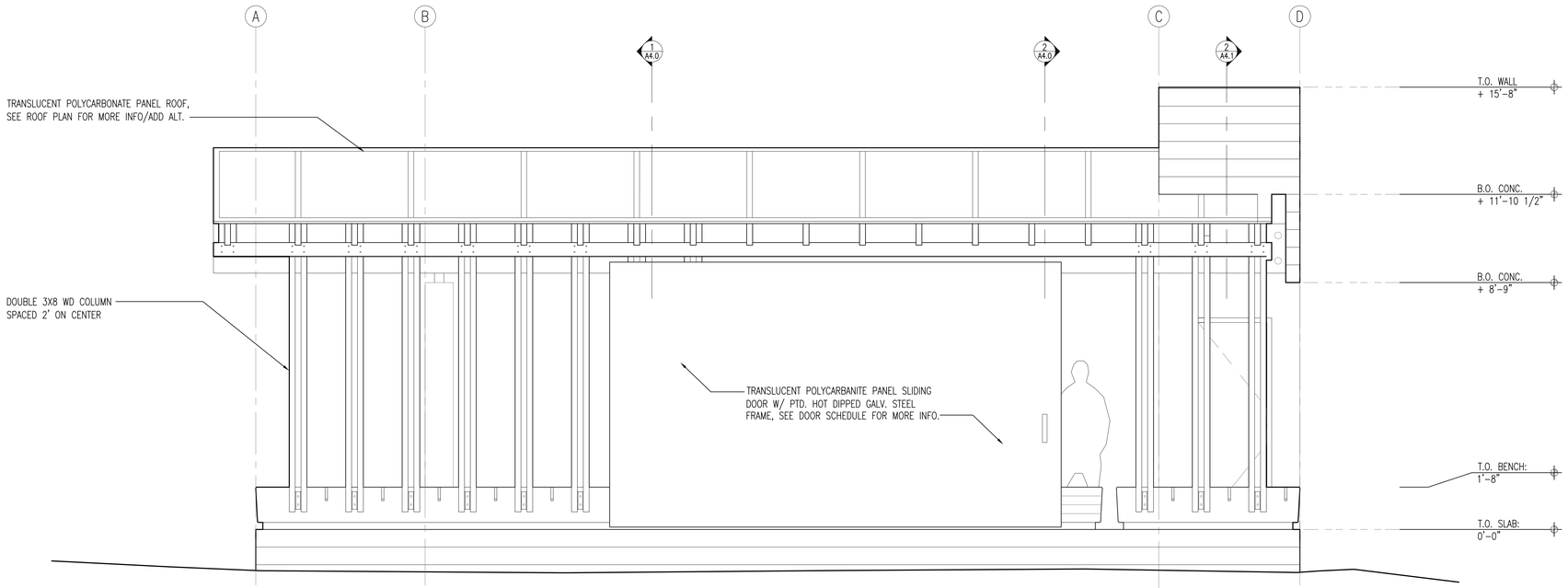
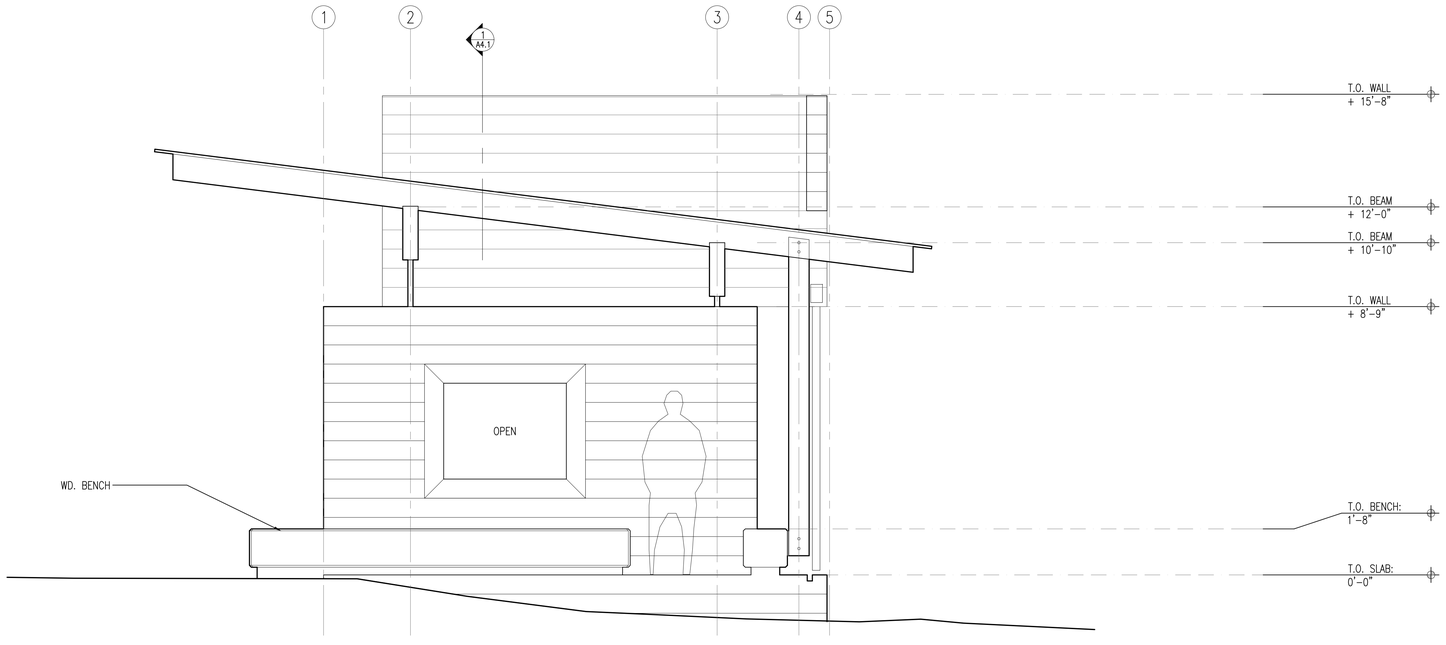
ELEVATIONS

A3.0



1 SOUTH ELEVATION
SCALE: 1/2" = 1'-0"



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

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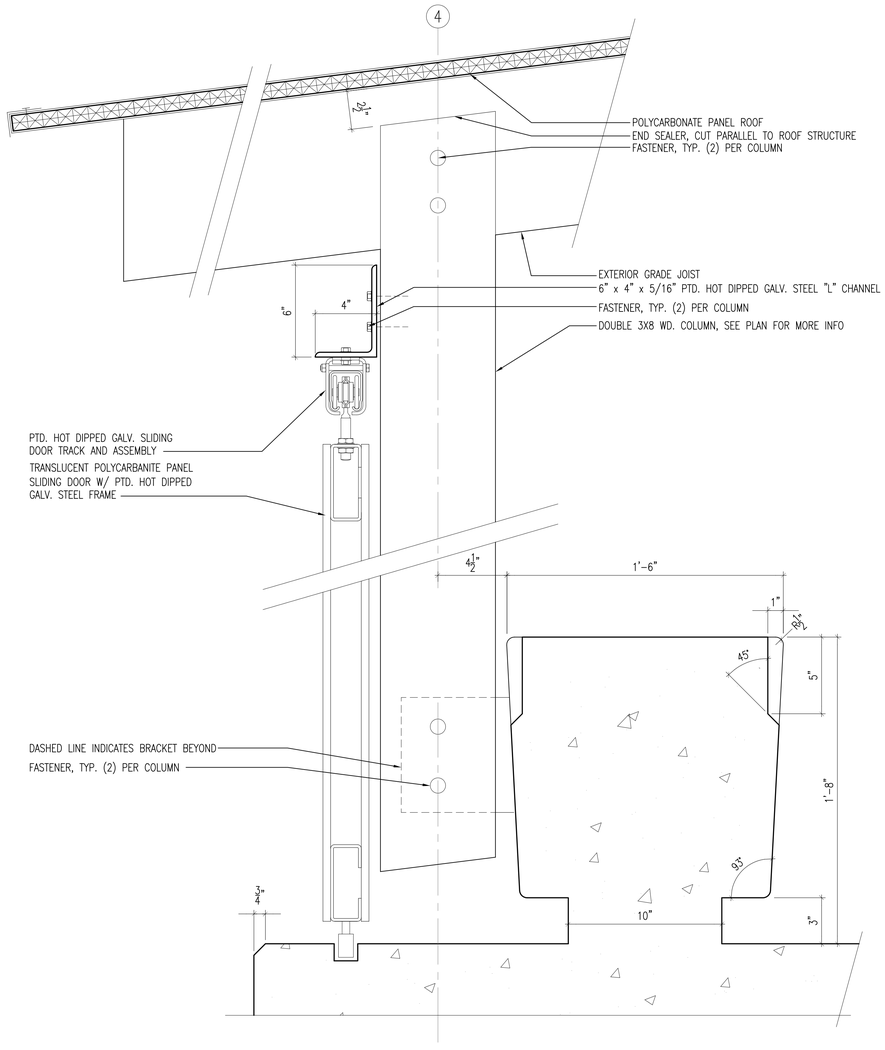
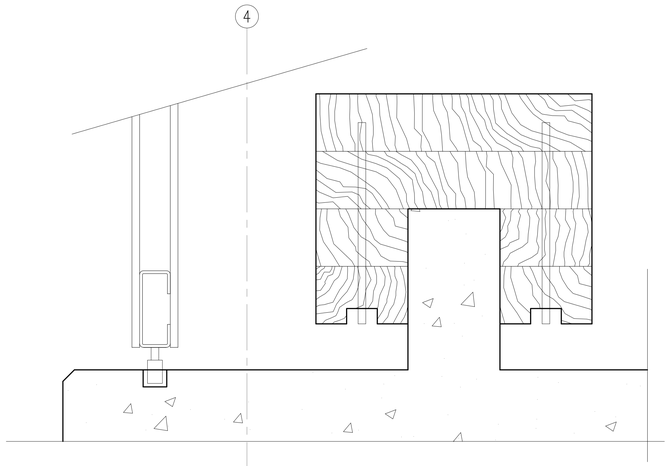
ELEVATIONS

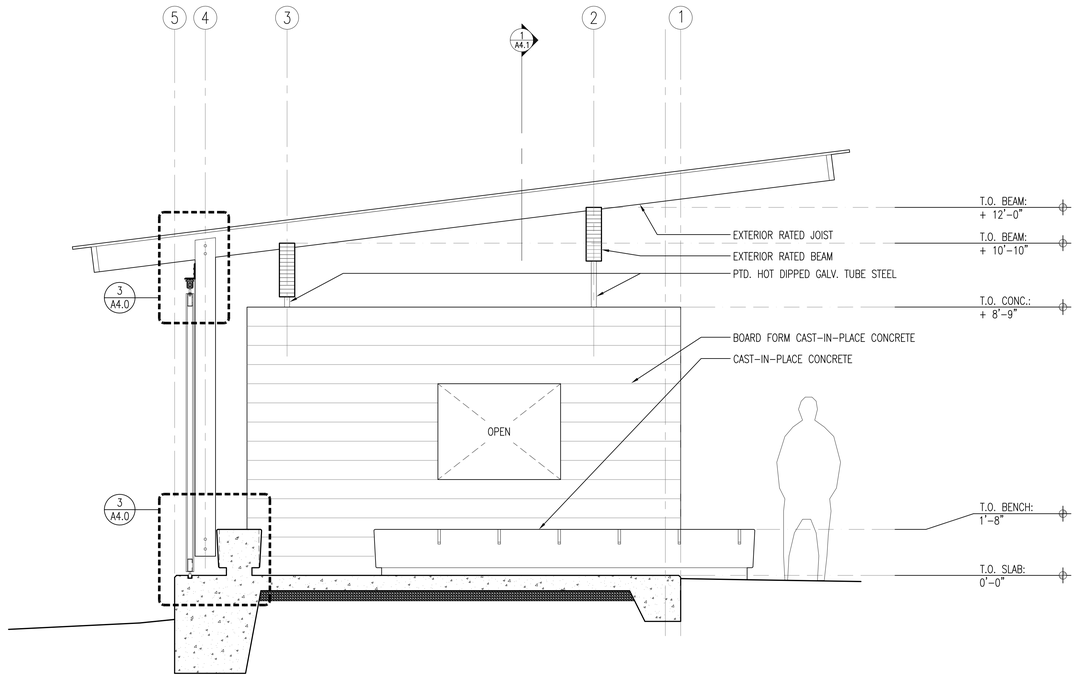
A3.1



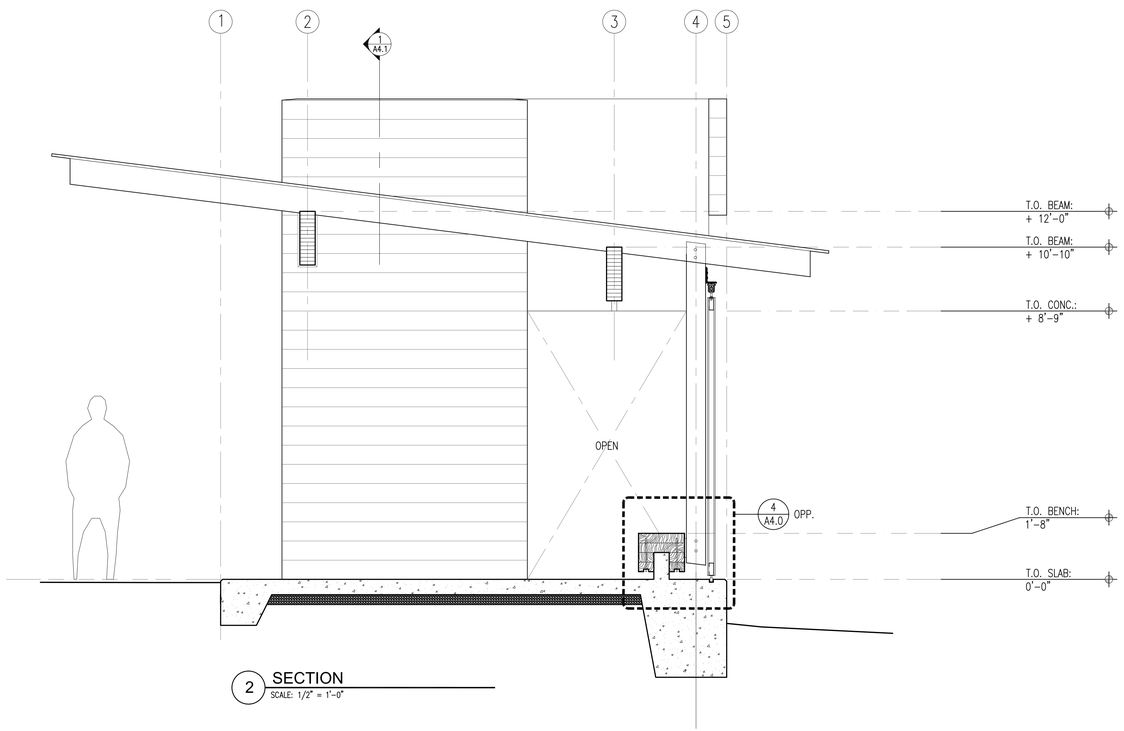
3 DETAIL
SCALE: 3" = 1'-0"



4 DETAIL
SCALE: 3" = 1'-0"



1 SECTION
SCALE: 1/2" = 1'-0"



2 SECTION
SCALE: 1/2" = 1'-0"

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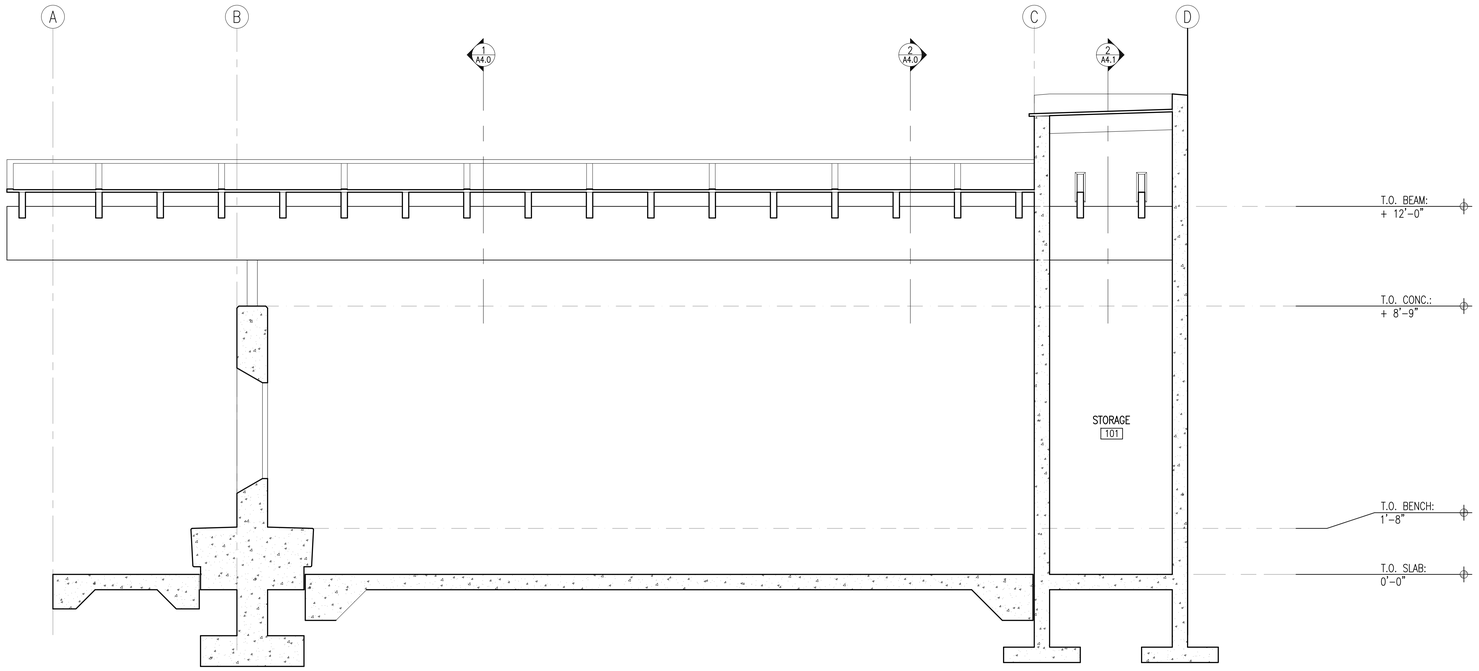
SECTIONS

A4.0



1 SECTION
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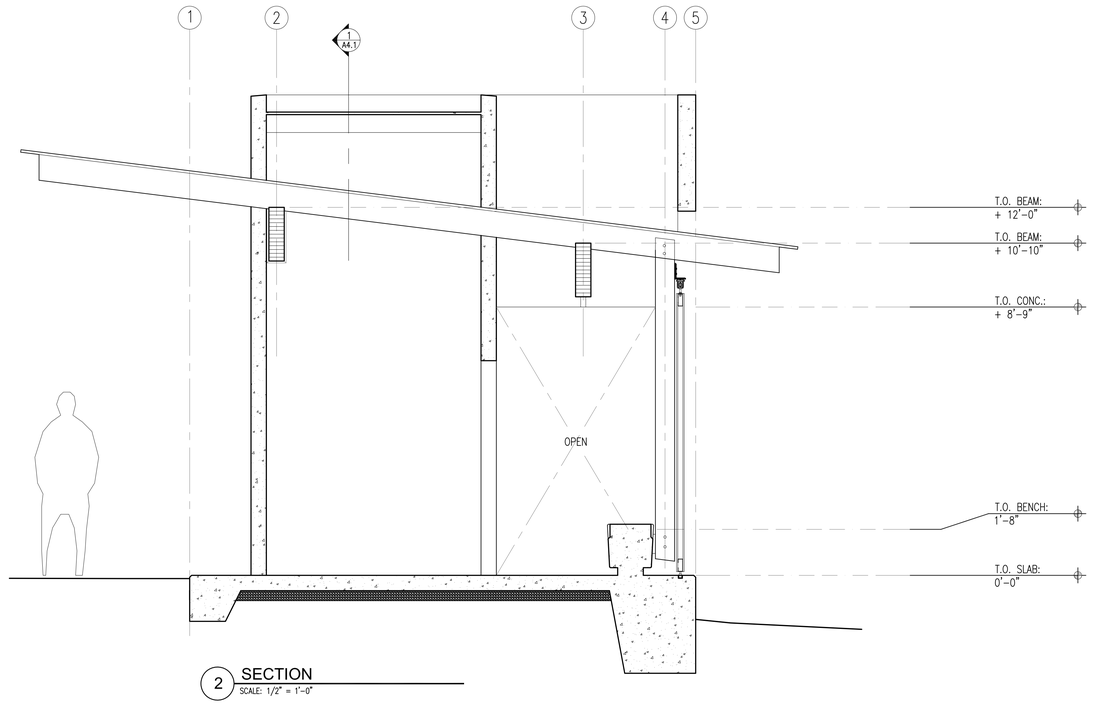

2 SECTION
SCALE: 1/2" = 1'-0"

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WALKER | MACY

PATANO STUDIO
ARCHITECTURE

EAGLE HARBOR WATERFRONT PARK

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SECTIONS

A4.1

ABBREVIATIONS

AFF	ABOVE FINISHED FLOOR
A	AMPERE (AMP)
AL	ALUMINUM
ARCH	ARCHITECT / ARCHITECTURAL
ATS	AUTOMATIC TRANSFER SWITCH
CB	CIRCUIT BREAKER
C	CONDUIT
CCTV	CLOSED CIRCUIT TELEVISION
CKT	CIRCUIT
CLG	CEILING
CT	CURRENT TRANSFORMER
CU	COPPER
DN	DOWN
EMERG	EMERGENCY
EMT	ELECTRIC METALLIC TUBING
EP	EXPLOSION PROOF
EPO	EMERGENCY POWER OFF
EWC	ELECTRIC WATER COOLER
FA	FIRE ALARM
FLA	FULL LOAD AMPS
FLUOR	FLUORESCENT
FCIC	FURNISHED BY CONTRACTOR INSTALLED BY CONTRACTOR
FOIC	FURNISHED BY OWNER INSTALLED BY CONTRACTOR
FOIO	FURNISHED BY OWNER INSTALLED BY OWNER
GFP	GROUND FAULT PROTECTION
GFI	GROUND FAULT INTERRUPTER
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GRC	GALVANIZED RIGID CONDUIT
GRD	GROUND
HP	HORSEPOWER
HPS	HIGH PRESSURE SODIUM
HV	HIGH VOLTAGE
HZ	HERTZ
IG	ISOLATED GROUND
INC	INCANDESCENT
JB	JUNCTION BOX
KW	KILOWATT
KWH	KILOWATT HOUR
KV	KILOVOLT
KVA	KILOVOLT AMP
KVAR	KILOVOLT AMPS REACTIVE
LA	LIGHTNING ARRESTOR
LTG	LIGHTING
LV	LOW VOLTAGE
MATV	MASTER ANTENNA TELEVISION
MCA	MINIMUM CIRCUIT AMPS
MCB	MAIN CIRCUIT BREAKER
MCC	MOTOR CONTROL CENTER
MDP	MAIN DISTRIBUTION PANEL
MECH	MECHANICAL
MH	METAL HALIDE
MLO	MAIN LUGS ONLY
MV	MERCURY VAPOR
MTS	MANUAL TRANSFER SWITCH
NIC	NOT IN CONTRACT
NL	NIGHT LIGHT CIRCUIT
PA	PUBLIC ADDRESS
PE	PHOTO ELECTRIC CELL
PF	POWER FACTOR
PNL	PANELBOARD
PVC	POLYVINYL CHLORIDE CONDUIT
PWR	POWER
SDP	SUB-DISTRIBUTION PANEL
STR	STARTER
SV	SOLENOID VALVE
SW	SWITCH
TD	TIME DELAY
TP	TAMPERPROOF
TTB	TELEPHONE TERMINAL BOARD
TTC	TELEPHONE TERMINAL CABINET
TV	TELEVISION
TYP	TYPICAL
UG	UNDERGROUND
UPS	UNINTERRUPTABLE POWER SUPPLY
V	VOLTAGE
VA	VOLT AMPERES
VP	VAPOR PROOF
W	WATTS
WP	WEATHER PROOF
XFMR	TRANSFORMER
XFSW	TRANSFER SWITCH

DESIGNATION SYMBOLS

--- 123	EQUIPMENT DESIGNATOR SEE SCHEDULE.
E X	EXISTING TO REMAIN, EXISTING TO BE REMOVED
R F	EXISTING TO BE RELOCATED, FUTURE
N C	NEW, CONNECT TO
1	NOTE

POWER

	WIRING IN UNDERGROUND CONDUIT NEW EXISTING
	CABINET
	5-20R DUPLEX RECEPTACLE

NOTE

THIS IS A STANDARD LEGEND SHEET, THEREFORE, SOME SYMBOLS MAY APPEAR ON THIS SHEET THAT DO NOT APPEAR ON THE DRAWINGS.

ENERGY CODE COMPLIANCE

COMPLY WITH ALL REQUIREMENTS OF THE 2012 WASHINGTON STATE ENERGY CODE (WSEC).

LIGHTING CONTROLS: REUSE EXISTING PHOTOCELL CONTROLS FOR AUTOMATIC CONTROLS OF PATHWAY LIGHTING.

COMMISSIONING: PROVIDE COMMISSIONING OF ELECTRICAL POWER AND LIGHTING SYSTEMS PER THE REQUIREMENTS OF THE WSEC. COMMISSIONING SHALL INCLUDE TESTING AND PROGRAMMING OF AUTOMATIC CONTROLS TO COMPLY WITH REQUIREMENTS OF WSEC AND USERS.

ELECTRICAL GENERAL NOTES AND SPECIFICATIONS

A. GENERAL REQUIREMENTS:

A.A. REFER ALSO TO DIVISION 01 SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

A.B. THE INTENT IS TO PROVIDE A COMPLETE AND WORKABLE PATH LIGHTING SYSTEM AND FESTIVAL POWER CONNECTION PANELS WITH COMPLETE SYSTEMS AS SHOWN, SPECIFIED AND REQUIRED BY APPLICABLE CODES.

A.C. THE COMPLETED INSTALLATION SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES, ORDINANCES AND REGULATIONS INCLUDING NECESSARY PERMITS AND INSPECTIONS REQUIRED BY THE GOVERNING AUTHORITIES.

A.D. DO ALL WORK IN A NEAT, WORKMANLIKE, FINISHED AND SAFE MANNER, ACCORDING TO THE LATEST PUBLISHED N.E.C.A. STANDARDS OF INSTALLATION, UNDER COMPETENT SUPERVISION.

B. MATERIALS AND EQUIPMENT:

B.A. ALL MATERIALS SHALL BE NEW AND CURRENTLY MANUFACTURED. ALL MATERIAL SHALL UL LABELED AND MEET ALL INDUSTRY STANDARDS.

B.B. THE USE OF MANUFACTURER'S NAMES, MODELS AND NUMBERS IS INTENDED TO ESTABLISH STYLE, QUALITY, APPEARANCE AND USEFULNESS. PROPOSED SUBSTITUTIONS REQUIRE PRE-BID WRITTEN APPROVAL OF THE ARCHITECT.

B.C. SUBMITTALS:

B.C.A. PRIOR TO CONSTRUCTION: SUBMIT FOR THE ARCHITECT'S APPROVAL A MATERIAL LIST CONTAINING THE MANUFACTURER'S DETAILED SPECIFICATIONS AND DATA SHEETS FOR EQUIPMENT TO BE FURNISHED. SUBMIT IN PDF FORMAT, IN SEPARATE FILES BY SYSTEM, FOR THE FOLLOWING ITEMS OF EQUIPMENT AND SYSTEMS: PANELBOARDS, ENCLOSURES, METER SOCKETS, CIRCUIT BREAKERS, CONDUCTORS, WIRING DEVICES, RACEWAY, AND LUMINAIRES.

B.C.B. AT COMPLETION OF CONSTRUCTION: REFER TO DIVISION 01 SPECIFICATIONS FOR AS-BUILT AND O&M MANUAL REQUIREMENTS.

B.D. GUARANTEE: FURNISH WRITTEN GUARANTEE TO THE OWNER, EFFECTIVE FOR A PERIOD OF ONE YEAR AFTER DATE OF SUBSTANTIAL COMPLETION, COVERING ALL DEFECTS IN CONTRACTOR FURNISHED MATERIALS AND WORKMANSHIP. THE CONTRACTOR SHALL AGREE TO REMEDY ANY DEFECT BY REPLACEMENT OF DEFECTIVE PART WITHOUT ADDITIONAL COST TO OWNER DURING THE PERIOD OF GUARANTEE.

B.E. ALL FINISHES SHALL BE MANUFACTURER'S STANDARD COLOR AS SELECTED BY ARCHITECT.

C. TESTING AND COMMISSIONING:

C.A. LIGHTING & ENERGY CONTROL: PROVIDE COMMISSIONING OF ELECTRICAL POWER AND LIGHTING SYSTEMS PER THE REQUIREMENTS OF THE 2012 WASHINGTON STATE ENERGY CODE. COMMISSIONING SHALL INCLUDE TESTING AND PROGRAMMING OF AUTOMATIC CONTROLS TO COMPLY WITH REQUIREMENTS OF THE WSEC AND OF USERS.

D. DEMOLITION AND CONSTRUCTION – GENERAL:

D.A. PROTECT ALL ELECTRICAL MATERIAL AND EQUIPMENT INSTALLED UNDER THIS DIVISION AGAINST DAMAGE BY OTHER TRADES, WEATHER CONDITIONS OR ANY OTHER CAUSES. EQUIPMENT FOUND DAMAGED OR IN OTHER THAN NEW CONDITION WILL BE REJECTED AND REQUIRE REPLACEMENT.

D.B. KEEP OUTAGES TO OCCUPIED AREAS TO A MINIMUM AND PREARRANGE ALL OUTAGES WITH THE BUILDING'S OWNER. REQUESTS FOR OUTAGES SHALL STATE THE SPECIFIC DATES AND HOURS AND THE MAXIMUM DURATION, WITH THE OUTAGES KEPT TO THESE SPECIFIC TIMES. THIS CONTRACTOR WILL BE LIABLE FOR ANY DAMAGES RESULTING FROM UNSCHEDULED OUTAGES OR FOR THOSE NOT CONFINED TO THE PREAPPROVED TIMES. INCLUDE ALL COSTS FOR OVERTIME LABOR AS NECESSARY TO MAINTAIN ELECTRICAL SERVICES IN THE INITIAL BID PROPOSAL.

D.C. TEMPORARY WIRING AND FACILITIES, IF USED, SHALL BE REMOVED AND THE SITE LEFT CLEAN BEFORE FINAL ACCEPTANCE.

D.D. REMOVE ALL ELECTRICAL WIRING, EQUIPMENT, FIXTURES, ETC., ABANDONED AS A RESULT OF THIS WORK. WIRING WHICH SERVES EXISTING-TO-REMAIN OUTLETS OR FIXTURES SHALL BE RESTORED AT THE COMPLETION OF WORK. REMOVED MATERIALS NOT SCHEDULED FOR REUSE SHALL BECOME THE PROPERTY OF THE CONTRACTOR FOR REMOVAL FROM THE SITE.

D.E. COOPERATE WITH ALL OTHER TRADES FOR PROPER INSTALLATION OF ALL ITEMS OF EQUIPMENT. CONSULT THE DRAWINGS OF ALL OTHER TRADES OR CRAFTS TO AVOID CONFLICTS WITH OTHER TRADES SUCH AS SITE ELEMENTS, SITE FURNITURE, PAVING, ETC. IN GENERAL, THE ARCHITECTURAL DRAWINGS GOVERN BUT CONFLICTS SHALL BE RESOLVED PRIOR TO ROUGH-IN.

D.F. DRILLING OR CUTTING OF EXISTING-TO-REMAIN PAVING: PRIOR TO DRILLING OR CUTTING PAVING OR CONCRETE, MARK LOCATION WITH PAINT AND OBTAIN APPROVAL OF LOCATION FROM ARCHITECT.

D.G. LEAVE THE SITE CLEAN AND READY FOR OCCUPANCY. REMOVE ALL DIRT, DEBRIS, EMPTY CARTONS, TOOLS, CONDUIT AND WIRE SCRAPS AND ALL MISCELLANEOUS SPARE EQUIPMENT AND MATERIALS USED IN THIS DIVISION OF THE WORK DURING CONSTRUCTION. ALL COMPONENTS SHALL BE FREE OF DUST, GRIT AND FOREIGN MATERIALS, LEFT AS NEW BEFORE FINAL ACCEPTANCE OF WORK.

D.H. PROVIDE ENGRAVED EQUIPMENT NAME PLATES ON ALL PANELBOARDS. NAMEPLATE SHALL INDICATE VOLTAGE, AMPERAGE, PHASES, AND LOCATION OF SERVICE.

D.I. PROVIDE ALL SUPPORT HARDWARE AND SYSTEMS FOR ELECTRICAL WORK. SUPPORTS SHALL BE COOPER B-LINE.

E. PANELBOARDS:

E.A. ALL PANELBOARDS SHALL BE SERVICE-ENTRANCE RATED AND HAVE MAIN CIRCUIT BREAKERS RATED FOR USE AS A SERVICE DISCONNECT.

E.B. ALL PANELBOARDS SHALL BE NEMA 4X CONSTRUCTION.

E.C. BRANCH CIRCUIT PROTECTION SHALL BE CIRCUIT BREAKER TYPE. CIRCUIT BREAKERS SHALL BE MOLDED-CASE.

E.D. PANELBOARDS AND BREAKERS SHALL BE SHORT CIRCUIT RATED 10KAIC MINIMUM. PROVIDE LABEL INSIDE DOOR OF EACH PANELBOARD INDICATING AVAILABLE FAULT CURRENT AS REPORTED BY PUGET SOUND ENERGY, AND FAULT CURRENT RATING OF THE PANELBOARD ASSEMBLY.

E.E. PROVIDE NEW CIRCUIT BREAKERS IN EXISTING PANELS. BREAKERS SHALL BE OF SAME BRAND AND AIC RATING AS EXISTING BREAKERS IN PANEL, AND SHALL BE COMPATIBLE WITH PANEL.

E.E.A. IF PANEL IS COMPATIBLE WITH BOTH PLUG-ON AND BOLT-ON BREAKERS, PROVIDE BOLT-ON BREAKERS.

E.F. CIRCUIT BREAKERS USED TO SWITCH LIGHTING CIRCUITS SHALL BE "SWD" RATED.

E.G. PROVIDE NEW, COMPLETE PANEL INDEX FOR EACH PANEL, TYPEWRITTEN ONLY. INDEX SHALL BE SUFFICIENTLY DESCRIPTIVE TO EASILY LOCATE CONTROLLED DEVICES/EQUIPMENT. UPDATE PANEL INDICES AND AS-BUILTS WITH CORRECT CIRCUIT INFORMATION FOR ALL CIRCUITS.

E.H. BALANCE PHASE LOADS SO THAT THEY ARE AS CLOSE TO EQUAL AS POSSIBLE, AND IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE.

E.I. PROVIDE ARC FLASH HAZARD STUDY AND PRODUCE ARC FLASH LABELS AS REQUIRED BY NFPA 70E. ARC FLASH HAZARD ANALYSIS SHALL BE PERFORMED ACCORDING TO THE IEEE 1584 EQUATIONS AS PRESENTED IN NFPA 70E. PROVIDE LABEL FOR EACH PANELBOARD, FORMAT AND MOUNTING OF LABEL SHALL COMPLY WITH NFPA 70E.

E.J. ACCEPTABLE MANUFACTURERS: SIEMENS, GE, SQUARE-D, EATON CUTLER-HAMMER, OR APPROVED EQUAL.

F. METER SOCKETS:

F.A. PROVIDE METER SOCKETS IN COMPLIANCE WITH PUGET SOUND ENERGY'S REQUIREMENTS.

F.B. METER SOCKETS SHALL BE NEMA 4X CONSTRUCTION MINIMUM.

F.C. ACCEPTABLE MANUFACTURERS: METER SOCKET SHALL BE OF SAME MANUFACTURER AS PANELBOARDS.

G. ENCLOSURES:

G.A. ENCLOSURES SHALL BE GALVANIZED, CODE-GAUGE FORMED STEEL, NEMA 4X CONSTRUCTION.

G.B. FINISH: MANUFACTURER STANDARD PAINT OR ENAMEL.

H. CONDUIT/RACEWAYS:

H.A. ALL WIRING FOR POWER AND SYSTEMS SHALL BE CONDUCTORS IN CONDUIT.

H.B. CONDUIT SHALL BE CONCEALED IN SLABS OR UNDERGROUND, 12" MINIMUM COVER (EXCEPT 24" WHERE UNDER PARKING LOTS AND DRIVE AISLES).

H.C. CONDUIT SHALL BE SCHED. 80 PVC OR RIGID METAL CONDUIT.

H.D. PAINT ALL EXPOSED CONDUITS, COLOR AS DIRECTED BY ARCHITECT.

H.E. PROVIDE INSULATED CONDUIT BUSHINGS AT EACH END OF EVERY CONDUIT RUN.

I. CONDUCTORS:

I.A. PROVIDE CONDUCTORS FOR ALL CIRCUITING, WIRING, AND SYSTEMS.

I.B. ALL CONDUCTORS SHALL BE SIZED FOR MAXIMUM VOLTAGE DROP OF 3%.

I.B.A. ALL LIGHTING CIRCUIT CONDUCTORS (INCLUDING NEUTRAL AND GROUND) SHALL BE MINIMUM #10.

I.C. CONDUCTORS SHALL BE PROPERLY PHASE AND COLOR CODED:

COLOR CODING:	120/240V
PHASE A	BLACK
PHASE B	RED
NEUTRAL	WHITE
GROUND	GREEN

I.D. UTILIZE CONDUCTORS AND CONNECTORS AS FOLLOWS:

I.D.A. #10 AND SMALLER – SOLID COPPER, THWN COLOR CODED.

I.D.B. #6 AND #8 – STRANDED COPPER THWN COLOR CODED.

I.D.C. TWIST ON TYPE FOR #8 AND SMALLER COPPER CONNECTIONS.

I.D.D. CRIMPED TYPE FOR #4 AND LARGER COPPER CONNECTORS.

I.D.E. COMPLETELY INSULATE EACH CONNECTION, SPLICE AND TERMINATE.

I.D.F. USE OF ALUMINUM (AL) IS STRICTLY PROHIBITED.

I.D.G. MINIMUM CONDUCTOR SIZE SHALL BE #12 AWG WITH THWN INSULATION IN CONDUIT.

I.E. LABEL CIRCUIT ON THE CONDUCTOR AT EACH BOX.

J. GROUNDING:

J.A. INSTALL GROUNDING AS REQUIRED BY THE NATIONAL ELECTRICAL CODE AND PUGET SOUND ENERGY.

J.B. PROVIDE SERVICE GROUNDING ELECTRODE CONDUCTOR AND GROUND ROD AT SERVICE ENTRANCE PANEL. GROUNDING ELECTRODE CONDUCTOR AND GROUND ROD SHALL BE SIZED AS REQUIRED BY THE NATIONAL ELECTRICAL CODE AND PUGET SOUND ENERGY.

J.C. PROVIDE INSULATED GROUND CONDUCTOR IN ALL CONDUITS. CODE-MINIMUM SIZE UNLESS NOTED OTHERWISE.

K. WIRING DEVICES:

K.A. WIRING DEVICES SHALL BE COMPLETE WITH ALL HARDWARE AND COVER PLATES AND SHALL BE GROUNDED TO BOX BY GREEN GROUND WIRE PIGTAIL.

K.B. MOUNTING HEIGHTS ARE NOTED ABOVE FINISHED GRADE, REFER TO ARCHITECTURAL ELEVATIONS.

K.C. ALL RECEPTACLES SHALL BE FLUSH, UNLESS NOTED OTHERWISE.

K.B. DUPLEX: 20 AMPERE, GROUNDED, HEAVY DUTY WEATHER RESISTANT, COMMERCIAL SPECIFICATION GRADE.

K.C. PROVIDE DEDICATED RECEPTACLES FOR ALL EQUIPMENT, ITEMS, AND APPLIANCES.

K.D. ALL DEVICES AND COVER PLATES SHALL BE FINISH AS SELECTED BY ARCHITECT.

L. OUTLET BOXES:

L.A. ATTACH SECURELY TO BUILDING CONSTRUCTION SUPPORT.

L.B. EXPOSED BOXES: CAST TYPE SIMILAR TO HINDS FS.

L.C. ALL OTHERS STAMPED STEEL.

M. LIGHTING:

M.A. LIGHT FIXTURES AND CONTROLS SYSTEMS SHALL BE FURNISHED BY CONTRACTOR, EXCEPT WHERE NOTED AS EXISTING TO BE RELOCATED. CONTRACTOR IS RESPONSIBLE FOR MOUNTING, FINAL CONNECTION, AND PROGRAMMING OF ALL FIXTURES AND LIGHTING CONTROLS, BOTH NEW AND RELOCATED.

M.B. CONTRACTOR IS RESPONSIBLE FOR PROVIDING CORRECT FIXTURE TRIM AND MOUNTING ACCESSORIES FOR SURFACE TYPE IN/ON WHICH EACH FIXTURE IS BEING INSTALLED.

M.C. PROVIDE BALLAST AND DRIVER TYPES AS SHOWN IN FIXTURE SCHEDULE.

M.D. MATCH VOLTAGE OF FIXTURE TO CIRCUIT TO WHICH IT IS SHOWN CONNECTED.

M.E. NARRATIVE DESCRIPTION IN LIGHTING FIXTURE SCHEDULE TAKES PRECEDENCE OVER CATALOG NUMBER.

N. LIGHTING AND ENERGY CONTROLS:

N.A. INTENT IS TO REUSE EXISTING PHOTOCELL LIGHTING CONTROLS.

N.B. PROVIDE ALL LIGHTING AND ENERGY CONTROLS REQUIRED FOR COMPLIANCE WITH 2012 WASHINGTON STATE ENERGY CODE (WSEC).

N.C. REPROGRAM EXISTING CONTROLS AS REQUIRED TO COMPLY WITH ENERGY CODE.

N.D. PROVIDE NEW EQUIPMENT, RELAYS, DEVICES, AND CIRCUITING AS REQUIRED TO COMPLY WITH ENERGY CODE.

N.E. PROVIDE PROGRAMMING AND TESTING OF ALL CONTROLS, BOTH NEW AND REVISED. DEMONSTRATE CONTROLS TO OWNER AND ADJUST PROGRAMMING AS REQUESTED BY OWNER, EXCEPT THAT PROGRAMMING SHALL STILL COMPLY WITH ENERGY CODE.

0 5 10 20 40
SCALE: 1" = 20'-0"
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EAGLE HARBOR WATERFRONT PARK
BAINBRIDGE ISLAND, WA

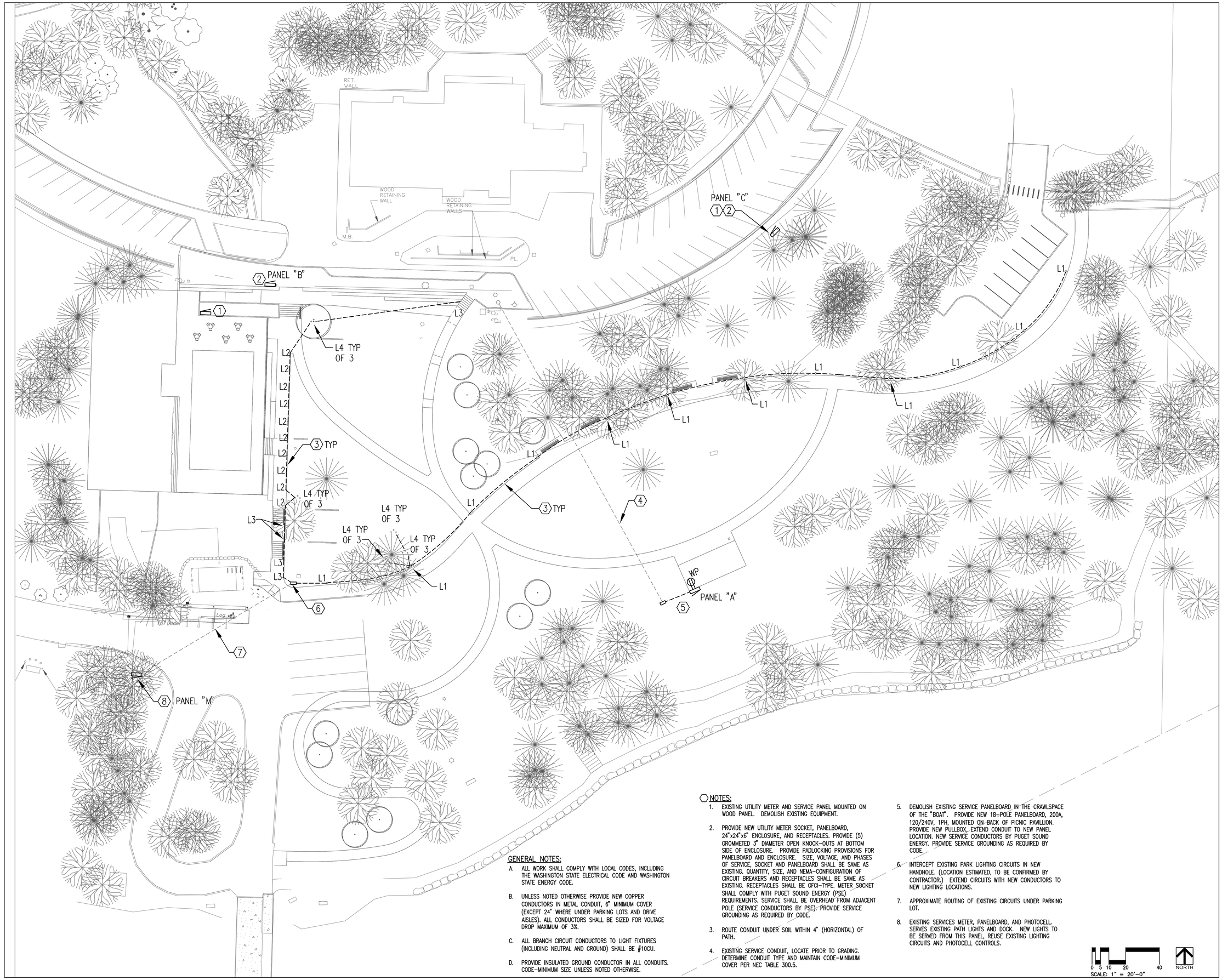
6-26-2015

PROJECT NUMBER:	P3119.01
DRAWN BY: MAA2	REVIEWED BY: NJW

PHASE:
100% CONSTRUCTION DOCUMENTS
ISSUE DATE:
07/06/2015
REVISIONS:

SYMBOLS, LEGENDS ABBREVIATIONS

E0



GENERAL NOTES:

A. ALL WORK SHALL COMPLY WITH LOCAL CODES, INCLUDING THE WASHINGTON STATE ELECTRICAL CODE AND WASHINGTON STATE ENERGY CODE.

B. UNLESS NOTED OTHERWISE PROVIDE NEW COPPER CONDUCTORS IN METAL CONDUIT, 6" MINIMUM COVER (EXCEPT 24" WHERE UNDER PARKING LOTS AND DRIVE AISLES). ALL CONDUCTORS SHALL BE SIZED FOR VOLTAGE DROP MAXIMUM OF 3%.

C. ALL BRANCH CIRCUIT CONDUCTORS TO LIGHT FIXTURES (INCLUDING NEUTRAL AND GROUND) SHALL BE #10CU.

D. PROVIDE INSULATED GROUND CONDUCTOR IN ALL CONDUITS. CODE-MINIMUM SIZE UNLESS NOTED OTHERWISE.

NOTES:

1. EXISTING UTILITY METER AND SERVICE PANEL MOUNTED ON WOOD PANEL. DEMOLISH EXISTING EQUIPMENT.
2. PROVIDE NEW UTILITY METER SOCKET, PANELBOARD, 24"x24"x6" ENCLOSURE, AND RECEPTACLES. PROVIDE (5) GROMMETED 3" DIAMETER OPEN KNOCK-OUTS AT BOTTOM SIDE OF ENCLOSURE. PROVIDE PADLOCKING PROVISIONS FOR PANELBOARD AND ENCLOSURE. SIZE, VOLTAGE, AND PHASES OF SERVICE, SOCKET AND PANELBOARD SHALL BE SAME AS EXISTING. QUANTITY, SIZE, AND NEMA-CONFIGURATION OF CIRCUIT BREAKERS AND RECEPTACLES SHALL BE SAME AS EXISTING. RECEPTACLES SHALL BE GFCI-TYPE. METER SOCKET SHALL COMPLY WITH PUGET SOUND ENERGY (PSE) REQUIREMENTS. SERVICE SHALL BE OVERHEAD FROM ADJACENT POLE (SERVICE CONDUCTORS BY PSE). PROVIDE SERVICE GROUNDING AS REQUIRED BY CODE.
3. ROUTE CONDUIT UNDER SOIL WITHIN 4" (HORIZONTAL) OF PATH.
4. EXISTING SERVICE CONDUIT, LOCATE PRIOR TO GRADING. DETERMINE CONDUIT TYPE AND MAINTAIN CODE-MINIMUM COVER PER NEC TABLE 300.5.
5. DEMOLISH EXISTING SERVICE PANELBOARD IN THE CRAWLSPACE OF THE "BOAT". PROVIDE NEW 18-POLE PANELBOARD, 200A, 120/240V, 1PH, MOUNTED ON BACK OF PICNIC PAVILLION. PROVIDE NEW PULLBOX, EXTEND CONDUIT TO NEW PANEL LOCATION. NEW SERVICE CONDUCTORS BY PUGET SOUND ENERGY. PROVIDE SERVICE GROUNDING AS REQUIRED BY CODE.
6. INTERCEPT EXISTING PARK LIGHTING CIRCUITS IN NEW HANDHOLE. (LOCATION ESTIMATED, TO BE CONFIRMED BY CONTRACTOR.) EXTEND CIRCUITS WITH NEW CONDUCTORS TO NEW LIGHTING LOCATIONS.
7. APPROXIMATE ROUTING OF EXISTING CIRCUITS UNDER PARKING LOT.
8. EXISTING SERVICES METER, PANELBOARD, AND PHOTOCELL. SERVES EXISTING PATH LIGHTS AND DOCK. NEW LIGHTS TO BE SERVED FROM THIS PANEL, REUSE EXISTING LIGHTING CIRCUITS AND PHOTOCELL CONTROLS.

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EAGLE HARBOR WATERFRONT PARK

BAINBRIDGE ISLAND, WA

6-26-2015

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07/06/2015

REVISIONS:

SITE PLAN - ELECTRICAL

E1

PANEL NAME:	**M**	BUS RATING (AMP): 200	1PHASE
LOCATION:	SW LOT	VOLTAGE: 120 / 240	3 WIRE
SHORT CIRCUIT RATING:	10,000 AIC	MAIN BKR: 60	
MOUNTING:	SURFACE	FEED: TOP	
NEMA RATING:	3R	NUMBER OF POLES: 18	

NO.	CIRCUIT DESCRIPTION	CB/PH	KVA	PH	KVA	CB/PH	CIRCUIT DESCRIPTION	NO.
1	PARK LIGHTS (EXISTING BREAKER)	20/1	0.24	A		20/1	SPARE (EXISTING BREAKER)	2
3	PARK LIGHTS (EXISTING BREAKER)	20/1	0.54	B		20/1	SPARE (EXISTING BREAKER)	4
5	LIGHT CONTROLS (EXISTING BREAKER)	20/1	0.10	A	#####	60/2	DOCK (EXISTING BREAKER)	6
7	SPARE (EXISTING BREAKER)	20/1		B	#####	"	"	8
9				A				10
11				B				12
13				A				14
15				B				16
17				A				18

LOAD	CON LD (KVA)	DEM FCT (%)	DEM LD (KVA)
SUB FEED		100%	
LIGHTING	0.78	125%	0.97
RECEPT <10KVA		100%	
RECEPT >10KVA		50%	
MOTORS ALL		100%	
LARGEST		25%	
HEATING			
COOLING			
KITCHEN		100%	
MISC. & COMP	5760.10	100%	5760.10
MISC CONT.		125%	

KVA/PHASE A: ##### CONNECTED LOAD IN KVA: 5,761
KVA/PHASE B: ##### DEMAND LOAD IN KVA: 5,761
MAXIMUM AMPS PER PHASE: ####

SPECIAL INSTRUCTIONS:
NOTE:
EXISTING PANEL AND BREAKERS TO REMAIN.

PANEL NAME:	**A**	BUS RATING (AMP): 200	1PHASE
LOCATION:	SOUTH FIELD	VOLTAGE: 120 / 240	3 WIRE
SHORT CIRCUIT RATING:	10,000 AIC	MAIN BKR: ##	
MOUNTING:	SURFACE	FEED: BOTTOM	
NEMA RATING:	4X	NUMBER OF POLES: 18	

NO.	CIRCUIT DESCRIPTION	CB/PH	KVA	PH	KVA	CB/PH	CIRCUIT DESCRIPTION	NO.
1	PICNIC SHELTER RECEPT	20/1	0.18	A				2
3	SPARE	20/1		B				4
5	SPARE	20/1		A				6
7	SPARE	20/1		B				8
9				A				10
11				B				12
13				A				14
15				B				16
17				A				18

LOAD	CON LD (KVA)	DEM FCT (%)	DEM LD (KVA)
SUB FEED		100%	
LIGHTING		125%	
RECEPT <10KVA	0.18	100%	0.18
RECEPT >10KVA		50%	
MOTORS ALL		100%	
LARGEST		25%	
HEATING			
COOLING			
KITCHEN		100%	
MISC. & COMP		100%	
MISC CONT.		125%	

KVA/PHASE A: 0.18 CONNECTED LOAD IN KVA: 0
KVA/PHASE B: DEMAND LOAD IN KVA: 0
MAXIMUM AMPS PER PHASE: 2

SPECIAL INSTRUCTIONS:
NOTE:

PANEL NAME:	**B**	BUS RATING (AMP): 200	1PHASE
LOCATION:	W FESTIVAL POWER	VOLTAGE: 120 / 240	3 WIRE
SHORT CIRCUIT RATING:	10,000 AIC	MAIN BKR: ##	
MOUNTING:	SURFACE	FEED: BOTTOM	
NEMA RATING:	4X	NUMBER OF POLES: 18	

NO.	CIRCUIT DESCRIPTION	CB/PH	KVA	PH	KVA	CB/PH	CIRCUIT DESCRIPTION	NO.
1	FESTIVAL POWER RECEPT	20/2	0.18	A	0.18	20/2	FESTIVAL POWER RECEPT	2
3	FESTIVAL POWER RECEPT		0.18	B	0.18		FESTIVAL POWER RECEPT	4
5	FESTIVAL POWER RECEPT	20/2	0.18	A	0.18	20/2	FESTIVAL POWER RECEPT	6
7	FESTIVAL POWER RECEPT		0.18	B	0.18		FESTIVAL POWER RECEPT	8
9	FESTIVAL POWER RECEPT	20/2	0.18	A				10
11	FESTIVAL POWER RECEPT		0.18	B				12
13	SPARE	20/1		A				14
15	SPARE	20/1		B				16
17	SPARE	20/1		A				18

LOAD	CON LD (KVA)	DEM FCT (%)	DEM LD (KVA)
SUB FEED		100%	
LIGHTING		125%	
RECEPT <10KVA	1.80	100%	1.80
RECEPT >10KVA		50%	
MOTORS ALL		100%	
LARGEST		25%	
HEATING			
COOLING			
KITCHEN		100%	
MISC. & COMP		100%	
MISC CONT.		125%	

KVA/PHASE A: 0.90 CONNECTED LOAD IN KVA: 2
KVA/PHASE B: 0.90 DEMAND LOAD IN KVA: 2
MAXIMUM AMPS PER PHASE: 8

SPECIAL INSTRUCTIONS:
NOTE:

PANEL NAME:	**C**	BUS RATING (AMP): 200	1PHASE
LOCATION:	E FESTIVAL POWER	VOLTAGE: 120 / 240	3 WIRE
SHORT CIRCUIT RATING:	10,000 AIC	MAIN BKR: ##	
MOUNTING:	SURFACE	FEED: BOTTOM	
NEMA RATING:	4X	NUMBER OF POLES: 18	

NO.	CIRCUIT DESCRIPTION	CB/PH	KVA	PH	KVA	CB/PH	CIRCUIT DESCRIPTION	NO.
1	FESTIVAL POWER RECEPT	20/2	0.18	A	0.18	20/2	FESTIVAL POWER RECEPT	2
3	FESTIVAL POWER RECEPT		0.18	B	0.18		FESTIVAL POWER RECEPT	4
5	FESTIVAL POWER RECEPT	20/2	0.18	A	0.18	20/2	FESTIVAL POWER RECEPT	6
7	FESTIVAL POWER RECEPT		0.18	B	0.18		FESTIVAL POWER RECEPT	8
9	FESTIVAL POWER RECEPT	20/2	0.18	A				10
11	FESTIVAL POWER RECEPT		0.18	B				12
13	SPARE	20/1		A				14
15	SPARE	20/1		B				16
17	SPARE	20/1		A				18

LOAD	CON LD (KVA)	DEM FCT (%)	DEM LD (KVA)
SUB FEED		100%	
LIGHTING		125%	
RECEPT <10KVA	1.80	100%	1.80
RECEPT >10KVA		50%	
MOTORS ALL		100%	
LARGEST		25%	
HEATING			
COOLING			
KITCHEN		100%	
MISC. & COMP		100%	
MISC CONT.		125%	

KVA/PHASE A: 0.90 CONNECTED LOAD IN KVA: 2
KVA/PHASE B: 0.90 DEMAND LOAD IN KVA: 2
MAXIMUM AMPS PER PHASE: 8

SPECIAL INSTRUCTIONS:
NOTE:

0 5 10 20 40
SCALE: 1" = 20'-0"
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EAGLE HARBOR WATERFRONT PARK
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REVISIONS

PANEL SCHEDULES & CALCULATIONS

E2

Waterfront Park/City Dock Master Plan

City of Bainbridge Island

April 15, 2015

Studio Cascade
Community Planning & Design

Introduction

Figure 1.01 - Waterfront Park is a hub of activity, including direct access to the water for a wide variety of recreation. *(Image source: Studio Cascade, Inc.)*

Park History

The park's current form has evolved without the direction of a comprehensive master plan. Over time, citizen groups and the City have made piecemeal improvements to the park, such as play equipment, benches, courts, memorial trees, trails and pathways, artwork and landscape enhancements.

Demolition of government housing along Shannon Drive and the removal of 300 feet of the roadway increased usable park space. Since the removal of the housing, three major project undertaken by the City have greatly improved the quality and use of the park.

The City of Winslow acquired and developed the site as a park in 1975. This project originally included tennis courts, picnic tables, lighting, 52 parking spaces, mooring buoys, a building remodel and tot lot play equipment. In 1985 a second project included building the public boat launch and dock, both of which were funded by the Interagency Committee for Outdoor Recreation (IAC).

Figure 1.02 - The Community Center, created by linking two existing houses with a meeting room and vestibule, has become an activity center within the park. *(Image source: Studio Cascade, Inc.)*

The community center was created in 1993, linking two existing houses with a meeting room and vestibule. Significant site work was done around the building, including sidewalks, seating areas, a terraced garden, steps to the upper park area, two small parking areas and an entry drop-off loop.

The City realigned Brien and Bjune Drives, reducing the number of cars driving through the park in front of the Community Center, providing additional parking spaces and improving crosswalks between the park and areas north of it. These improvements, and those made earlier, transformed the park in to an island-wide recreational destination.

Since 2004, the City has enclosed a portion of the tennis courts to create a fenced-in boat storage area and expanded the community center to house a thrift store. Enclosing the boat storage area also involved some paperwork with the Interagency Committee for Outdoor Recreation – now called the Recreation and Conservation Office (RCO) – confirming that the dedication of that park area to a private use is offset by acquisition of public parkland elsewhere. The City also constructed a restroom near the designated boat trailer parking just uphill from the boat ramp.

The Park Today

Jurisdictional context

The entirety of Bainbridge Island comprises the city limits for the City of Bainbridge Island. The Bainbridge Island Metropolitan Parks and Recreation District (BIPD) owns, operates and maintains more than 1,100 acres of parkland on the island. Unlike many other park facilities on Bainbridge Island, however, Waterfront Park and City Dock remain in the City's inventory. The City is therefore responsible for capital investment, operational management and maintenance of the park and dock. The City's Harbor Commission, an advisory commission appointed by the City Council, assists with the planning and operations of the dock. The City also employs a full-time harbormaster within the Police Department, charged with collecting transient moorage fees, parking payments, staffing the Harbor

Commission and ensuring the continuity and safety of the dock and harbor operations.

The City and BIPD often collaborate on parks and recreation issues, and they have a history of joint planning. They often cross-sponsor recreation events and ensure that the island's parks and recreation facilities are used and programmed to ensure continued community benefit. The facilities at Waterfront Park and City Dock, however, are specialized and an important Winslow legacy. The City has wished to retain jurisdiction over this specific parks and recreation asset, allowing BIPD to manage the vast majority of other parks facilities and to run the bulk of the island's recreational programs.

Figure 1.03 - Waterfront Park's City Dock has served for decades, but it is showing its age, with undersized floats and a boat ramp that does not reach low-tide levels *(Image source: Studio Cascade, Inc.)*

Physical characteristics

Waterfront Park encompasses slightly more than five sloping acres, trending downward toward Eagle Harbor from Bjune Drive.

Park users

Many of the park's user characteristics and demands remain the same today as they did in 1997 and 2004, when the following words were written.

> Waterfront Park is used by island residents and visitors alike. Children play throughout the park, centering most of their activity around the play equipment adjacent the Town & Country Market's parking lot. These young children enjoy the outdoors and their temporary freedom from the constraints of the grocery cart as families take a quick break from shopping.

During annual and seasonal events such as Fourth of July festivities and evening concerts in the park, users gather in the park's open areas. Daily commuters use the park as a connection to the ferry terminal. At midday, office workers and shoppers meet in the park for informal lunches or group meetings. On weekends, users of all ages gather at the park to stroll along the paths, sun bathe and read. Small groups of kids play throughout the park while boaters

cruise the shoreline and residents gather for tennis or other active recreation. And throughout the day island residents come to the park to participate in the rowing and sailing activities that are popular year round.

Waterfront Park is approximately 5.5 acres (600 feet long and 400 feet wide). About 40% of the site is wooded with many trees over 15 inches in caliper. About half of the trees are evergreens (Firs and Madronas). The site drops about 45 feet from North to South averaging just over 10% slope. The park has been graded into a series of flat benches bordered by street right-of-ways with slopes transitioning between them. These streets and other site improvements have compromised linkages between the various areas and activities throughout the park.

The south boundary of the park is Eagle Harbor and the north edge abuts Bjune Drive and the rear parking areas for commercial properties along Winslow Way. The east and west edges of the site are bounded primarily by residential properties.

Park users could be better served if the overall layout were improved. Access to the park is not well marked, there is no obvious pedestrian connection from either the retail corridor or the ferry terminal, and the park is not yet linked to the waterfront trail system as proposed in current City planning documents. The current space available at the public pier for boat moorage limits the number of daytime and overnight guests that visit the park and adjacent retail corridor. Facilities and services for boaters range from limited to inadequate.

While the City and the community has increased its planning focus on Waterfront Park and City Dock and their potential to enrich the Winslow experience, the park's essential user characteristics have remained relatively consistent over the past 20 years.

Current condition

The grounds of the Park are generally well maintained and in good condition. The grass is well kept and most trees are in good health. The shrub beds are well defined and of mostly native species. However, invasive species have become an increasing concern. Most of the credit for the park's sustained maintenance is due to the diligent attention of the park's maintenance personnel and support of community volunteers.

Much of the park's infrastructure is showing signs of age. The paths, steps, lighting and drainage systems are all in need of repair or improvement. They are inadequate for current demand and often do not meet ADA accessibility or safety requirements. The park rest room facility was demolished in 2002 and was replaced with a new structure upland from the boat launch and trailer parking.

City Dock is a busy place, and the City's Harbor Commission believes it can become even busier - to the benefit of Winslow and the community at large. The existing dock fails to provide adequate capacity for existing activities, with narrow floats, limited transient boat parking, and a launching ramp that does not extend beyond the low-tide line. The dock also does not extend to the limit of the City's lease boundary with the Department of Natural Resources. The community considers the dock an underutilized asset, with opportunities to improve its basic condition and functionality and to extend the reach of the dock to the full DNR lease limit.

The park's aging infrastructure and the community's desire to upgrade the park, improve the condition and capacity of City Dock, and enhance the overall experience have motivated this master plan's preparation.

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Previous work

Comprehensive planning

The Bainbridge Island Metropolitan Parks District (BIPD) covers the entirety of Bainbridge Island, but the City owns, operates and maintains Waterfront Park and City Dock. BIPD included the park and dock in its comprehensive parks and recreation comprehensive plan in 2009 through an intergovernmental agreement. Inclusion in the plan made the City eligible to receive Recreation and Conservation Office (RCO) funds through 2013. The District and City, however, have not executed a similar intergovernmental agreement for this cycle of comprehensive parks planning, leaving the City to its own devices to ensure compliance with RCO planning requirements. If the City does not comply, it will be ineligible for RCO's Local Parks Program and Boating Facilities Program funds.

The City of Bainbridge Island and the Bainbridge Island Municipal Parks District may still work together to prepare a comprehensive plan for the parks and recreation facilities and programs on the island. The City is considering using its Shoreline Master

Figure 2.01 - Waterfront Park has been the focus of decades of community interest, including the development of various master plans and this representation from the *Winslow Tomorrow* process. *(Image source: City of Bainbridge Island.)*

Figure 2.02 - Waterfront Park master plans have suggested ways to manage the wide variety of demands on the park's landscape, but the City has struggled to implement plan recommendations. *(Image source: Studio Cascade, Inc.)*

Program to establish RCO compliance if the District and the City cannot adopt the intergovernmental agreement to secure collaborative planning.

Here are some of the 2008 plan's findings:

- *Bainbridge Island's 2008 population of 22,600 is forecast to increase by 30% to 29,500 by 2025*
- *Island residents continue to value parks and open space as indicated in surveys conducted as part of this update*
- *BIPD and the City of Bainbridge Island currently own 1,375 acres of parks and open space properties distributed across the island, or 60 acres per 1,000 residents. There is a specific need now and in the future to increase parks, amenities, and open space properties in the Winslow core as well as in the other neighborhood centers*
- *This plan presents ways to meet the increased demands of population. Highest areas of concern relate to acreage, shorelines, trails, playgrounds, and community facilities*
- *There is a projected shortfall of parkland, open space, facilities, and programs on the island, and as lead agency BIPD will acquire, develop, and manage these additional resources*
- *A key element in addressing these shortfalls came with the passage of a 2008 park levy lid lift which provides additional funding for acquisition and development of parkland*

To meet future needs, BIPD will continue to provide recreational programs, and work in partnership with other agencies and organizations to generate a wide variety of offerings

This parks and recreation comprehensive plan identifies specific projects slated for development in Waterfront Park. According to the plan, future projects may install a crew house, skateboard furnishings, sand volleyball court and cultural interpretive signs. It also mentions a potential expansion of the community center. A 2008 resident survey informed the plan, helping to establish a list of facilities desired for inclusion in Waterfront Park. More recent community thoughts on the

park's future seem to differ, however. And there is no mention of an expanded dock.

Park master plans

While the issue of system-wide comprehensive planning may be elusive, the issue of previous planning and design for Waterfront Park and City Dock is not. The City has performed three master plans for the park over the past 20 years, with this effort constituting the fourth. Dedicated park master plans were prepared in 1997 and 2002, and the park featured largely in the overall master plan for Winslow in the Winslow Tomorrow effort (described below). These three previous park master planning effort involved substantial community engagement and hundreds of hours of planning and design effort.

The 1997 Plan

This master plan described a use pattern that still exists, accommodating the needs of local users while also becoming something of an island-wide attraction. According to that plan, kids enjoy the playground while parents shop at T & C, daily ferry commuters walk through the park on the way to the ferry, occasional festivals and summertime evening concerts fill the grassy clearing, Winslow employees take midday lunches, and weekend walkers, boaters and tennis players enjoy leisure hours there. Even so, it noted park the park is under-utilized, mainly because of unclear connections to the ferry terminal, lack of available services for boaters, and indistinct connections to Winslow's commercial district.

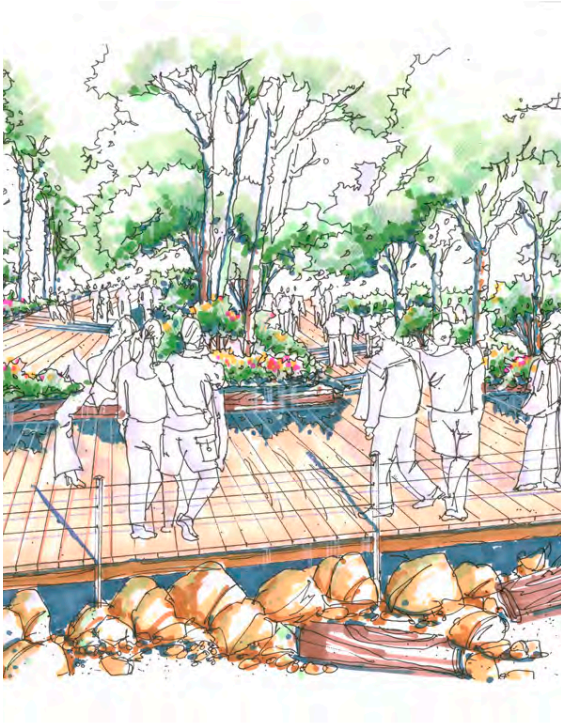

Figure 2.03 - Previous plans have proposed innovative ways to manage conflicting priorities on the site, such as in this 2007 proposal to increase access to the forested areas while also protecting the site's buried cultural resources. *(Image source: City of Bainbridge Island)*

The master plan introduced the concept of terraced use areas, reflected in the 2002 master plan and in Winslow Tomorrow. But this plan proposed pulling the waterfront trail upland and regrading the water's edge. It based its recommendations on six goals:

1) *Maintain the existing character and informal nature of the park while planning for anticipated increases in use*
2) *Improve existing infrastructure*
3) *Create a sense of community between differing use areas to allow the park to feel and function as a whole*

4) *Establish an improvement and restoration plan that is incremental yet feels complete at each phase of construction*
5) *Improve animal habitat, the ecology of the site and its role in the larger environmental patterns of the island*
6) *Integrate and link park improvements with other Winslow Master Plan improvements*

The 2004 Plan

This plan repeats much of the 1997 plan, adjusting it in response to another round of community engagement. Public input was mostly consistent with that in 1997, except for increased importance placed on views to the water. This plan also added a new planning goal to strengthen the park's connection to the water. Part of this is the proposed introduction of a sandy beach, an element that appeared in the City's Aquatic Lands Enhancement Account (ALEA) grant in 2008.

Based on the community survey with 820 responses:

- *Almost half of users are frequent park users*
- *Almost half of users use the park year-round*
- *The vast majority of users come for unorganized activities*
- *Active uses (tennis/basketball) received the smallest amount of support*
- *Most respondents prefer the informal character of the park to a more urban park aesthetic*
- *Improved walkways and pedestrian connections are widely supported.*
- *There was support for the belief that this park and its activities should be focused on enjoyment of Eagle Harbor (both passively and actively)*
- *There was strong support for improvements to the shoreline experience through upgrades to walking paths, the pier, boat launch and bathrooms.*
- *Most respondents believe the play area should remain where it is*

Winslow Tomorrow

"Winslow Tomorrow" was a multi-year, community-driven urban design process, initially charged with planning the reconstruction of Winslow Way. The conversation and scope of the project gradually increased, however, indicating the significance of the street design and its relationship to the rest of Winslow.

Waterfront Park and City Dock were incorporated into the enlarged scope, and the community produced a master plan reflecting the ideals and aspirations voiced at that time.

The plan included significant improvements to the park, creating a central "portal" to welcome visitors from the north, an above-water boardwalk with new slips for non-motorized boats, an amphitheater, and a series of walkways through a forested area emulating a natural coastal forest.

A very important component of the park's concept involved land outside the park's boundaries. Winslow Tomorrow asserted that the connection from

central Winslow to the park should define the park's character and, ultimately, ensure its success.

The park's role

Both the 1997 and 2004 master plans provide a rather poetic description of Waterfront Park's role, repeated here. Many of the tensions and characteristics described in the park's role are still part of the park dynamic today. And they play out in this updated version of the master plan and in the community's conversations, too. The park is a dear community asset, both in the way it serves the recreational needs of locals and enriches the visitor experience.

Waterfront Park is one of the most important civic and social outdoor gathering places for island residents. It welcomes club events, annual festivals, summer performances, special events, caroling, picnics, music performances, school functions and more. The Community Center is the home for many senior services and activities as well as other community service groups and activities can be seen perhaps as the hub of the park.

For children, the grassy play areas, swings, slides and the shoreline are magnets that draw them together to learn about sharing and playing with each other and with different age groups. For families and others, Waterfront Park is also a pleasant picnic area. It provides sunny lawn areas for play and relaxation and easy access to the water's edge for boating and tranquil views of the water.

However, Waterfront Park has little to hold teens' attention. A secluded area on the east end of the park with a small basketball court and benches offers some rest from the eyes of adults, but it is hardly a place "to hang". It does not serve the important teen function of being a place where you can see and be seen.

The park is also the City's major public access point to the water's edge. Elsewhere on the island a few road ends, open spaces acquisitions and two State parks (Fort Ward and Faye Bainbridge) provide other access points to the water. Only Waterfront Park is supported by a wide range of restaurants, business and retail activities in close proximity. This allows friends to meet and share a coffee, lunch or conversation in the park or along the waters edge.

Public input indicates that some islanders wish to preserve the park's existing visual and physical separation from the Winslow Way corridor. They would prefer it remain a special place to be discovered within the city. Some wish to retain the park's informal character and to avoid the structured urban design found in other regional waterfront parks.

To many others the park is an asset not developed to its full potential. Some see this park as the central open space for island wide gatherings yet feel that it is ill suited to sustained intensive use. Others wish to see the park act as a magnet drawing people and activity to the retail core of the island.

The park accommodates several major pedestrian paths that connect other destinations. For tourists and residents alike, the east-west linkage between the ferry terminal and the expanding activities along Madison and Parfitt Way is an increasingly popular route. The north-south axis, between BPA, Winslow

Way, the Community Center and the shoreline is also a major pedestrian connector. This north-south path is proposed to be extended out to the High School Road area (see Winslow Master Plan) improving pedestrian access to the park.

The future Waterfront Park will need to support upwards of7,500 new island residents. Up to 50% of this growth will likely occur in the greater Winslow area (see Winslow Master Plan and Comprehensive Plan) Waterfront Park must continue to serve a dual role. First it must provide an informal setting for passive and active uses while connecting the public to the water's edge. Second it must serve as a downtown civic space that accommodates public functions and enhances the local business corridor, helping to keep the town center vibrant and alive. A consensus on the future role, character and design improvements for the park will occur only if Waterfront Park has as its core identity a design that recognizes and integrates this dual role.

The main issue to be addressed in designing future improvements is how to maintain the park's informal character while providing a seamless connection to the more active and urban town center.

Enduring priorities

There are several consistent themes that endure through these successive waves of planning, underscoring the community's strong attachment to the park and dock, its familiarity with the space, its hopes for increased public use and its general dissatisfaction with the park's and dock's current condition. The park is seen as a place with unrealized potential, a community treasure in need of attention, improvement and maintenance.

Specifically, the community has identified these priorities, shared in all of the last 20 years of park planning efforts, and expressed in terms of nine essential park components:

City dock

City Dock plays a large role in Waterfront Park. Recently, the Harbor Commission has been working on plans to improve and expand the dock, creating a facility large enough to accommodate peak summer season demand – both for visitors to the island and for local recreation. The dock is a busy place, and proposed dock improvements would provide increased opportunity for transient mooring and for non-motorized boat launching. The dock's importance to the park is underscored by the level of historic investment that has been made into the facility and the amount of space within the park that is devoted to serving the dock and its uses.

Rowing club

Bainbridge Island Rowing (BIR) now leases 6,000 square feet of land from the City to house its boats and equipment. While this lease is a relatively new development in the history of Waterfront Park, rowing has been a popular component of the park's uses for years. Recently, BIR has begun raising funds to construct a boathouse on the site, enclosing the boats and equipment on a lower floor and providing usable square footage

above. Plans for the boathouse are not finalized, with the ultimate design influenced by the outcome of this park-wide master plan.

Sketches here represent some of BIR's design concepts and are not intended as any sort of commitment as to what a future boathouse would look like. The drawings are meant to give a sense of scale and intention underpinning the overall proposal.

Waterfront Trail

Waterfront trail is a popular community amenity, running from the marina in Eagle Harbor to the ferry landing. Every vision for Waterfront Park's future includes it, but the vision for the trail specifically – so far – has been one of functionality. The trail now hugs the shoreline in the marina district and along Waterfront Park. It dodges inland in places to avoid conflicts with private waterfront property west of Waterfront Park, and with the ferry maintenance facility to the east.

From west to east, the trail enters Waterfront Park on Shannon Drive, working its way to the water's edge via the boat launch, then paralleling the water along the top of a bulkhead. The trail exits the park across Winslow Ravine via a pedestrian bridge. On the other side of the ravine, the trail continues behind the WSDOT facility and meets up with the ferry landing parking lot.

Links to Winslow

The message from "Winslow Tomorrow" was clear: connect Waterfront Park to downtown Winslow. The 1997 and 2004

Figure 2.04 - Waterfront Park now has an inventory of attributes and facilities that should remain part of the park's future, including Waterfront Trail, City Dock and an intimate connection to downtown Winslow. *(Image source: Studio Cascade, Inc.)*

master plans describe the importance of the relationships between Winslow's commercial district and the park. Establishing these linkages will be an important consideration in this plan, even though much of what needs to be done to make the linkages work lies outside the park. The character and quality of downtown connections will influence Waterfront Park a great deal – something this plan should recognize in its design.

Topography may be a challenge, since the park exists more than 10 feet down-slope from Winslow Way, descending another 35 feet to the water's edge. But the distance between the park and the

edge of commercial Winslow is short, begging for a degree of connection between the two that's missing today.

Community Center

Recently enlarged, the community center provides a variety of community services, including senior activities. A recent remodel of the facility introduced a thrift store. Located on Brien Drive along the park's northern uphill edge, the center has immediate access to on-street parking and a view of Waterfront Park.

The facility will remain in all envisioned futures for the park, but its role may change. BIPD's island-wide parks and recreation comprehensive plan calls for expanding services offered there, particularly those tailored to youth. Regardless, the community center is a popular and enduring Waterfront Park feature, providing all-weather activity space and a place for community events near the water.

Gathering spaces

Every plan done for Waterfront Park extols the value of open spaces, but they do not necessarily agree on what they should contain. For instance, Winslow Tomorrow proposed an amphitheater where the boat stage now stands. The Parks District calls for a sand volleyball court somewhere in the park. Summertime festivals and concerts demand large spaces, accessible to all and within earshot of live performances.

The current configuration of spaces and activity areas is an amalgamation of individual features, adapted over time and generally conforming to the park's sloped condition. This master plan provides an opportunity to imagine and explore other arrangements – even other activities, viewed from a more comprehensive perspective.

Waterfront & local history

Waterfront Park provides more than 600' of frontage on Eagle Harbor. A lot of effort has been put into the harbor too, cleaning it of creosote, evicting live-aboard vessels and actively incorporating it in local recreation, including sailing classes and promoting it as a part of an island-wide water trail. Puget Sound's "Mosquito Fleet" used to access Winslow near Waterfront Park, and the island's Native American population was active there.

The community has long considered ways to improve the park's shoreline, even proposing a new beach east of the dock. That proposal – based in part on the outcome of Winslow Tomorrow – was persuasive enough to win funding from the State in 2008. It recognized the value of an accessible and attractive waterfront (and protected archeological sites), and also called for placing fill material in the harbor to create the beach. The City abandoned the project shortly after the grant award, unable to raise local matching funds. Environmental obstacles may have also played a part.

Boat launch

There aren't many public boat launches on Bainbridge. In fact, the ramp at Waterfront Park is one of only two. And it doesn't function well at low tide, with the concrete ramp ending in exposed

mud. The launch's importance is evidenced by its continued appearance in park plans, but its value is lessened by limited serviceability.

It's very likely that a boat launch will remain a feature of Waterfront Park. But the facility needs improvement if it is to become fully functional. Extending the ramp might be ideal, but environmental constraints could make that difficult and expensive. Other improvements, like renovations to the concrete surface and improving the transition to the ramp approach, may make the ramp more serviceable – even if only at higher water levels.

Wooded areas

While there is a large, grassy field in the middle of Waterfront Park, there is also a substantial stand of trees between that field and the water. The community appreciates what those trees offer, providing adventure for youngsters, habitat for parkland fauna and a sense of a more natural character that makes this park distinctive. All of the earlier master plans recognize the value of the wooded areas and seek to preserve them. And the community today agrees.

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Process

Figure 3.01 - The City hosted public workshops in June 2013 to open the current discussion on what to do with Waterfront Park. *(Image source: City of Bainbridge Island)*

WSF settlement

After years of discussions, deals and deliberation, the Washington State Ferries paid the City of Bainbridge Island $2 million in a settlement agreement. The money compensated the City for the State's taking of a local community boat yard for the construction of a state ferry maintenance facility.

C1ty Council adopted a resolution in June 2012 to guide how these funds are to be spent, mandating that they be dedicated to capital improvements for facilities that have a "water nexus." The decision was one not easily reached, and the community has differing interpretations of what a "water nexus" means. Still, the intent is clear that the settlement funds must be spent on improvements that in some way honor the elimination of the community's boat yard. Waterfront Park and City Dock improvements have been identified by the Council as appropriate, and the Council dedicated a portion of the settlement funds to prepare this master plan and to design specific park and dock improvements.

Figure 3.02 - Results from the June 2013 workshops were the springboard for the master planning process, suggesting a range of design ideas incorporated into the final plan. *(Image source: City of Bainbridge Island)*

June 2013 workshops

The City kicked off the master plan update with two community workshops, both held in June of 2013. One involved a walking audit of the park and Winslow, examining the underlying value in the connections between the two areas and how they can best be actualized. The walking audit, led by Dan Burden and sponsored by Sustainable Bainbridge, also explored how the park's setting, views and uses can be best appreciated in design.

The second workshop, conducted at the Community Center on June 30, focused on converting the walking audit's findings into actual, physical recommendations. Participants reflected on the walk, noted the types of features they appreciate or would like to see in the park and then separated into small groups. The groups annotated park site plans, identifying site opportunities, constraints and the types of features that can take advantage of what the site offers.

Results from these workshops generally confirmed that what the master plans called for in 1997, 2004 and 2007 are still relevant today. They did add nuance, however, identifying more precisely how view opportunities can be leveraged, where trails can be aligned, what types of interpretive signs should be placed where, how the Waterfront Trail can be enriched, how City Dock should be improved and what should be done to facilitate increased rowing and non-motorized boat use. There were 10 group worksheets turned in, each with multiple recommendations for specific park improvements. Elements emerging from these worksheets and the workshop's other activities informed the vision and organizing principles described later in this plan.

Community survey

More than 850 residents responded to the community-wide survey, indicating their preferences for Waterfront Park features and facilities.

(This section will be expanded to add more on results and analyze commonality among plans.)

Community Studio

The City convened a four-day community studio in January 2014 to review the results of the June 2013 workshops, affirm an updated vision for Waterfront Park, and produce a conceptual park design framework that would underpin the revised master plan and lead directly to grant applications and construction projects. This studio incorporated multiple dimensions, with an introductory open house, self-directed exercises, direct conversations with design team members, community workshops and a concluding presentation and work session with City Council. The event was designed to get as much community feedback as possible in a concentrated flurry of design activity, making the process transparent, honoring work done in June and concentrating on producing an actionable park and dock design with broad community support.

Themes

Three generations of plans identified similar types of improvements to Waterfront Park, and all identified a set of tensions that make it difficult for the community to support substantial, transformative investment in it. While the community appears to desire a Waterfront Park and City Dock that are different from what exists today, some deeply embedded differences in overall expectations of the park make it difficult to set a compelling, popularly supported direction. As noted in the 1997 plan, competing interests of Winslow's

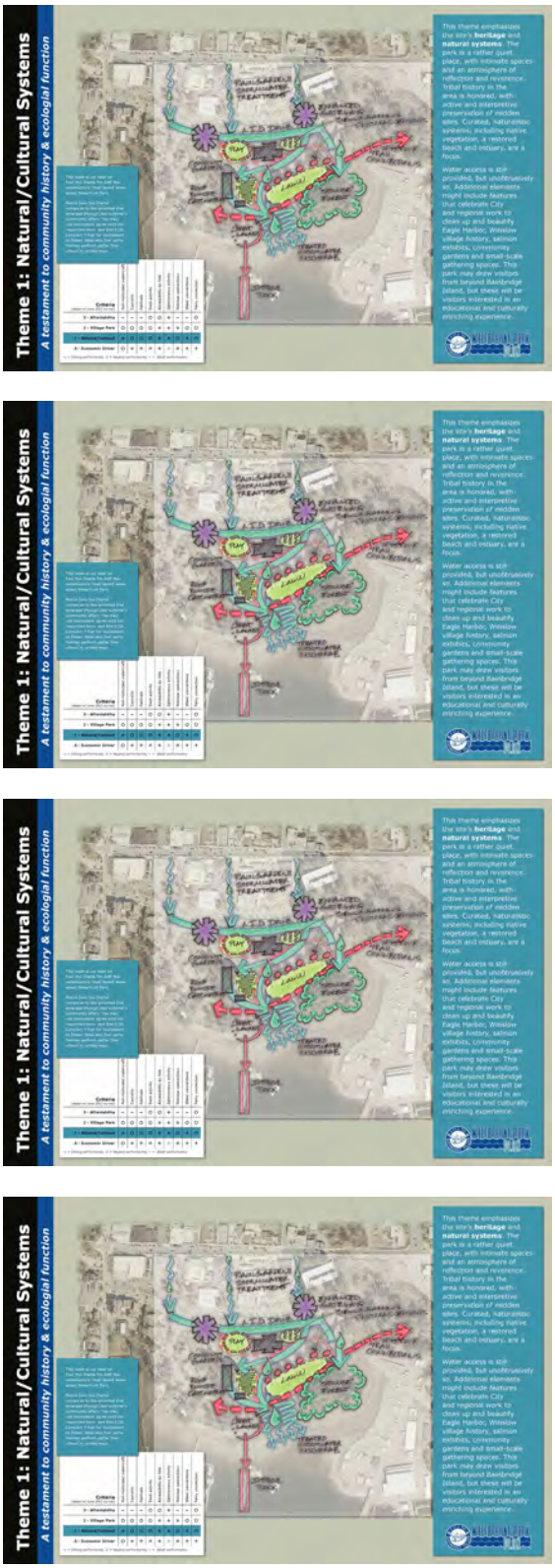


Figure 3.03 - Developing a vision for the park - telling its story - required looking at the park's role from different thematic perspectives. *(Image source: Studio Cascade, Inc.)*

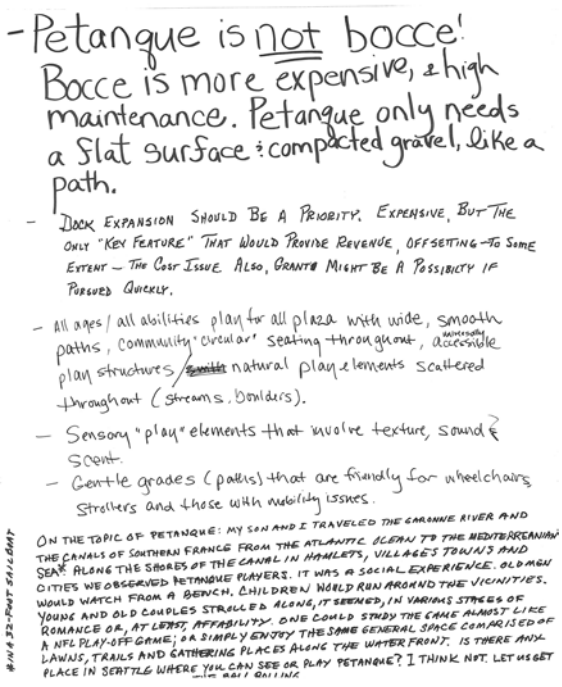


Figure 3.04 - Participants in the community studio took advantage of the "grab-bag" comment board on hand, explaining their hopes for Waterfront Park facilities and activities. *(Image source: Studio Cascade, Inc.)*

merchants to use the park as an economic development asset, adjoining neighbors to use it as a neighborhood park and the island's residents to use it as a community-wide destination have made the adoption of a single vision difficult.

This master planning process required that a vision be applied to the park, and the community studio dedicated much of its effort to generating one. The design team proposed four distinctly different perspectives on the park's future, playing out where different priorities may lead. These themes underpinned much of the studio sessions, allowing participants to assess how their expectations of the park complement or conflict with different envisioned outcomes. Participants could also view how each theme related to the results of the 2013 community survey on the park, testing how each performed with respect to serving non-motorized watercraft, hosting concerts and festivals, accommodating dock activity, being accessible by foot, accommodating spontaneous activities, making connections to Winslow, enhancing relationship with the water, and making connections to the ferry terminal. Each theme performed differently, responding to community expectations in different ways.

(Add thematic illustrations, feature photos.)

Theme 1: Natural/Cultural Systems

This theme emphasizes the site's heritage and natural systems. The park is a rather quiet place, with intimate spaces and an atmosphere of reflection and reverence. Tribal history in the area is honored, with active and interpretive preservation of midden sites. Curated, naturalistic systems, including native vegetation, a restored beach and estuary, are a focus.

Water access is still provided, but unobtrusively so. Additional elements might include features that celebrate City and regional work to clean up and beautify Eagle Harbor, Winslow village history, salmon exhibits, community gardens and small-scale gathering spaces. This park may draw visitors from beyond Bainbridge Island, but these will be visitors interested in an educational and culturally enriching experience.

Theme 2: Village Park

This theme emphasized Winslow's small-scale look and feel, creating a park serving as a type of "backyard" to downtown. Features focus on island resident needs, providing a range of neighborhood and community facilities. The park is organized as a cohesive framework, with revisions to facilitate major improvements (such as the proposed boat house) as "plug-in" features driven by local organizations. Connections to downtown are prominent, with ties to the ferry terminal less so.

Non-residents might discover the park more by accident than by design, finding it along the waterfront trail or by first visiting downtown. Village Park is all about locals and local activities – something of an inside secret, a feature that makes living in Winslow a bit more special, part of life in a unique seaside village.

Theme 3: Affordability

This theme kept it simple and pragmatic, using existing funds ($1.8 M) for checklist items identified in the most recent master plan and in recent public engagement processes. To a large extent, available funding would guide decision-making and design. For instance, City Dock would likely not be expanded as fully as the Harbor Commission envisioned, and upgrades and repairs to what's already in the park would likely predominate. This theme supported the park largely as-is, changing little in the way of character or overall use.

Figure 3.05 - Participants thought about how to invest time, energy and other resources into the park's various elements, dropping chips among the choices. *(Image source: Studio Cascade, Inc.)*

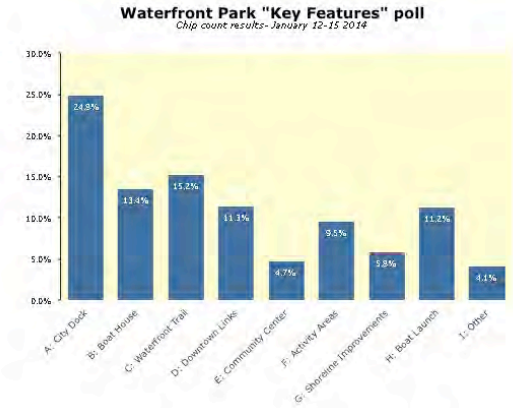


Figure 3.06 - An open house held at the Community Center on Sunday, January 12, drew a large and interested crowd. *(Image source: Studio Cascade, Inc.)*

Theme 4: Economic Development Driver

This theme emphasized an economic development and regional entertainment purpose, making the waterfront a tourist destination fitting its world-class, Puget Sound location. The dock and the water's edge gets redesigned to accommodate a wide variety of recreational activities, including boat launching, float planes, transient moorage, sailing and a wide range of outdoor events.

This park would become a regional attraction, visibly and conveniently tied to the ferry's pedestrian terminal and to downtown, with every effort expended to draw people to the park from throughout Winslow.

Outdoor performance venues, gathering spaces, opportunities for concessionaires and views across the water will dominate the park's landscape. This will be an active, lively and crowded space.

Open house

Held on January 12 – a Sunday – in the Community Center, the open house invited islanders to spend a portion of their afternoon with representatives from Sustainable Bainbridge, the City and the design team. Scheduled to run from 1:00 to 6:00, the last participant left the event at 7:30. Community interest in the project, consistently high throughout 20 years of planning and anticipation, kept open house conversations going for hours. The open house displayed results of the June 2013 workshops and introduced community members to the rest of the process, summarizing past plans, presenting the design team's thoughts on essential park characteristics and introducing the concept of the four distinct themes.

Participants were asked to describe their park and dock priorities by indicating how much energy, time and money should be dedicated to what type of activity or facility. This "Chip Drop" exercise lasted throughout the four-day studio, but it was a centerpiece of the open house. More than 450 chips were dropped into various categories, indicating relative community interest in each. The exercise was not supervised, however, so there was no control on how closely participants followed instructions or limited themselves to the number of chips each was allocated. There were reports that some may have "borrowed" chips from others to more

heavily favor their own interests, but, still, even that demonstrates a certain level of passion and commitment that this project can evoke.

While the "Chip Drop" tally cannot claim to be a statistically significant representation of the community's sentiments, the results confirm that the nine essential elements described earlier in this document appear to have universal community support for inclusion in the plan – albeit at different levels.

Participants also had opportunities to make general comments about the park and dock master plan. Seven flip chart sheets were filled, top to bottom, with public comments, written in the hand of the author. These sheets ultimately were displayed throughout the studio and workshop sessions, allowing participants to view others' comments and – for those who wrote comments – to see how their comments were reflected in the overall process.

Studio sessions

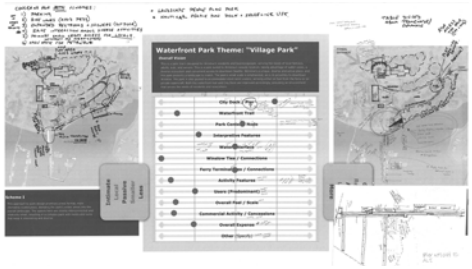
Three full days of studio sessions followed the open house, running Monday through Wednesday in city hall's council chambers. Design team members opened studio doors to the public at noon, welcoming lunchtime visitors into the studio and touring them through the process. Visitors were able to watch the designers in action, contributing their thoughts to the conversation, making suggestions and offering advice and insight. Visitors could participate in the studio version of the "Chip Drop" as well, adding their preferences and enhancing the

Figure 3.07 - The first workshop during studio week asked participants to consider the four themes and piece together a compelling, achievable vision for the park. Completed worksheets, like the one below, are included in the Appendix. *(Image source: Studio Cascade, Inc.)*

design team's understanding of what is important to the park and dock design process.

These studio sessions also included direct interviews and focus group conversations with community representatives. Design team members met with the Harbor Commission, the Madrona School middle school classes, the Arts and Humanities

Figure 3.08 - The second community workshop during studio week asked participants to weigh levels of intensity that the park should be asked to accommodate, finding ways to achieve the "Village park, visitor friendly" vision. Completed worksheets, like the one below, are included in the Appendix. *(Image source: Studio Cascade, Inc.)*



Council, Bainbridge Island Rowing, the Bainbridge Island Metropolitan Parks and Recreation District, Sustainable Bainbridge, and local businesspeople. The studio was an active place, with an almost unbroken hum of conversations, sketching, writing, and gesticulating – all attempting to translate hopes, expectations and intention into a compelling design.

Workshops

The studio week included two public workshops. The first, on Monday evening, January 13, focused on vision. The second, on Tuesday, focused on how to translate that vision into an overall plan of action.

Monday's workshop featured an introductory presentation, outlining the process, how early plans provided a foundation for the work in this process and the rationale for the different perspectives on a vision for the park. Participants then convened in small groups, sitting six or so per table, to review the different visions, critique them and indicate how they believed one, unified concept might emerge. They were asked to articulate that emerging vision, drawing elements of the others as appropriate to add depth and nuance.

Tuesday's workshop built on the results of the first and included a design evolution generated during the Tuesday afternoon studio session. The vision result from Monday – Village Park, Visitor Friendly – took shape in two contrasting alternatives. One emphasized a higher degree of formality and structure, with more grandly scaled spaces. The other emphasized intimacy and a more delicate spatial arrangement, with an emphasis on terraces in the western third of the park. Both schemes were scaled appropriately to satisfy the community's desires for a more village-style park, but each presented different philosophies in achieving it. Participants worked as they had on Monday, critiquing each alternative and making recommendations – which they then shared with the assembled group. The outcomes of that meeting directed

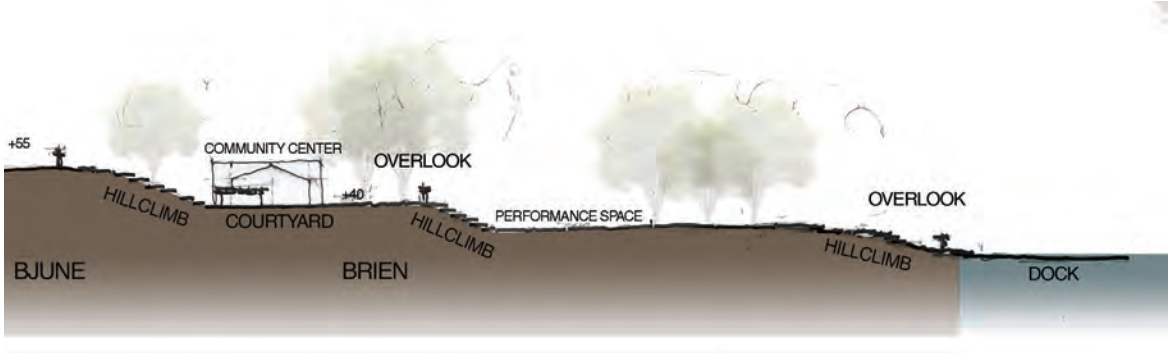


Figure 3.09 - The concept of terraces working toward the water was a major component of the Winslow Tomorrow plan, and it continues to be popularly supported in this process, too, especially along the major north-south axis that connects the Community Center to the dock. *(Image source: LMN Architects, Inc.)*

the design team in its preparation of the design framework during the studio session on Wednesday.

Results were tallied at the workshop's conclusion as part of the overall exercise, allowing all to see how other groups were handling each of the evaluative criteria. The table below provides a summary, with responses aggregated to help illustrate overall tendencies in response.

Council presentation

Council heard a design team presentation summarizing the studio results and describing the design framework. The framework built on the Village Park, Visitor Friendly message and incorporated guidance from the Tuesday workshop, arranging spaces and pathways as workshop results suggested. The resulting plan, based on the organizing principles described below, created a major north-south axis running approximately between the Community Center and City Dock, arranging a terraced set of intimately-scaled spaces that descend toward the water. The eastern two-thirds of the park remain largely natural in character, retaining the central grassy field and woods, but incorporating a more significant trail access that sweeps downward from Bjune Drive to a viewing terrace at the water's edge near the dock. City Dock was portrayed as extending waterward in a "hockey stick" configuration to take advantage of the available overwater leased area, with a second phase including additional floats if demand warrants.

City Council asked that the design continue in this general direction, noting also that it would be essential to emphasize connection to the water with any park improvements, that the first phases of development be identified clearly and that those first phases be supported by the community. Members of the audience who had attended the community studio events spoke in favor of the process and the design, congratulating Council on work to that point.

Design refinement

While the community studio successfully produced a park design framework, much still needed to be done to translate that overall vision and

direction into a workable, pragmatic and compelling design. The City developed a design refinement process to ensure that the design emerging through the refinement remained consistent with the studio's results and provided for additional public engagement through its completion. Time was of the essence for this part of the project, with grant application deadlines May 1 forcing decisions on the master plan and its priority implementing phases.

Ad hoc committee

City Council appointed an ad hoc committee to oversee City comment on the refined park and dock design. The committee included two members of City Council, the City Manager and the Public Works Director. These four were to work together to determine and run a design review process, culminating in official City response to the design team in terms of overall design, project phasing, master plan review, and grant preparation.

Design Review Board

Bainbridge Island's Design Review Board (DRB) also participated in the master plan and design review, hosting public windows into the process after the community studio and ensuring that the project's design complied with master plan principles and community direction. The DRB met three times after the community studio's conclusion to discuss the project, ultimately making its recommendation to the ad hoc committee and, by extension, the City Council.

DRB comments guided refinement of the master planning concept for the park and City Dock through to the 30% design phase, establishing the following priorities for approaching the park's improvements:

- *Establish an "armature" for the park's incremental improvement over time, grading the park to solve drainage issues, establish the proposed circulation system, and define various activity areas the master plan calls for.*
- *Coordinate with Bainbridge Island Rowing on the construction and improvement of the central plaza, ensuring the plaza's design and the design of the new rowing structure are compatible and mutually beneficial.*
- *Ehnance the water/land connection between the park and City Dock, ensuring improvements to the dock are matched by improvements to its connections to the rest of the park and - by extension - to the heart of Winslow.*
- *Enhance the connection between the southern edge of Winslow's commercial district to the park's northern edge, improving Bjune as a plaza space and completing the critical north-south axis - in terms of access, activity, and view - between Winslow and the water.*
- *Restore the forested areas as delineated in the master plan to further define and differentiate natural areas from activity areas.*
- *Incrementally construct improvements as illustrated in the plan to accommodate various parks activities, including open play, theater performances, picnics and other activities.*

City Council

City Council met January 15 to review the design framework resulting from the community studio. Then they met again on April 14, 2014 to review the master plan and to confirm which projects would be included in initial grant applications. The Council approved the proposed 30% design, with specific considerations, as follows:

- *Expanded access to the water along the waterfront trail.*
- *Proposed pavilion design be of a shed type of design incorporating post and beam construction and that it be moved further east.*
- *That the furniture and drinking fountains vocabulary be the same as recent public projects.*
- *Seating opportunities be increased within the Park.*
- *Maintain existing trail along the water and extend to the east forested part of the site all the way to the bridge pathway.*
- *That the stormwater treatment features incorporate sculpture and art.*
- *Add bike runnels to the stairs.*
- *That the stormwater circulation design be completed as part of a first phase to create the structure of the Park.*
- *Eliminate rails on pathways, as much as possible.*
- *Create a stepped terrace to transition between the parking court and the crushed rock multi-use area.*
- *That the Board confirms that the multi-use space is a valuable part of the plan.*
- *That the proposed boathouse or Rowing Club building design should also come before the DRB, as it is an important part of the multi-use space.*
- *Locations for public art be identified in order to assure appropriate utility services are included in the plan.*
- *Ensure stormwater runnels, or other treatment features, are sized to handle significant storm events.*

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Master Plan

Figure 4.01 - Waterfront Park is an active place, and the community wants to make it even more lively. Outdoor theater? Why not? *(Image source: Hough Beck Baird, Inc.)*

Organizing Principles, Goals & Vision

The vision of the park and dock as a Village Park, Visitor Friendly resounded during the community studio and workshops. According to that vision:

> This is a park that's designed for Winslow's residents and businesspeople, serving the needs of local families, adults, kids, and seniors. This is a park suited to Winslow's seaside location, taking advantage of water views, a diverse ecosystem and convenient access to downtown Seattle. Winslow's a unique, diverse and active place, and this park presents a landscape to match. The park's small scale is emphasized, as is its proximity to downtown Winslow. The park is also geared to accommodate short-term visitors, arriving either on foot from the ferry or on private watercraft. Both the waterfront trail and City Dock are improved accordingly, providing an environment that serves the needs of residents and newcomers.

The vision statement helps put in context the various organizing principles that accompanied this park's planning and strategy since it first became part of the City's public lands inventory. Master plans have recognized them, but this vision helps reshape a master planning response that embraces community input and builds on areas of agreement and aspiration.

Scale

Waterfront Park is slightly larger than five acres. It is not a large space, but it is also a complex one. The community understands that what can be done within this park is limited by its size and by its topography. The response is to provide a park design that incorporates and welcomes elements of intimate scale, creating plazas along the central spine that will be busy places and that will also be relatively small ones. Much of the park's attractiveness is in its more hidden spaces, providing a variety of experiences in a small area. Spaces should be sequenced and unique in response, allowing for surprise, a variety of activities and a sense of complexity that matches the natural complexity of the site. Still, this complexity should be managed simply, intuitively and elegantly. In short, the park should not be developed as a grand gesture. Instead, it should be comfortable, accessible and welcoming.

Connection

Connection, in both concrete and abstract meanings, has underpinned Waterfront Park hopes and expectations for years. Emphasizing the physical connections to downtown Winslow, to the water, to the ferry and to the surrounding neighborhoods emerged as critical conversation topics during the studio. But the theme of natural and cultural connections also emerged, creating a shift in park design to take advantage of connections to Native-American settlement, Japanese-American resettlement, the value and legacy of Eagle Harbor, proximity to Seattle, the importance of public art, and Bainbridge Island's emphasis on active living.

Physical connections suggest specific improvements to paths, managing ways in which people access the park and use it as a jumping off point to go someplace else. These connections help create synergy with places beyond the park's edge, and they're important strategically to assure the park's success. Much of the work to activate these connections, however, depends on actions taken beyond the scope of this project. The park's design can facilitate that work by establishing strong and appropriate connection points, emphasizing corridors and axes and otherwise setting up an internal circulation system that makes it relatively easy to match up to it when projects occur adjacent to the park.

The abstract connections suggest improvements to the ways spaces are arranged and interpreted, aligning views, incorporating public art and interweaving opportunities for reflection and learning. This aspect of connection will help the park succeed at an entirely different level, blending it into the community's consciousness and strengthening the community's attachment to it.

Figure 4.02 - Rowing and Bainbridge Island go together. It's a community-wide activity, involving participants from all age groups. There's even a high-school rowing program, and many of the boats are kept in Waterfront Park. *(Image source: Hough Beck Baird, Inc.)*

Activity

Waterfront Park and City Dock host activities. They are public spaces, and they are used. The overall use patterns described in the 1997 plan continue today. There are summertime festivals and concerts. Schools run field trips and hold classes. Sailing programs are packed with eager, youthful participants. Rowers, of all ages, hit the water before sunrise. Winslow employees eat lunch. Parents spend time with kids. Dog owners stroll the grounds with their pets. Visiting sailors tie up. High school students hang out. Seniors meet and engage at the Community Center. A lot already happens at the park, and this master plan will increase the park's intensity.

Waterfront

Bainbridge Island is, in truth, an island. The waterfront defines the community's edges, and the community has an intimate relationship with the water that surrounds it. Waterfront Park is a public space uniquely positioned to celebrate the community's close association with the water and the civic identity that is so closely tied to it. Throughout the master planning process, community members spoke of the potential to be able to view the water from every point in the park and, especially, to use this view of the water from the park's northern edge to invite visitors to wander down, through the park's spaces, to reach the water's edge. The waterfront is a defining element of the park, and its treatment and approach are critical to the park's success as a community gathering place and statement of civic identity.

Water access

Waterfront Park and City Dock are Winslow's sole point for public access to water. The area where the dock attaches to the land is one of the most active places in Winslow. It is where dock users transition from water to land. It is where BIR members launch rowing sculls. It is where park visitors find a sandy beach and a place from which to view water activities. It is where sailing school participants gather, check-in, and begin their instruction. It is where boaters launch craft from their trailers. It is a busy place. The community also wants it to become busier, with increased dock activity, increased popularity of sailing and rowing programs, and increased visitation from folks strolling between Winslow and the waterfront. Access to Winslow's water is a magnet for a variety of users, and this intense activity hub will need to negotiate a unique complexity of demands in a confined space.

Adaptability

There are a few programmed activities that will likely continue for some time in Waterfront Park, such as BIR activities, the sailing school, transient moorage at City Dock, the Senior Center, and use of the boat launch. But there are also scores of other activities in the park that are more fluid, spontaneous and free of structure. Outdoor concerts, open play, nature hikes, picnic lunches, field trips, art exhibitions, family strolls, and interpretive walks all happen here, too, and the park's spaces need to accommodate them. The park's design will need to respect the needs of the programmed uses, many of which define some of the park's essential characteristics. But it must also respect the somewhat less predictable needs of

Figure 4.03 - Summertime in Waterfront Park is busy, featuring movies, markets and music festivals. And the community likes it that way. *(Image source: Hough Beck Baird, Inc.)*

multitudes of other park users, creating a series of other spaces that are adaptable for a variety of purposes. A gravel central plaza can accommodate performances, petanque, art exhibits and periodic use by BIR. A plaza-style street in Bjune can accommodate outdoor expansion of senior center activities, special market events, art shows and relaxed, accessible viewing of water activities from above. A pavilion can accommodate outdoor movies, group picnics, events, instruction, and casual shelter. Accommodation of multiple uses will be key in the master plan's design, ensuring the park can serve a variety of uses today - and that it can adapt to a variety of uses tomorrow without requiring major reinvestment.

Goals

These goals are drawn from the 2004 master plan, which, in turn, adapted them from the goals incorporated in the 1997 plan. They are revised, however, to reflect results of this process and the organizing principles and vision described above.

Goal 1: Maintain the informal character of the park while planning for increased use in the years to come.

Maintain informal character

- *Retain significant trees where appropriate*
- *Keep the woodland natural in character*
- *Use curvilinear forms to keep the overall feeling soft.*

Improve facilities to handle future demand.

- *New play equipment*
- *Site furnishings*
- *Wider pathways*
- *Additional lighting*
- *Improved performance/stage facility*
- *Public non-motorized boat use (sail, kayak, row)*

Figure 4.04 - Finding multiple ways to use the same space emerged as a priority in community workshops. Here, an easily-maintained compacted gravel surface adapts to lounging, petanque, performances and lunchtime breaks. *(Image source: Hough Beck Baird, Inc.)*

Goal 2: Improve existing infrastructure

Provide functional and convenient restroom and shower facilities

Provide paths and walkways meeting ADA requirements.

Provide lighting that meets ADA requirements, provides safe access and allows for evening use of the park's open spaces.

Facilitate drainage in the lawn areas and pathways.

Provide shore power and improved pump-out facilities to the dock.

Improve views to the park from Winslow Way and the upper park area by running existing overhead utilities underground.

Goal 3: Strengthen the park's connection to the water.

Improve views from the park to the water.

Improve walkways near the waterfront.

Improve the functionality of the pier and boat launch.

Improve access to the water for organized water-based activities.

Figure 4.05 - Fairhaven's village green - in Bellingham, WA - features a trellis structure that accommodates a wide variety of events. There are opportunities for similar structures in Waterfront Park, facilitating events like these and also taking advantage of compelling water views. *(Image source: Hough Beck Baird, Inc.)*

Goal 4: Create a sense of continuity between differing use areas to allow the park to feel and function as a whole.

Improve visual and physical connections within the park

- *Selectively clear vegetation to better define vistas that dramatize the views to the water, boats and other spaces within the park.*
- *Create an open and flowing spatial system that allows for a variety of programs to be layered into the park's design.*
- *Manipulate the viewers' perspective to give a sense of depth and movement throughout the park.*

Design additional flexibility into the use of the space through the location of new paths and planting areas.

Carefully remove a few trees and plant others to create a dramatic new landscape that is more definite in form but maintains an informal character.

Use a defined palette of materials for planting, paving and site furnishings.

Goal 5: Establish a phasing plan for construction that is incremental, can be funded, yet feels complete at each phase.

Allow the City flexibility in maintaining, repairing and improving the park, as funds are available.

Explore outside funding sources including public agencies and grants for each portion of the proposed improvements.

Identify areas and elements that could be completed through in-kind help from the community, qualified individuals or companies.

Goal 6: Improve the ecology of the site and its role in the larger environmental patterns of the island.

Remove invasive plant species from the entire site

Within the delineated habitat areas, create specific native planting buffers to confine views and limit artificial light intrusion

Improve site drainage and water quality through targeted collection and the use of bioswales.

Incorporate signs and exhibits that will contribute to the educational value of these areas

Goal 7: Integrate and link park improvements with other Winslow Master Plan improvements.

Support the goal of increasing downtown residential use by improving the quality of the park, its program and activities.

Support the creation of a waterfront trail through the park to Madison and Parfitt Way.

Improve pedestrian linkages from the park to the retail core.

Expand the potential for animal habitat areas at the shoreline edge

Promote a design and improvement program for the park that is modest in impact and not extravagant in expense.

Build community support for the redesign and capital improvements through and incremental construction approach and on-going community involvement.

Master Plan

The master plan consolidates the rich field of information available to the design team with a clear and compelling vision for Waterfront Park and City Dock. The master plan proposes a park design and development strategy that captures the community's voice and provides for a park and dock that will meet current demands and evolve over time to meet the demands of the future.

Design parameters

Waterfront Park and City Dock are existing, busy, complex spaces, with interweaving and – at times – conflicting use patterns. The site also slopes at an average 12% from its northern edge to the water, making solutions that may work on a flat site impossible on this one. There are several constants that the design team considered as fixed elements, things that are not to be moved and that - by their sheer existence - determine parameters the master plan must observe.

Street elevations

Bjune Drive, Brien Drive and Shannon Drive are fixed in elevation. The master plan must observe these control points and propose no grading that will threaten the infrastructure below the streets or that will require the vacation of public rights of way.

Figure 4.06 - Waterfront Park slopes. The grade runs steadily downhill from Bjune Drive, making it challenging to provide universal access from the street to the water. Hillclimbs like this one help, integrating a switchback path into a staircase. *(Image source: Hough Beck Baird, Inc.)*

Figure 4.07 - The site's persistent slope provides opportunities for water views, but it also makes the provision of universal access from top to bottom a challenge. *(Image source: Hough Beck Baird, Inc.)*

Ordinary Higher-High Water

Regulatory implications of doing work waterward of the OHHW line would make the master plan overly complex and, given the nature of the park's vision, inappropriate. The master plan is to observe OHHW and propose no filling beyond that line.

Restrooms

The City of Bainbridge Island constructed restroom facilities in 2010, investing in the structure and the utilities in a fixed location at a fixed elevation. This building cannot be moved without incurring substantial expense, and the master plan is to avoid doing so.

Archaeological resources

Native American middens are located on the site, predominantly east of City Dock and along the shoreline. The master plan is to avoid grading in these areas, leaving them essentially in the condition in which they are now.

Steep slopes

Winslow Ravine drops off on the park's eastern edge, and the master plan is to avoid any grading or work in that area. The possible exception is for the establishment of a trail that would run upstream from the park, liking the park to Winslow Way and the Bainbridge Art Museum. Even so, the steepness of the slope may make such a project impractical.

Boat ramp and approach

The geometry of the boat ramp and approach as they are now developed balance access to the water with maximum allowable grade. While the ramp and approach are not ideally designed, the site's configuration makes any significant improvement possible only through significant grading and tree removal – actions that would have a ripple effect throughout the park.

Design response

Managing the site's grade, providing an accessible network of pathways linking the north end of the park to the water, developing a workable schematic dock design, preserving the shoreland woods, and building a set of intimate, interesting ,and appropriately-scaled spaces combined to dictate the project's design. The result is a master plan for a park and dock that responds to community input, fits with the site's natural characteristics, increases the dock's attractiveness and safety, and presents a phased, achievable vision for park development.

Flow

As the design evolved, the concept of flow emerged as a controlling concept. The park's "flow" - in terms of forest, water, people, and places - helped guide the translation of larger-scale design concept to design detail and reconcile potential conflicts in design priorities.

Forest Flow

Waterfront Park contains forest remnants, relics of a pre-urbanized past and host to some of the park's archeological resources. These remnants have survived years of urban development, and they contribute to Waterfront Park's unique identity and deep community commitment to the space. The park's development must work to enhance and sustain these forest remnants, ensuring the woods survive as a testament to the community's pre-history and as a recreational asset that adds to the park's mystery and dimension.

Water Flow

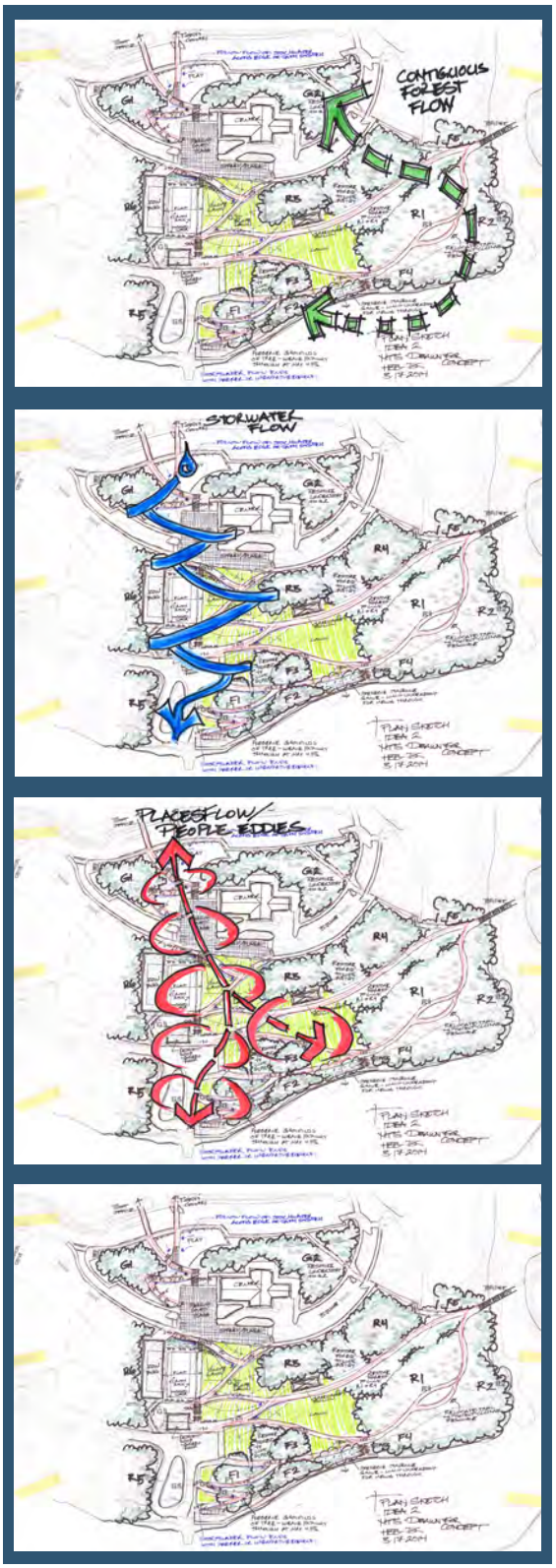
The presence of water and its value in the island's ecosystem are essential components in the park's design concept. Winslow's rains travel through the park, either underground or on the surface, and the celebration of water movement is fundamental to the design. Whether it is in how water is conveyed along the park's pathways, percolated into the soil or directed into Eagle Harbor, the park's design must recognize and honor the presence and importance of water. Water is key to the park's character, with users of the park sailing, rowing, paddling, and boating from the park and City Dock. Whether it is falling from the sky, running over and through the soil, or rising and falling with the Sound's tides, water is a permanent and powerful component.

People Flow

Waterfront Park and City Dock are social places. People visit the park, they use it, and they enjoy it. And people's needs change over time. This design must allow for and enrich the park's use patterns, encouraging social interactions, exploration, recreation, activity, and a sense of civic attachment. And the park must accommodate users of varying physical abilities and interests. Its spaces must be accessible, safe, inviting and interconnected, providing connections within the park and - importantly - to those other areas of Winslow that contribute to the park's activity and success.

Places Flow

Waterfront Park is a collage of spaces, with some intended for specific purposes and others more



general in nature. This master plan seeks to clarify and enhance these relationships, ensuring that the places intended for high-intensity use and specific activities are well served by park improvements. It also seeks to provide for more contemplative, passive recreation, too, as well as a mix of other special events and activities that add life and appeal to the park and dock. At its essence, the park's design must provide intuitive places for people to gather and to engage, places that meet community needs without much fuss or struggle. These places provide for a natural flow from one to another, creating linkages that make the park and dock a valuable, appreciated, and active community resource.

Site plan: upland

The upland portion of the master plan – Waterfront Park – is divisible into two main components. The first comprises the westerly third, focused on north-south movement through a series of sequential, linked spaces.

This portion of the site works from the Community Center and playground on the north to the boat ramp and viewing platform along the water's edge. It includes a series of plaza spaces, set on different tiers and of rather modest size, creating a central activity zone that takes full advantage of easy access to Bjune Drive and prominent views to Eagle Harbor.

Figure 4.08 - When viewed through the concept of "flow," the park's design challenges can be integrated into a series of systems. *(Image source: Hough Beck Baird, Inc.)*

The boathouse is part of this portion of the park, with its eastern wall forming the backdrop for the central, multi-use plaza. This plaza, floored with compacted gravel, is set in a shallow bowl and is intended for use as a community gathering space, small performance venue or activity courtyard. It takes the place of the existing pickleball court, converting it into a more general-purpose facility. This central plaza also marks the point where the park's north south axis splits into two, with one directed straight south to the dock and the other offset 10 degrees, oriented to the view of Eagle Harbor.

The boathouse occupies essentially the same footprint as the existing boat cage, but it is two stories. The lower floor is at the same elevation as the park's rest room with full-floor, daylight access to the boat ramp area. This results in an excavation of approximately 12', with the boathouse's second floor at nearly the same grade as the central plaza.

A combined staircase and accessibility ramp descend the hill from the central plaza toward the boat launch and City Dock, with an intermediate viewing platform and another at the water's edge just east of City Dock. Both the boat ramp and approach are unchanged from their current configuration, but there is an accent paving strip that channels pedestrian traffic away from vehicles using the ramp.

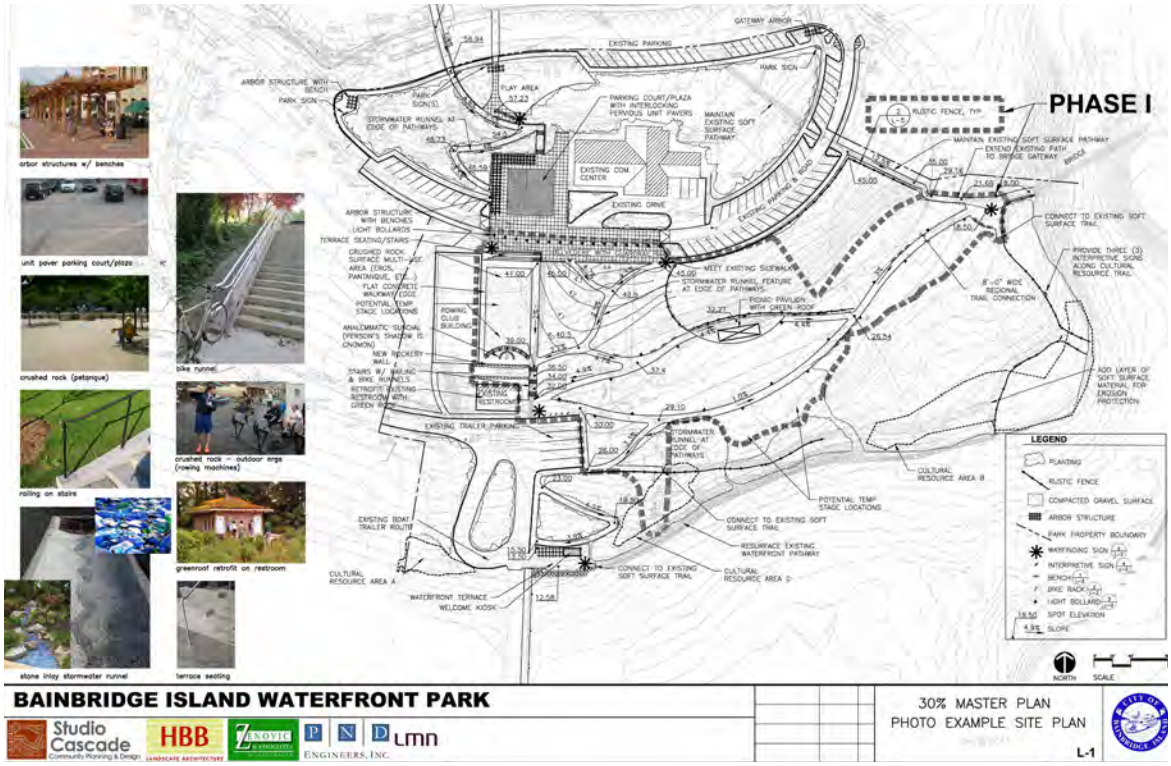


Figure 4.09 - The site plan for Waterfront Park includes an emphasized north-south axis for water views and principal access to the park's activity areas and City Dock. The first phase will provide the backbone circulation system and increase access to park facilities, creating a framework for future park improvement. *(Image source: Hough Beck Baird, Inc.)*

The second portion of the park is more natural in character, featuring a swooping trail that links Bjune Drive to the viewing platform near City Dock. The trail descends the hill at an accessible grade, circumscribing the grassy area and passing in front of a new pavilion constructed in place of the existing boat stage. The path also features a circular diversion at its extreme eastern end, imposing this formal geometric shape in a place where the woods and grass meet.

Another trail connection occurs north of the descending path, linking Bjune Drive and the Community Center to the pedestrian bridge crossing Winslow Ravine. This pathway, now a narrow, unimproved, unpaved trail, is enhanced to welcome to the park those pedestrians and cyclists who may be arriving from the ferry terminal.

Waterfront Trail continues to hug the shoreline in this portion of the park, aligned atop the existing bulkhead and winding its way to meet the existing pedestrian bridge. Approaches to the beach are cut out of the bulkhead in places where the work does not disturb midden sites or threaten any utilities that lie beneath the trail.

The first phase of the park's construction focuses on providing accessible north-south circulation from the top of the park to Waterfront Trail, providing for the continuation of Waterfront Trail through the park, and establishing areas for the park's two main plazas. Phase 1 as described here does not include providing direct access to the water because of cost considerations associated with constructing universally accessible pathways for that final portion of the north-south link. If additional funds become available, that final segment could be included in Phase 1, too. It is an important part of the concept, and community discussions at all levels support it.

Site plan: over-water

The schematic design for City Dock proposes two phases of development. The first phase extends the dock to the maximum Department of Natural Resources (DNR) lease line, forming a "hockey stick" shape comprised entirely of floats. This action both widens and lengthens the dock, replacing the narrow floats with those that are 8' wide on the main dock and 10' wide on the blade of the hockey stick. This phase also anticipates the addition of a low freeboard float to accommodate sculls and kayaks, as well as a short perpendicular float to accommodate the launching and arrival of small, non-motorized sailboats. The dock will have power and sewer as appropriate for the intensity envisioned.

The dock's second phase anticipates a series of additional floats to accommodate increased itinerant demand. These floats would lie within the area of the DNR lease and would be oriented to maximize safety, vessel moorage and maneuvering. There will be no structures on the dock, so vending and boat rental activities that no occur there will need to be relocated to another site upland.

The boat ramp is proposed to be lengthened by approximately 50' to increase its serviceability at low tide.

Features

The master plan proposes a set of features that express detail while also integrating into the overall concepts of park "flow." Further refinement of the park's details will be part of the next phases of design. But the concepts expressed in the master plan's development should help to guide future design decisions to help ensure the overall park's development will truly implement the master plan and enrich the overall Waterfront Park/City Dock experience.

Hardscape

The site's waterward slope and the desire to provide a series of terraced spaces necessitate the inclusion of retaining walls and other hardscape elements.

The walls as proposed in the master plan are relatively low, creating a series of ramps and stairs that reduce or eliminate the need for railings and help to make the flow from one space to another as gradual as possible. As such, the walls are envisioned to be highly detailed and intended to be a sculptural component of the overall design. Wall treatment should be consistent from one part of the park to

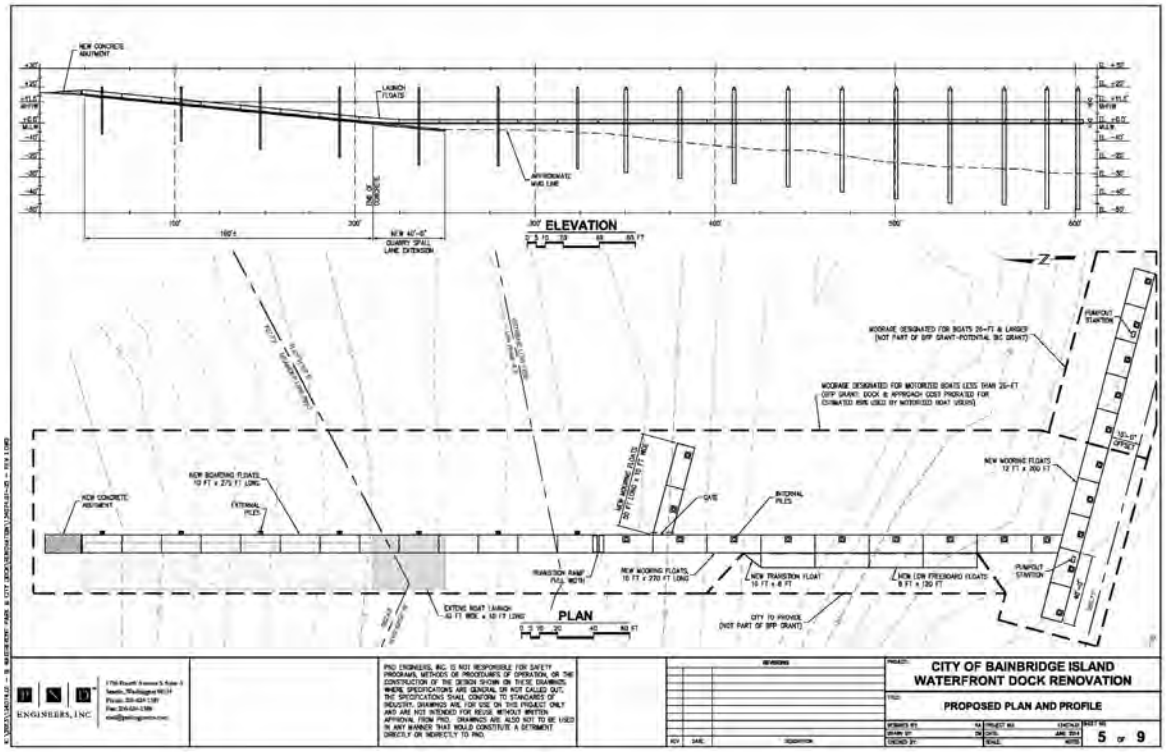


Figure 4.10 - City dock is proposed for major renovation, with wider floats, an extended dock with a larger mooring platform, low-freeboard floats for paddling and rowing craft, and an extended boat launching ramp. *(Image source: PND, Inc.)*

another, enhancing the sense of connectedness throughout a diverse arrangement of spaces. Where possible, walls should also be designed to serve as sitting areas, providing a comfortable edge to the spaces they inscribe.

Managing storm water on the site - particularly on hardscape surfaces - provides unique interpretive opportunities. Runnels along pathway edges should be designed to capture and convey runoff, but they also should be detailed to celebrate the water's role in the park and the community's ecosystem. Detailing of the park's storm water elements should carry forward the community's desire to enhance water quality, incorporating low-impact design, infiltration, and innovative treatment methods in a visible and integrated way.

Plazas

Waterfront Park contains three plaza areas, each with a different intent. The three spaces are linked by a pathway network and accentuate the park's north-south access and views of the water.

The uppermost space is actually a "festival street" component of Bjune Drive adjacent to the senior center. This space is intended to invite activity associated with the senior center, creating an accessible park overlook that is suitable for a variety of uses. While it keeps Bjune open as a street, it is a clear design

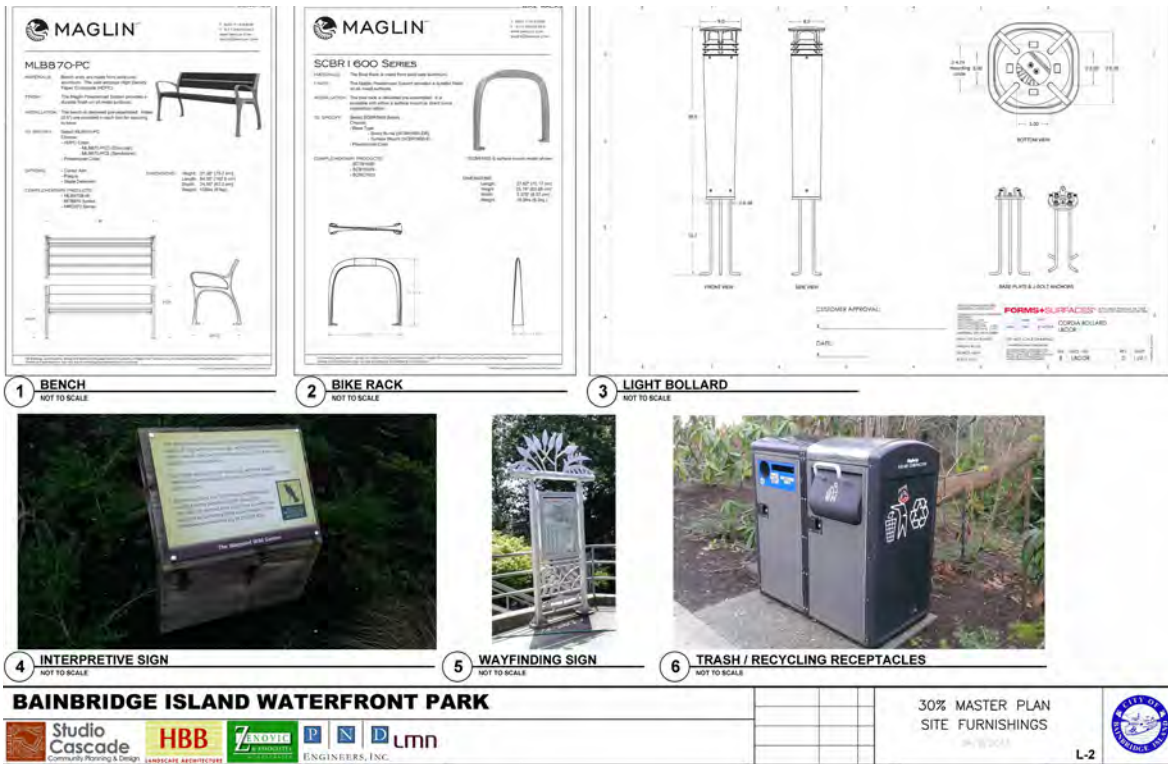


Figure 4.11 - The master plan calls for a variety of treatments for the park's features, some of which are illustrated here. The full design set is included in Appendix A and is available for viewing at City Hall. *(Image source: Hough Beck Baird, Inc.)*

statement that the space between the senior center and the park is intended for periodic, special uses and that traffic should move through the space carefully, slowly and with special attention to the park space adjacent to it. This plaza will feature a water overlook and will provide a compelling invitation to proceed on to the park's lower levels along the north-south axis.

The intermediate space is located immediately adjacent to the BIR boathouse, encompassing much of the area that is now the pickleball court. This central plaza is intended to become the park's active area focus, with a gravel, multi-purpose floor suitable for a wide variety of uses. It can accommodate petanque, concerts, social events, art exhibits, and activities related to the boathouse, on occasion. Surrounded by low walls, this plaza provides another water overlook opportunity. It also provides direct access to the park areas to the east, opening up to the open grassy field with views into the park's forest remnants.

The third plaza lies at the water's edge, just east of the dock's connection to land. This plaza is elevated above the water, generally consistent with the existing waterfront trail, with unobstructed water views. This is a place where visitors will be compelled to come and linger, with interpretive signs pointing out important facts and stories as relevant to the plaza's position and viewscape.

Amphitheater

The amphitheater is embedded in the central plaza, with a stage aligned along the western edge of the new BIR boathouse, seating along the walls of the central plaza and on the slopes surrounding it. The scale of this amphitheater is relatively modest, consistent with the scale of Winslow and consistent with the expected intimacy of performance activities anticipated to occur there. Larger concerts may be conducted on the park's open green. This space is intended to accommodate smaller-scale events, speaker series, instructional events and other activities that may not necessarily need sound amplification. But it can still accommodate sophisticated presentations, with lighting included on or near the boathouse structure, an elevated stage, power, and space available for seating.

Water Edge

Waterfront Park's water edge will retain its diversity, with a trail winding through forest remnants, along the shoreline and to the lowest of the park's three new plazas. There will also be a boat launch with an extended ramp and a sandy beach. Much of the water's edge area will remain as it is today, except that the waterfront trail will be realigned to avoid the site's archaeological resources and that the north-south pathway access to the plaza and water edge will be reconfigured to be universally accessible.

Boathouse

BIR is proposing to construct a new boathouse, one that will emerge as a significant architectural element within the park. While the structure is intended primarily to store BIR boats indoors, it will also feature indoor training spaces

and other indoor facilities. Some of these indoor facilities can be oriented to take advantage of the amphitheater stage, spilling indoor activities outdoors - provided the boathouse is designed accordingly. Close collaboration and coordination is essential between the City and BIR - a pattern of communication already in place - to ensure the boathouse and the central plaza/amphitheater work well together. There are also possibilities for construction economies if both the boathouse and the plaza are built at the same time, an opportunity that will influence the park's development phases.

Dock

City Dock is targeted for reconstruction, including the upgrading of its float system and an overall extension of the dock to reach the limit of the DNR leasehold. The new "hockey stick" design will feature larger floats on the angled blade to permit moorage of larger vessels - such as the Virginia - and to accommodate both vessel passengers and those simply enjoying a walk on the dock. The new dock will also include a series of low-freeboard floats intended to facilitate launching of kayaks and rowing sculls. Later phases of the dock may

Figure 4.12 - Planting plans for Waterfront Park are relatively conservative, focusing on restoring the forest remnants and providing accent landscaping in and around the park's activity areas. Maintaining view corridors was an important objective. *(Image source: Hough Beck Baird, Inc.)*

include construction of up to two additional fingers landward of and parallel to the blade of the "hockey stick," though the first priority is to extend and improve the dock as depicted in the 30% design.

Planting

Planting in the park is intended to be relatively restrained. Maintaining view corridors is a priority, directing tree planting to occur in places generally away from the park's north-south axis. Trees in this area are to be smaller in scale, deciduous and used to add emphasis to certain areas of interest, such as pathway intersections or changes in direction, and separations between activity zones.

The forest remnants and areas of archaeological significance are to be restored to a more native state, with planting and landscape maintenance directed to reinforce the pre-historic condition of those areas. A focus here will be in the removal of invasive species and the reintroduction of native trees, shrubs, grasses, and ground cover.

Lighting

As with the park's hardscape, lighting elements are intended to be a unifying element throughout the park. The lights should be intimately scaled, just bright enough to address safety concerns, and strategically placed to emphasize the park's activity areas. Lighting should also be compatible with anticipated uses of the park's areas, featuring low-intensity and low-height lighting in places where nighttime, over-water viewing is encouraged and higher-intensity lighting in areas of activity, traffic intersection, and the joining of indoor and outdoor spaces.

Interpretive Signs

The park already has several interpretive signs in place, and there are opportunities for even more. As the City considers refurbishing those now existing, it should also consider ways to expand the interpretive message to speak to the site's cultural resources, connections to Winslow, native forest remnants, viewpoints, role of water, and other topics of community interest. Design of the new interpretive signs - like the lighting and hardscape features - should be unified and consistent. Signs should also help park visitors orient within the park, to Winslow and to the community's waterfront trail, underscoring the park's association to the places and spaces that surround it.

By incorporating this vision and the goals, design principles, and design features derived from this master planning process, Waterfront Park and City Dock will evolve into the facilities the community desires. This 30% design master plan reflects the community's voice as represented during the year-long process and should present a solid foundation for the more detailed design work to follow.

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Appendix A

Waterfront Park 30% Design

arbor structures w/ benches

unit paver parking court/plaza

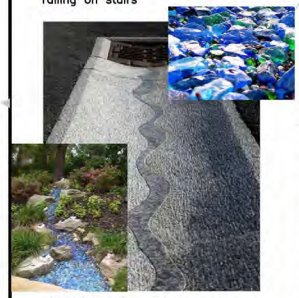
crushed rock (petanque)

bike runnel

crushed rock – outdoor ergs (rowing machines)

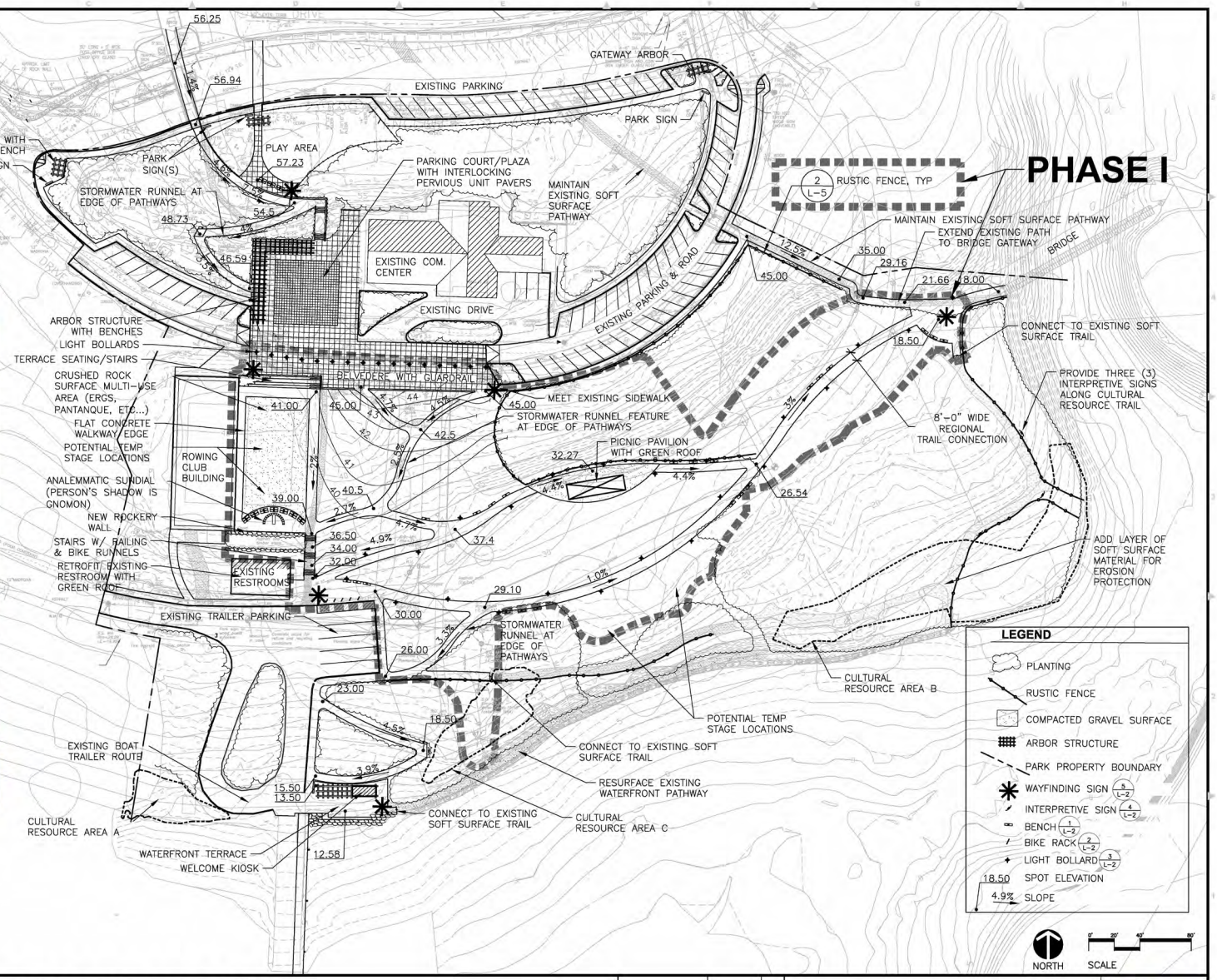
railing on stairs

greenroof retrofit on restroom



stone inlay stormwater runnel

terrace seating



BAINBRIDGE ISLAND WATERFRONT PARK

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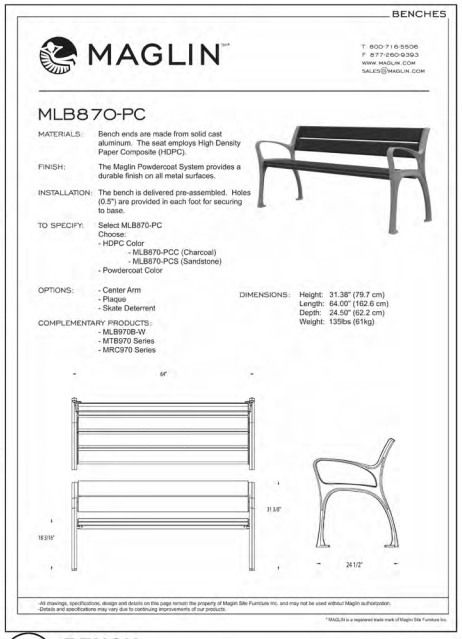
30% MASTER PLAN
PHOTO EXAMPLE SITE PLAN

04/9/2014

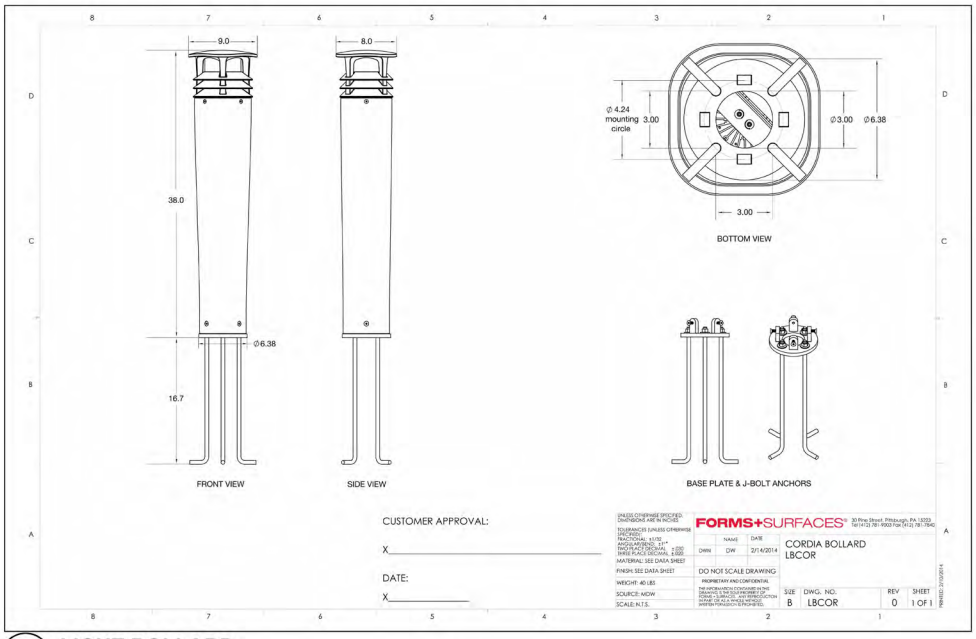
L-1

City of Bainbridge Island



1 **BENCH**
NOT TO SCALE

2 **BIKE RACK**
NOT TO SCALE



3 **LIGHT BOLLARD**
NOT TO SCALE

4 **INTERPRETIVE SIGN**
NOT TO SCALE

5 **WAYFINDING SIGN**
NOT TO SCALE

6 **TRASH / RECYCLING RECEPTACLES**
NOT TO SCALE

BAINBRIDGE ISLAND WATERFRONT PARK

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LMN

30% MASTER PLAN
SITE FURNISHINGS
04/9/2014

L-2

CITY OF BAINBRIDGE ISLAND

1 **ANALEMMATIC SUNDIAL**
NOT TO SCALE

2 **PAVILION**
NOT TO SCALE

BAINBRIDGE ISLAND WATERFRONT PARK

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30% MASTER PLAN
SITE FURNISHINGS II
04/9/2014

L-3

City of Bainbridge Island

WATERFRONT PARK PLANTING APPROACH

Informed by the guidelines and recommendations of the *Waterfront Park Vegetation Management Plan*, 2006, updated July 2008, and the *Cultural Resource Assessment*, 2008 document.

FOREST REMNANTS - Protect Forest (R-1, R-2, R-3, R-4, & R-5)
Defined: Sizeable areas of mature native trees with native understory that is mostly intact

General Summary of Approach:
1. Protect, reclaim, and sustain the high-quality, native Douglas Fir and Madrone forest;
2. Provide barriers that block social trail formation through high-quality habitat and through cultural resource areas.
3. Remove invasive species.
4. Replant removal sites with native understory shrubs and groundcover and young trees for age and species diversity in the forest.
5. Provide brush piles to increase invertebrate habitat.
6. Install snags at edges of lawn areas for bird and bat habitat.

FOREST FRAGMENTS - Restore Forest (F-1, F-2, F-3, F-4, F-5, & F-6)
Defined: Isolated areas of limited size, having mature native trees, with some native understory intact.

General Summary of Approach:
1. Reconnect fragmented native vegetation into unbroken, higher quality, native forest, visually integrated with adjoining park forest and in some cases estuary-edge vegetation.
2. Provide barriers that block social trail formation through high-quality habitat and through cultural resource areas.
3. Remove invasive species.
4. Replant removal sites with native understory shrubs and groundcover and young trees for age and species diversity in the forest.
5. Provide brush piles to increase invertebrate habitat.
6. Install snags at edges of lawn areas for bird and bat habitat

GREENSWARD - Revert to Forest (GR-1, GR-2, GR-3, & GR-4)
Defined: Informal groupings of trees placed in mowed lawn

General Summary of Approach:
1. Revert sections of greensward back to native forest in order to reconnect Forest Fragments and Forest Remnants, forming larger contiguous tracts of native forest.
2. Overlay grass with layers of cardboard and mulch.
3. Pocket plant throughout area with native understory shrubs and groundcover and trees of various sizes for age and species diversity in the forest.
4. Provide brush piles to increase invertebrate habitat.
5. Install snags at edges of lawn areas for bird and bat habitat
6. Install nurse logs of down trees removed during construction activities.

LOW-LAYER PLANTING - Native Planting (L)
Defined: Plantings of native shrubs, groundcovers, and perennials appropriate for viewsheds

General Summary of Approach:
1. Provide a mix and more formal groupings of native shrubs and groundcovers in highly visible planting areas.
2. Plant high-impact perennials at prominent pedestrian intersections and gathering spots, with a focus on use of native perennials.

LAWN AREA - New Greensward
Defined: Improved lawn area for unprogrammed uses (passive, active, informal, formal play, gathering, and events).

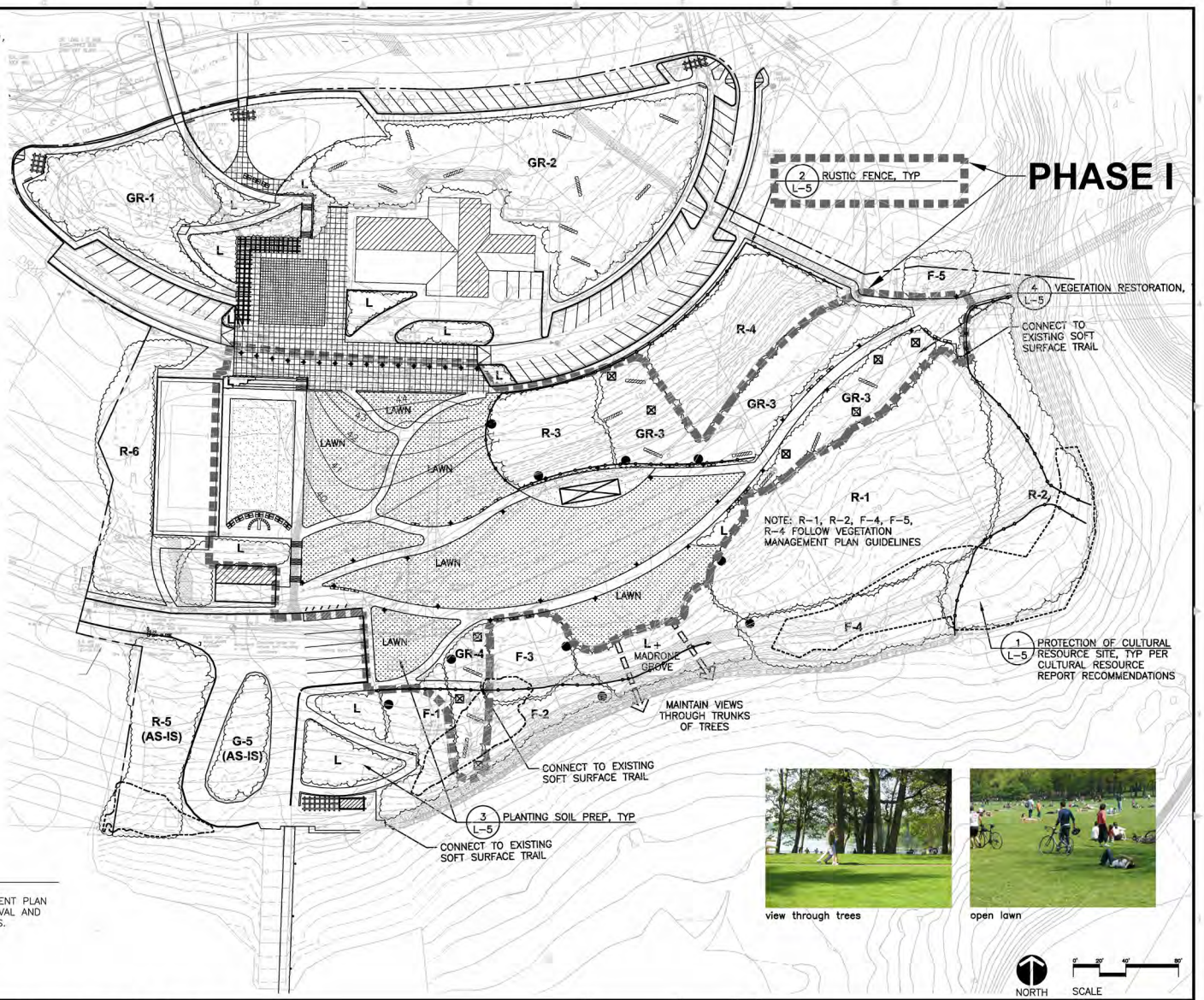
General Summary of Approach:
1. Remove and regrade lawn areas.
2. Install improved subsurface drainage and soil depths.
3. Reinstall healthy stand of sod and reestablish greensward.

LEGEND

- ⊠ BRUSH PILE – SEE DETAIL 2/L–6
- ● SNAG – SEE DETAIL 3/L–6
- NURSE LOG – SEE DETAIL 1/L–6

NOTE

1. FOLLOW VEGETATION MANAGMENT PLAN FOR INVASIVE SPECIES REMOVAL AND PLANTING IN R AND F ZONES.



view through trees

open lawn

BAINBRIDGE ISLAND WATERFRONT PARK

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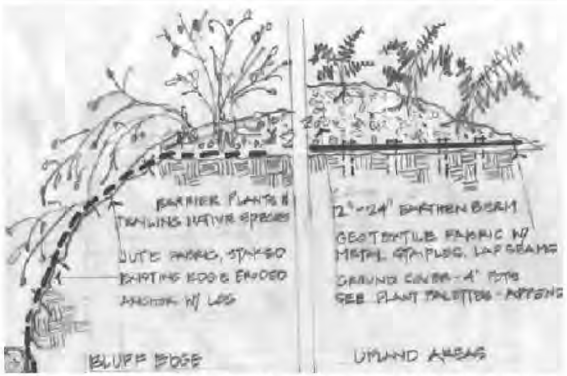
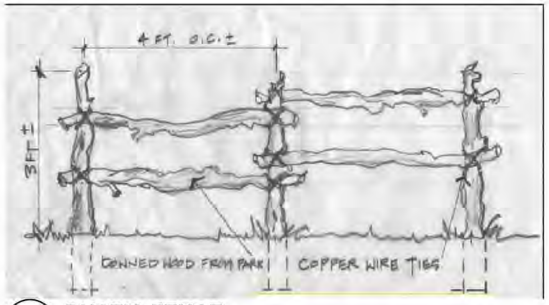
30% MASTER PLAN
PLANTING CONCEPT
04/9/2014

L-4

CITY OF BAINBRIDGE ISLAND



1 **PROTECTION OF CULTURAL RESOURCE SITE**
NOT TO SCALE FROM CULTURAL RESOURCE ASSESSMENT, 2008



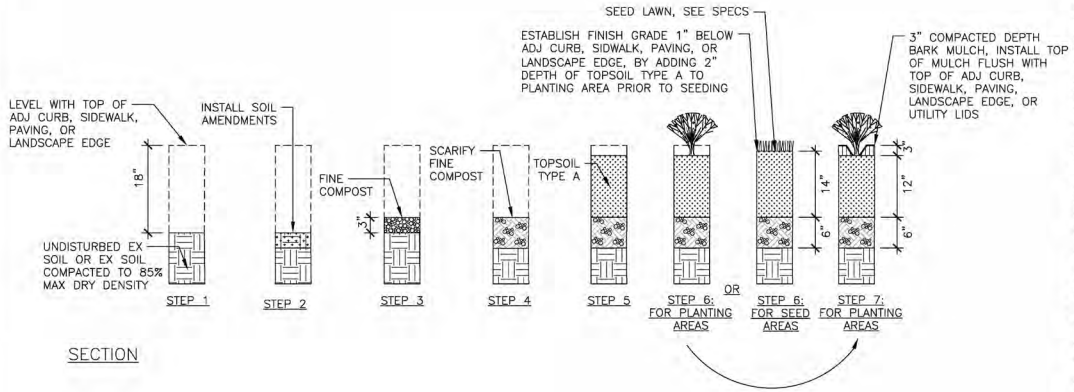
2 **RUSTIC FENCE**
NOT TO SCALE

SITE TREE IMPACT & REPLACEMENT

Per 18.15.010.G.4.i the requirement for development parcels in the MUTC central core is to maintain or preserve 30 tree units/acres. The park is at 5.5 acres so would be required to preserve 165 tree units. It currently greatly exceeds this amount of tree units.

Per 18.15.010.C.2 regarding tree replacement, the following is estimated to be need for replacement of trees removed by the plan layout.

An estimated 36 trees out of the 470 total trees in the park would be affected, with a total tree unit value of 112. The minimum replacement would be 112 trees that reach a mature height of over 40 ft; this would include the Douglas Fir, Red Cedar, and Hemlock that would be planted as part of the forest restoration and reversion process. Alternately, a minimum of 56 trees that exceed 40 ft of mature height and 112 understory trees such as Pacific Dogwood, Indian Plum, Native Hawthorn, and Cascara could be provided to fulfill the minimum requirement. It is expected that the number of trees that would be planted for the forest restoration areas and reversion areas will exceed this minimum number.



STEP 1
EXCAVATE EX SOIL TO 18" DEPTH BELOW ADJ CURB OR PAVING. AVOID UNDERMINING ADJ CURB OR PAVING SUBBASE MATERIAL. REMOVE SUBBASE MATERIAL FROM PLANTING AREA AND PROVIDE PERCOLATION TEST PER SPEC 8-02. ENSURE POSITIVE DRAINAGE PRIOR TO PROCEEDING TO STEP 2.

STEP 2
INCORPORATE SOIL AMENDMENTS INTO SUBGRADE PER SOIL TESTING LABORATORY RECOMMENDATIONS PER SPEC 8-02 PRIOR TO PROCEEDING TO STEP 3.

STEP 3
INSTALL 3" DEPTH FINE COMPOST.

STEP 4
SCARIFY FINE COMPOST TO A MIN 6" DEPTH. ENG SHALL REVIEW & APPROVE SCARIFICATION PRIOR TO PROCEEDING TO STEP 5.

STEP 5
INSTALL MIN 12" DEPTH OF TOPSOIL TYPE A IN 6" COMPACTED LIFTS. ENG SHALL REVIEW AND APPROVE EACH LIFT FOR COMPACTION BEFORE APPLYING NEXT LIFT. FINISH GRADE IS TO BE REVIEWED AND APPROVED BY ENG PRIOR TO PLANTING.

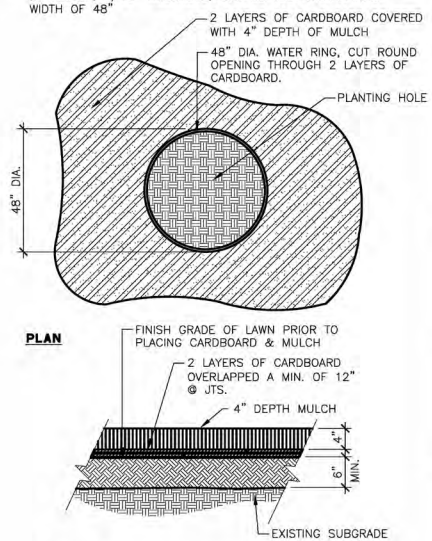
STEP 6
INSTALL PLANTS OR SEED.

STEP 7
INSTALL 3" DEPTH BARK MULCH IN SHRUB AREAS.

NOTES
1. ALL DIMENSIONS INDICATE COMPACTED DEPTHS.
2. TOPSOIL TYPE A, FINE COMPOST, AND BARK MULCH SHALL BE COMPACTED TO 85% MAX DRY DENSITY.

3 **PLANTING SOIL PREP**
NOT TO SCALE

NOTES:
1. TO PLANT IN RESTORATION ZONE CUT & REMOVE ROUND PIECE OF CARDBOARD TO EXPOSE SOIL.
2. DIG HOLE AND INSTALL PLANT
3. INSTALL MULCH FEATHER TO BASE OF PLANT. KEEP MULCH OFF STEMS AND BASE OF PLANT.
4. CARDBOARD SHALL BE ROLLED CORRUGATED CARDBOARD PADS, UNTREATED, 3/16" THICKNESS, 275-LB TEST WITH A MIN. WIDTH OF 48"



4 **VEGETATION RESTORATION**
NOT TO SCALE

BAINBRIDGE ISLAND WATERFRONT PARK

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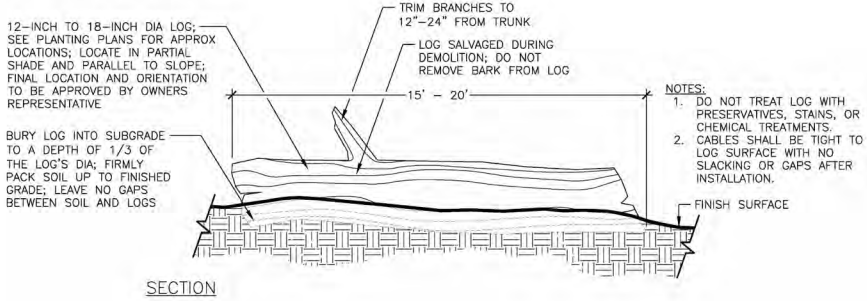
30% MASTER PLAN
SITE DETAILS
04/18/2014

L-5

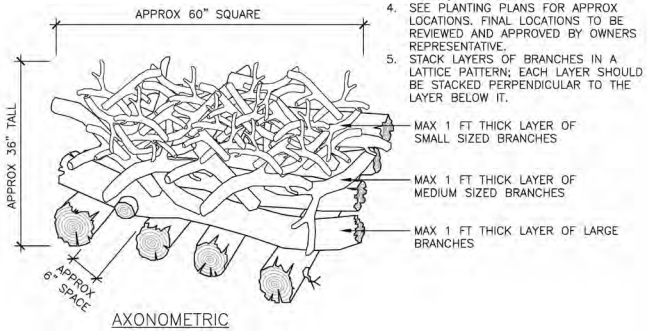
CITY OF BAINBRIDGE ISLAND



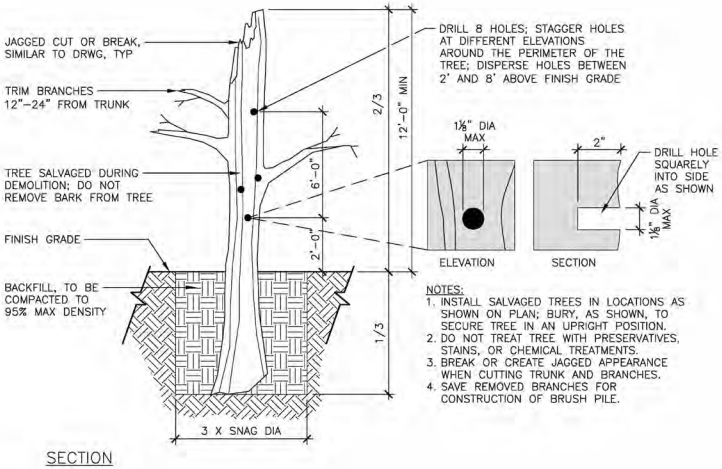
NOTES:
1. DO NOT TREAT LOG WITH PRESERVATIVES, STAINS, OR CHEMICAL TREATMENTS.
2. CABLES SHALL BE TIGHT TO LOG SURFACE WITH NO SLACKING OR GAPS AFTER INSTALLATION.

1 NURSE LOG
NOT TO SCALE

NOTES:
1. BRUSH PILE CONSTRUCTED OF LIMBS AND BRANCHES FROM TREES AND SHRUBS SALVAGED DURING DEMOLITION.
2. DO NOT REMOVE BARK.
3. DO NOT TREAT WITH PRESERVATIVES, STAINS, OR CHEMICALS.
4. SEE PLANTING PLANS FOR APPROX LOCATIONS. FINAL LOCATIONS TO BE REVIEWED AND APPROVED BY OWNERS REPRESENTATIVE.
5. STACK LAYERS OF BRANCHES IN A LATTICE PATTERN; EACH LAYER SHOULD BE STACKED PERPENDICULAR TO THE LAYER BELOW IT.



2 BRUSH PILE
NOT TO SCALE



NOTES:
1. INSTALL SALVAGED TREES IN LOCATIONS AS SHOWN ON PLAN; BURY, AS SHOWN, TO SECURE TREE IN AN UPRIGHT POSITION.
2. DO NOT TREAT TREE WITH PRESERVATIVES, STAINS, OR CHEMICAL TREATMENTS.
3. BREAK OR CREATE JAGGED APPEARANCE WHEN CUTTING TRUNK AND BRANCHES.
4. SAVE REMOVED BRANCHES FOR CONSTRUCTION OF BRUSH PILE.

3 SNAG
NOT TO SCALE

PLANT LISTS

LISTS COVER PLANTS FOUND IN BLAKE ISLAND STATE PARK, LOCATED ON BLAKE ISLAND, NORTH OF VASHON ISLAND IN PUGET SOUND. LIST BY DANA VISALLI, PETER MORRISON AND HANS SMITH, SUMMER 2004.

FOREST PLANTINGS

SCIENTIFIC NAME	COMMON NAME
ABIES GRANDIS	GRAND FIR
ACER MACROPHYLLUM	BIG-LEAF MAPLE
BERBERIS AQUIFOLIUM	TALL OREGONGRAPE
GAULTHERIA SHALLON	SALAL
HOLODISCUS DISCOLOR	OCEAN SPRAY
LONICERA HISPIDULA	CALIFORNIA HONEYSUCKLE
OEMLERIA CERASIFORMUS	INDIAN PLUM
POLYSTICHUM MUNITUM	SWORD FERN
PRUNUS EMARGINATA	BITTER CHERRY
PSEUDOTSUGA MENZIESII	DOUGLAS FIR
RHODODENDRON MACROPHYLLUM	WESTERN RHODODENDRON
RIBES LACUSTRE	PRICKLY CURRANT
ROSA GYMNOCARPA	BALDHIP ROSE
RUBUS PARVIFLORUS	THIMBLEBERRY
RUBUS SPECTABILIS	SALMONBERRY
RUBUS URSINUS	WILD BLACKBERRY
SALIX SCOULERIANA	SCOULER WILLOW
SYMPHORICARPOS ALBUS	COMMON SNOWBERRY
THUJA PLICATA	WESTERN RED CEDAR
VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY
VACCINIUM PARVIFOLIUM	RED HUCKLEBERRY

LOW-LAYER PLANTS FOR VIEWSHEDS

SCIENTIFIC NAME	COMMON NAME
GAULTHERIA SHALLON	SALAL
LONICERA CILIOSA	ORANGE HONEYSUCKLE
LONICERA HISPIDULA	HAIRY HONEYSUCKLE
MAHONIA NERVOSA	LOW OREGON GRAPE
ROSA GYMNOCARPA	BALDHIP ROSE
RUBUS URSINUS	TRAILING BLACKBERRY
SYMPHORICARPOS ALBA	SNOWBERRY
BROMUS VULGARIS	COLUMBIA BROME
FESTUCA OCCIDENTALIS	WESTERN FESCUE
MELICA SUBULATA	ALASKA ONIONGRASS
POLYSTICHUM MUNITUM	SWORD FERN
PTERIDIUM AQUILINUM	BRACKEN FERN
FRAGARIA VESCA	WOOD STRAWBERRY
HEUCHERA MICRANTHA	SMALL-FLOWERED ALUMROOT
LATHRUS NEVADENSIS	NUTALL'S PEAVINE
SEDUM SPATHIFOLIUM	BROAD-LEAVED STONECROP
TRIENTALIS BOREALIS LATIFOLIA	STARFLOWER
VICIA AMERICANA	AMERICAN VETCH
SATUREJA DOUGLASII	YERBA BUENA

BAINBRIDGE ISLAND WATERFRONT PARK

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30% MASTER PLAN
PLANTING DETAILS
04/28/2014

L-6

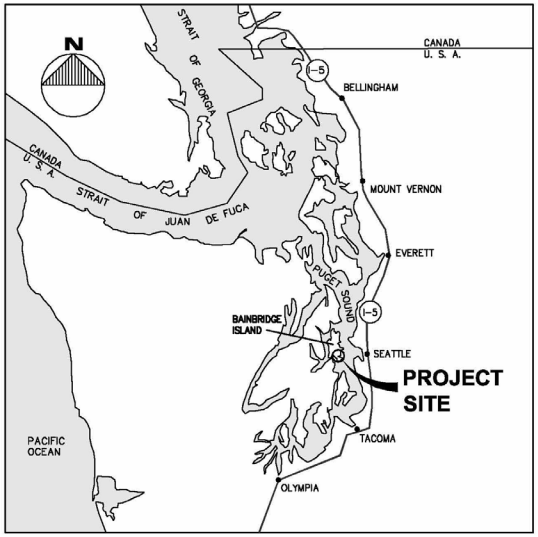
CITY OF BAINBRIDGE ISLAND

Appendix B

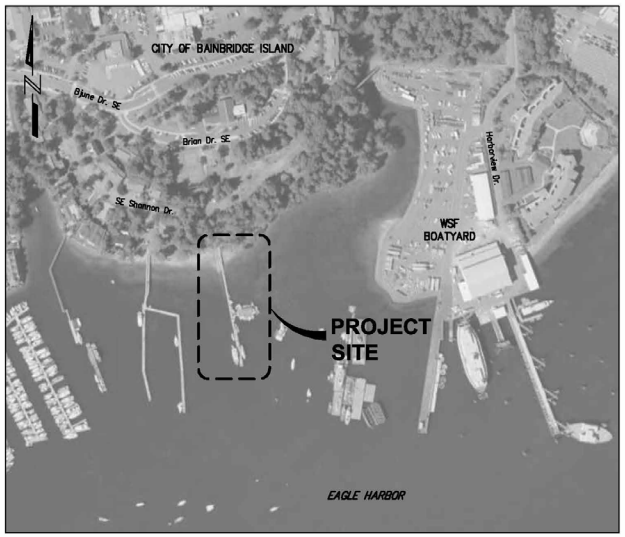
City Dock 30% Design

CITY OF BAINBRIDGE ISLAND

WATERFRONT DOCK RENOVATION



VICINITY MAP



SITE MAP

SHEET INDEX	No.
TITLE SHEET AND INDEX	1
EXISTING SITE PLAN	2
EXISTING SITE DEMOLITION PLAN	3
EXISTING DOCK DEMOLITION PLAN	4
PROPOSED PLAN AND PROFILE	5
DETAILS	6
BOARDING FLOAT DETAILS	7
MOORING FLOAT DETAILS	8
LOW FREEBOARD FLOAT DETAILS	9

DATUM
ELEVATION DATUM FOR THIS PROJECT IS 0.0' MEAN LOWER LOW WATER (MLLW)

TIDAL DATA
BASED ON WASHINGTON DEPARTMENT OF ECOLOGY'S PUBLICATION "WASHINGTON STATE TIDAL AND TERRESTRIAL DATUM PLANES", DATED SEPTEMBER 1994. THE RELATIONSHIP BETWEEN NGVD 1929 AND MLLW DATUMS FOR PORT BLAKELY, NORTH PUGET SOUND IS AS FOLLOWS:

HIGHEST RECORDED TIDE ESTIMATE (EHW)	+15.00'
MEAN HIGHER HIGH WATER (MHHW)	+11.50'
MEAN HIGH WATER (MHW)	+10.60'
N.G.V.D. 1929	+6.12
MEAN LOW WATER (MLW)	+2.80
MEAN LOWER LOW WATER (MLLW)	0.00'
LOWEST RECORDED TIDE (ESTIMATED)	−4.50'

PND ENGINEERS, INC.
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mail@pndengineers.com

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REVISIONS

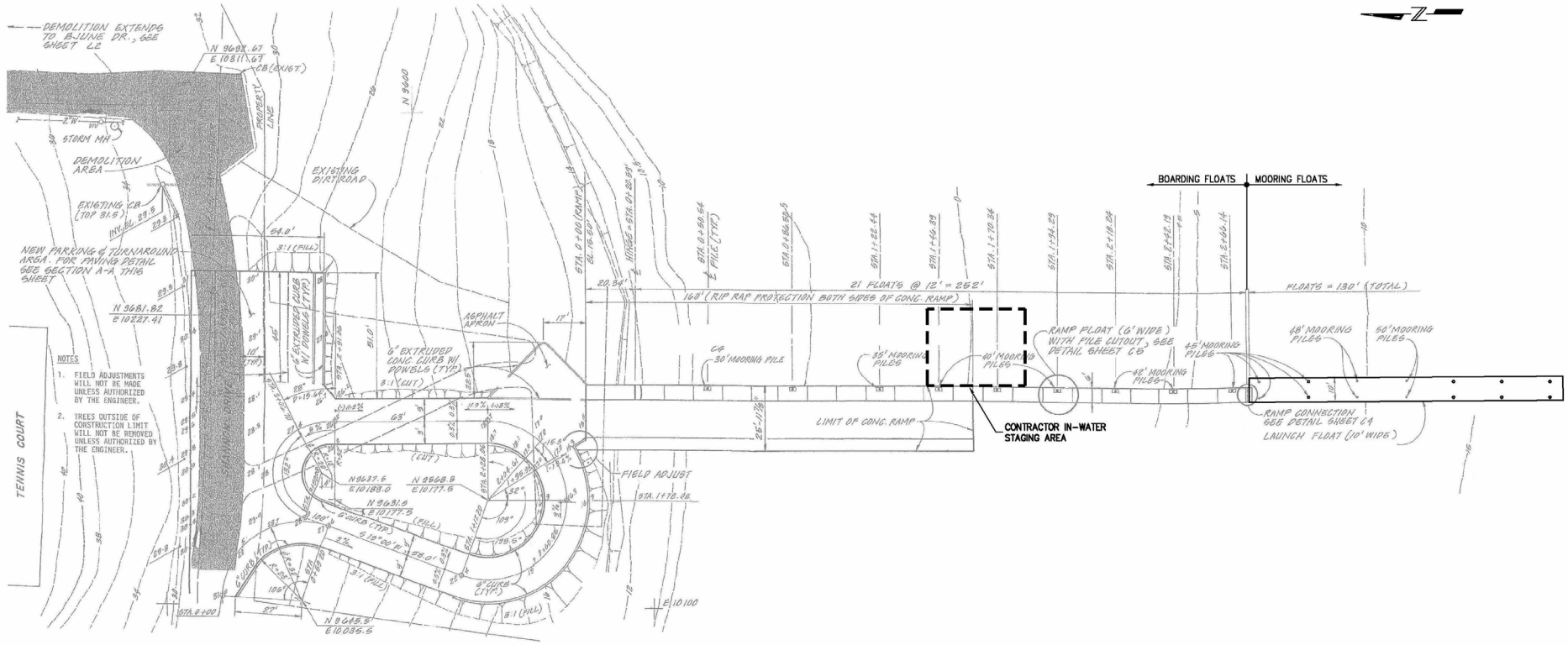
REV	DATE	DESCRIPTION

PROJECT: CITY OF BAINBRIDGE ISLAND WATERFRONT DOCK RENOVATION

TITLE: TITLE SHEET AND INDEX

DESIGNED BY:	NA	PROJECT NO:	134074.01	SHEET NO:	1 OF 9
DRAWN BY:	DM	DATE:	JUNE 2014		
CHECKED BY:		SCALE:	NOTED		

6/23/2014
K:\2013\134074.01 - BI WATERFRONT PARK & CITY DOCK\RENOVATION\134074.01-01.DWG



PLAN

0 10 20 30 50 FT

NOTE:
EXISTING SITE PLAN DRAWING IS TAKEN FROM REID MIDDLETON & ASSOCIATES CITY OF WINSLOW – WATERFRONT PARK IMPROVEMENT DRAWING C3 (DECEMBER, 1985). ACTUAL SITE LOCATIONS MAY VARY.

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Seattle, Washington 98134
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REVISIONS		
REV	DATE	DESCRIPTION

PROJECT: **CITY OF BAINBRIDGE ISLAND WATERFRONT DOCK RENOVATION**

TITLE: **EXISTING SITE PLAN**

DESIGNED BY:	NA	PROJECT NO:	134074.01
DRAWN BY:	DM	DATE:	JUNE 2014
CHECKED BY:		SCALE:	NOTED

SHEET NO: 2 OF 9

6/20/2014
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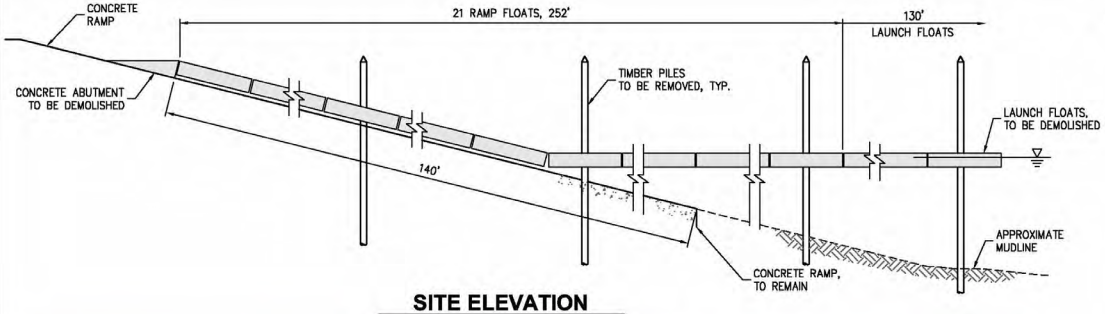
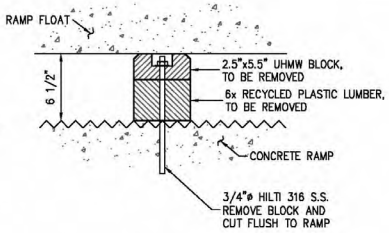


SITE ELEVATION



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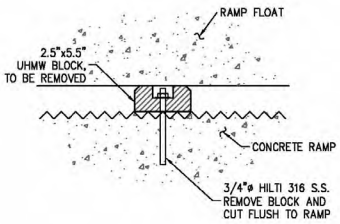

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RAMP FLOAT

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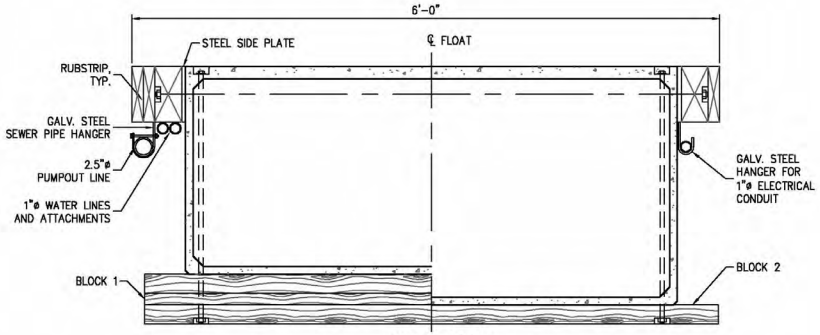

SECTION A-A

EXISTING RAMP FLOAT

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REVISIONS		
REV	DATE	DESCRIPTION

PROJECT: **CITY OF BAINBRIDGE ISLAND WATERFRONT DOCK RENOVATION**

TITLE: **EXISTING SITE DEMOLITION PLAN**

DESIGNED BY:	NA	PROJECT NO:	134074.01
DRAWN BY:	DM	DATE:	JUNE 2014
CHECKED BY:		SCALE:	NOTED

SHEET NO: 3 OF 9

6/20/2014
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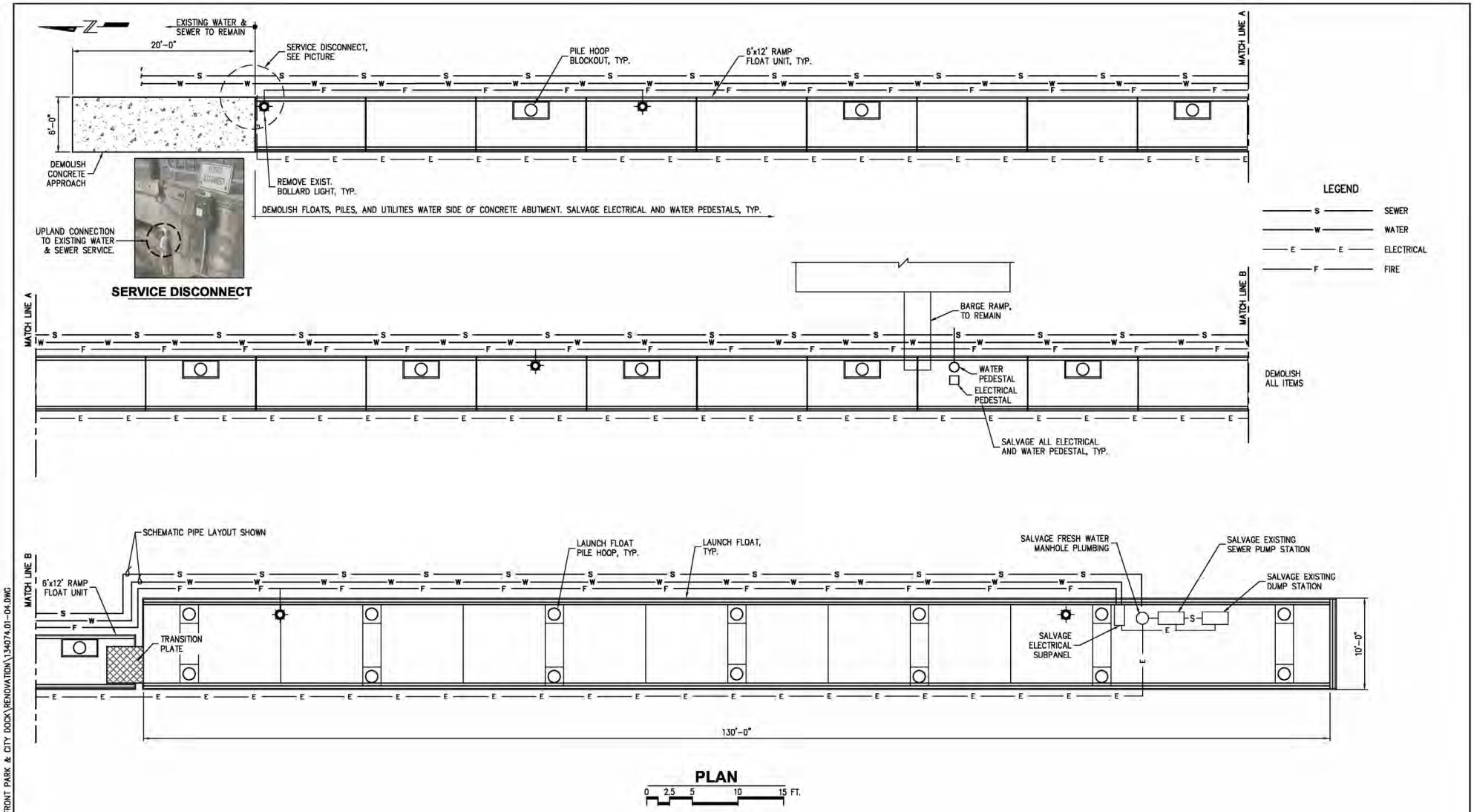

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REVISIONS

REV	DATE	DESCRIPTION

PROJECT: **CITY OF BAINBRIDGE ISLAND WATERFRONT DOCK RENOVATION**

TITLE: **EXISTING DOCK DEMOLISH PLAN**

DESIGNED BY:	NA	PROJECT NO:	134074.01
DRAWN BY:	DM	DATE:	JUNE 2014
CHECKED BY:		SCALE:	NOTED

SHEET NO: 4 OF 9

6/23/2014
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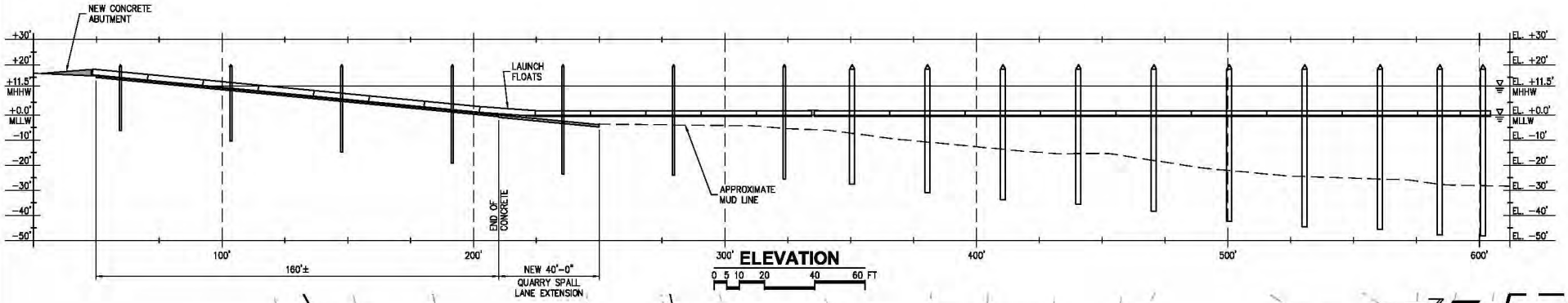

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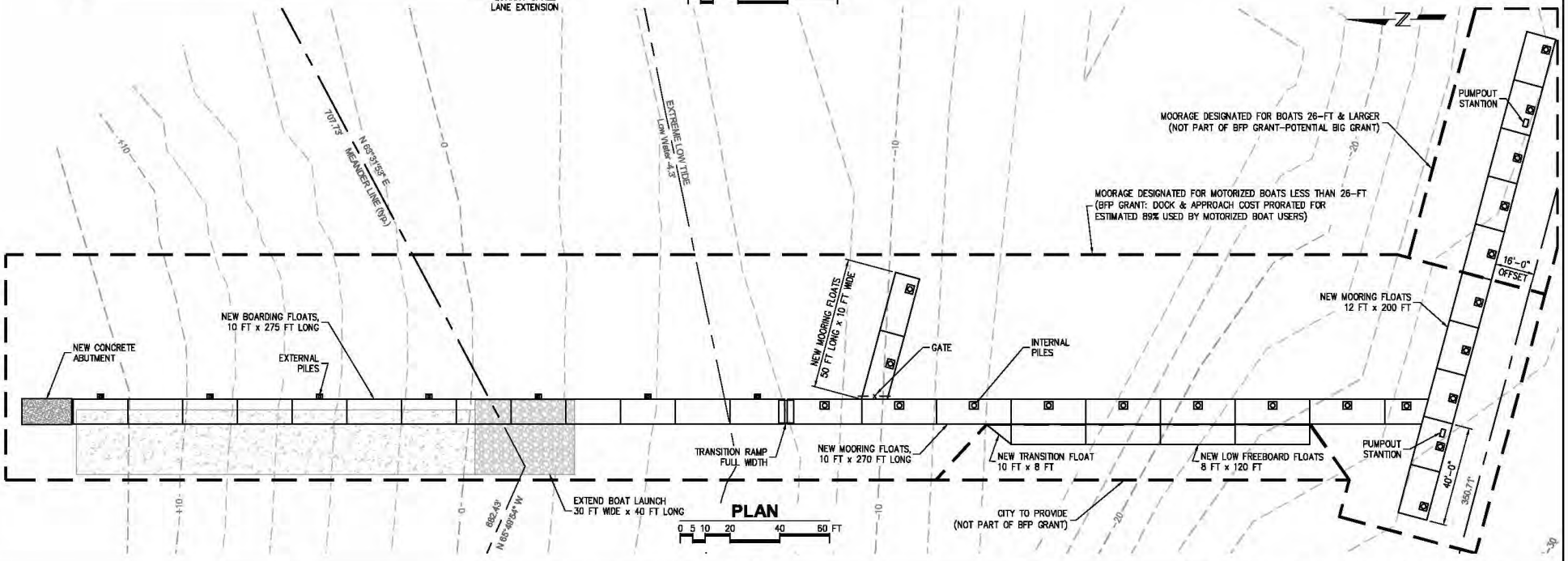

PLAN

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REVISIONS

REV	DATE	DESCRIPTION

PROJECT: **CITY OF BAINBRIDGE ISLAND WATERFRONT DOCK RENOVATION**

TITLE: **PROPOSED PLAN AND PROFILE**

DESIGNED BY:	NA	PROJECT NO:	134074.01
DRAWN BY:	DM	DATE:	JUNE 2014
CHECKED BY:		SCALE:	NOTED

SHEET NO: 5 OF 9

8/21/2014
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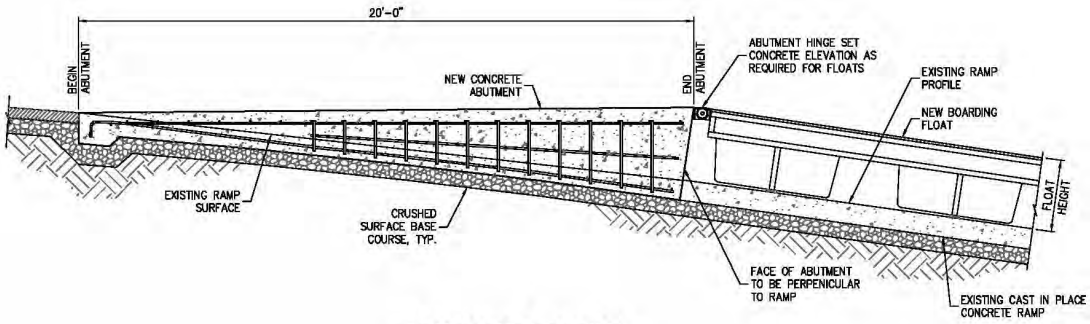

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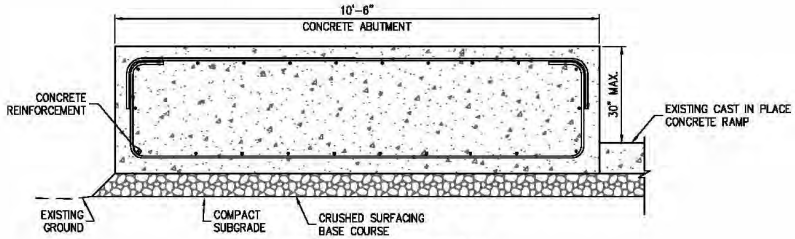

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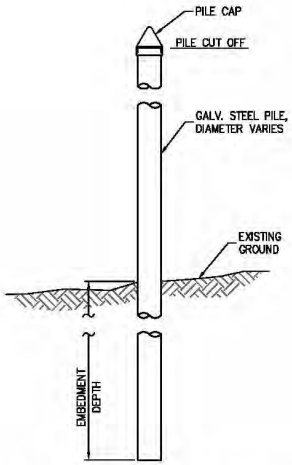
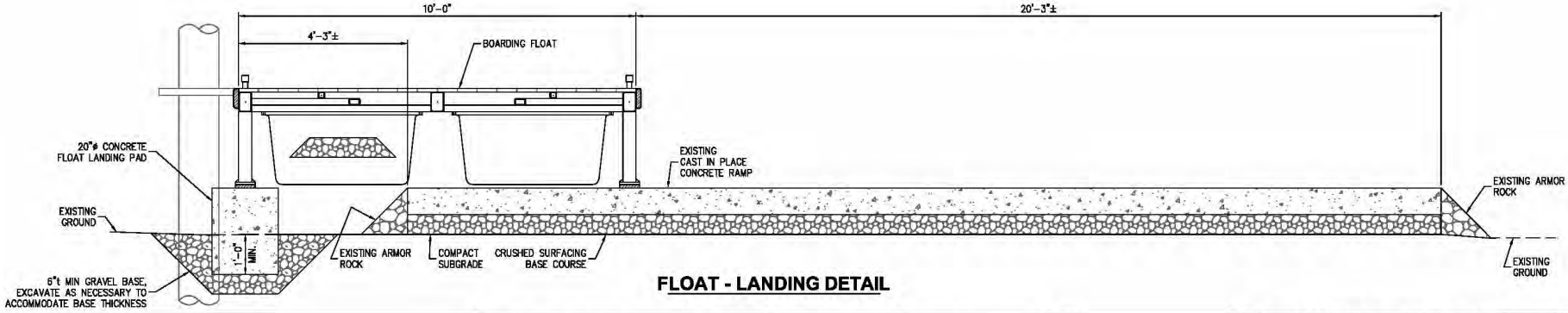


BOARDING AND MOORING FLOAT PILE



FLOAT - LANDING DETAIL

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REVISIONS

REV	DATE	DESCRIPTION

PROJECT: CITY OF BAINBRIDGE ISLAND WATERFRONT DOCK RENOVATION

TITLE: DETAILS

DESIGNED BY:	NA	PROJECT NO:	134074.01
DRAWN BY:	DM	DATE:	JUNE 2014
CHECKED BY:		SCALE:	NOTED

SHEET NO: 6 OF 9

6/23/2014
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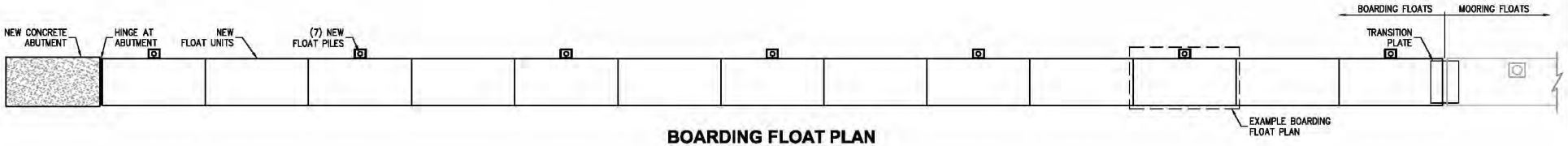
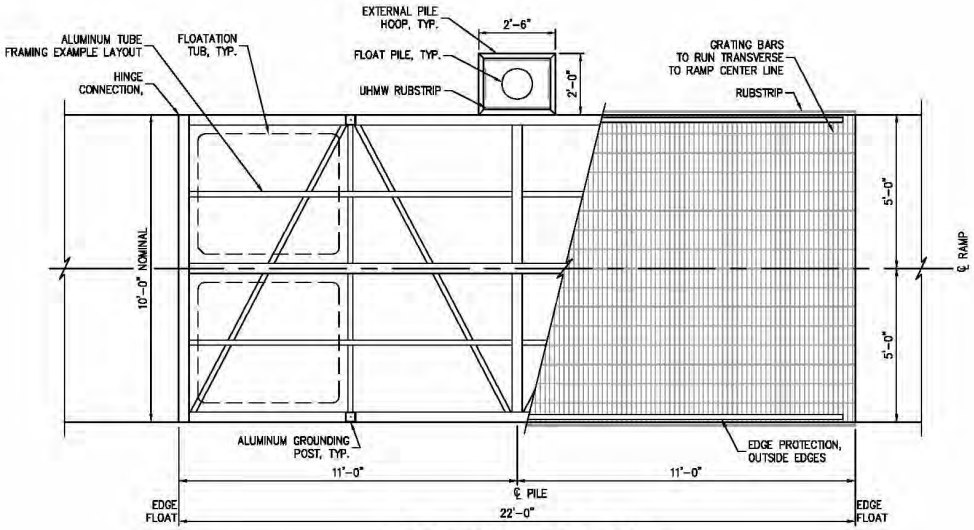
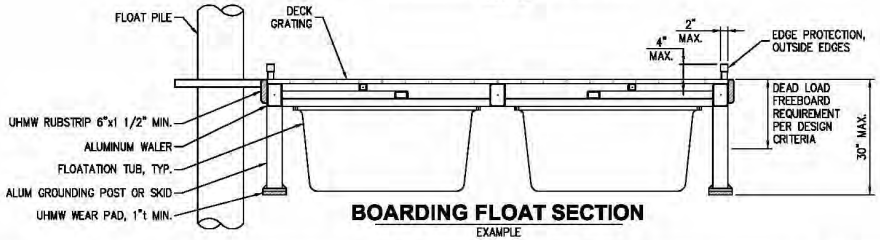


BOARDING FLOAT PLAN



BOARDING FLOAT PLAN

EXAMPLE



BOARDING FLOAT SECTION

EXAMPLE

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REVISIONS

REV	DATE	DESCRIPTION

PROJECT: **CITY OF BAINBRIDGE ISLAND WATERFRONT DOCK RENOVATION**

TITLE: **BOARDING FLOAT DETAILS**

DESIGNED BY:	NA	PROJECT NO:	134074.01
DRAWN BY:	DM	DATE:	JUNE 2014
CHECKED BY:		SCALE:	NOTED

SHEET NO: 7 OF 9

6/23/2014
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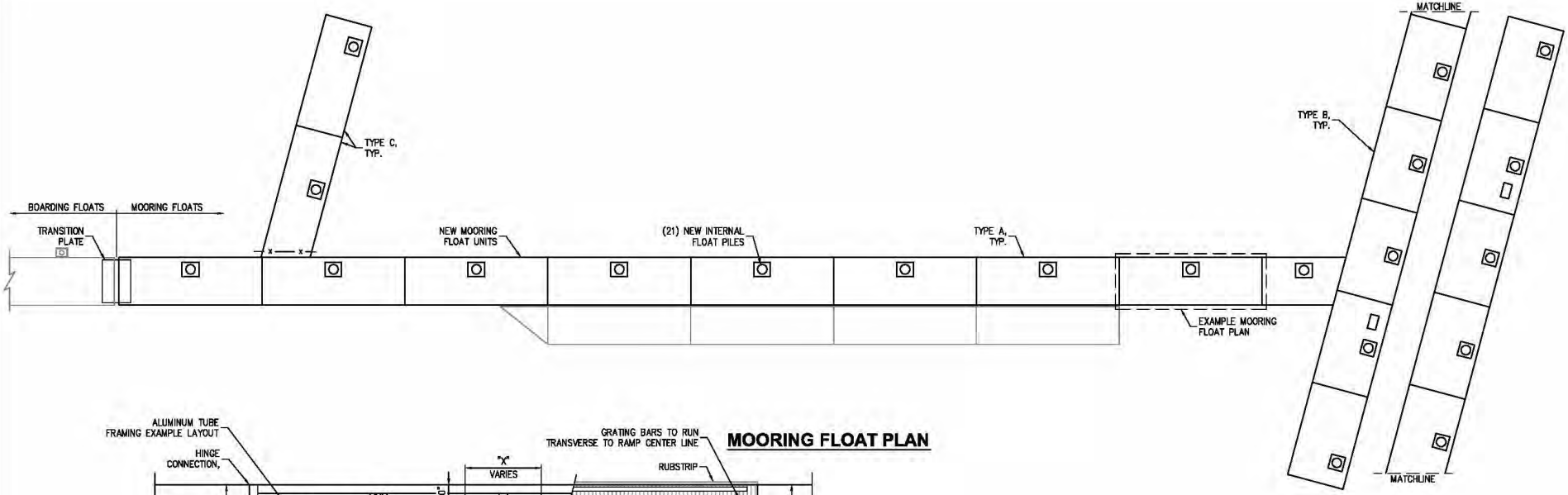

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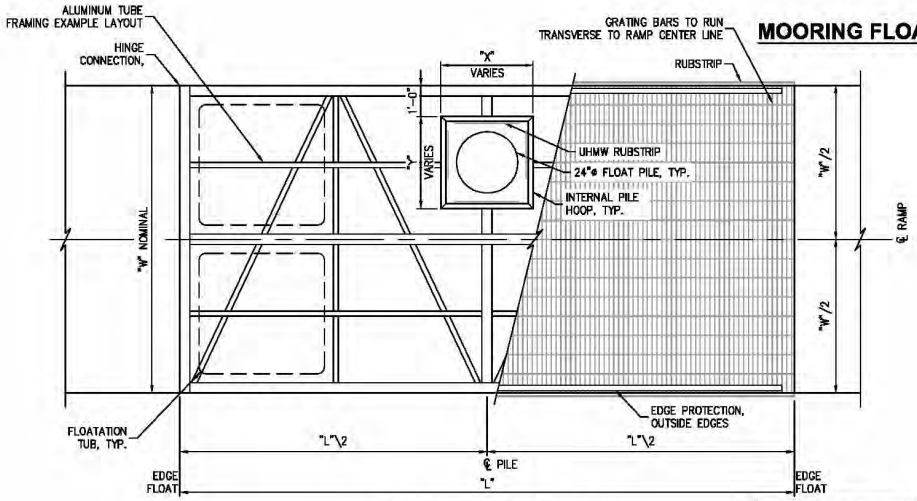
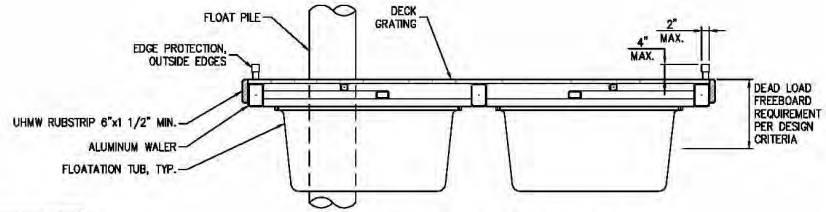


MOORING FLOAT PLAN

EXAMPLE

TYPE	"W"	"X"	"Y"	"L"
TYPE A	10'-0"	3'-6"	3'-0"	30'-0"
TYPE B	12'-0"	3'-0"	3'-0"	20'-0"
TYPE C	10'-0"	3'-6"	3'-0"	24'-0"



MOORING FLOAT SECTION

EXAMPLE

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REVISIONS

REV	DATE	DESCRIPTION

PROJECT: **CITY OF BAINBRIDGE ISLAND WATERFRONT DOCK RENOVATION**

TITLE: **MOORING FLOAT DETAILS**

DESIGNED BY: NA	PROJECT NO: 134074.01	SHEET NO:	
DRAWN BY: DM	DATE: JUNE 2014	8	OF 9
CHECKED BY:	SCALE: NOTED		

6/23/2014
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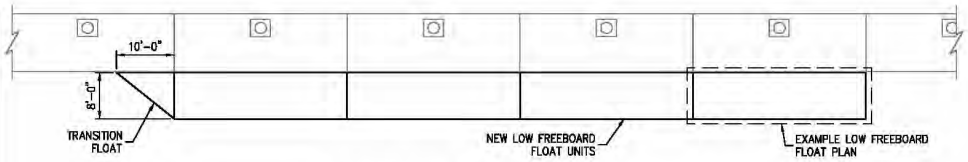
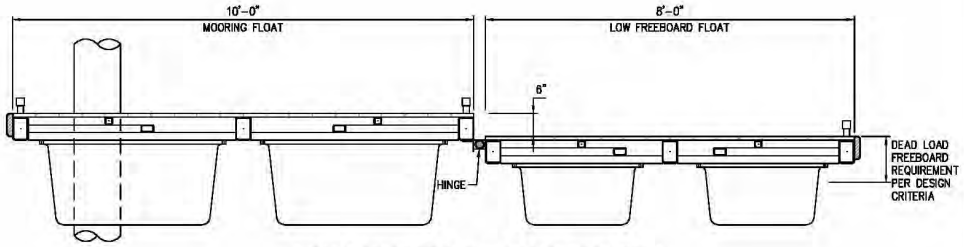


LOW FREEBOARD FLOAT PLAN



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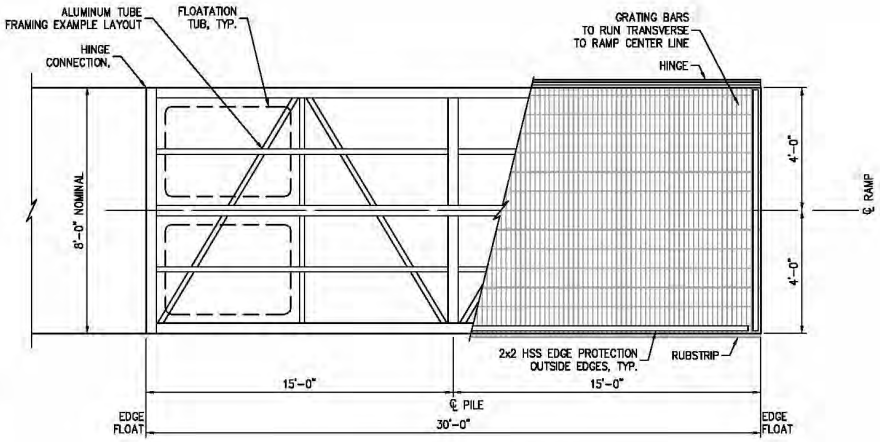
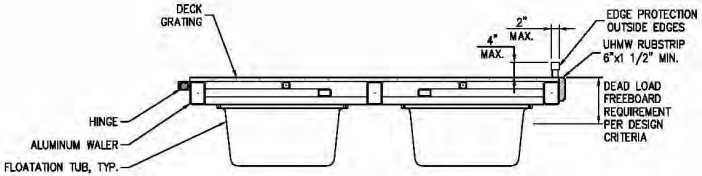


LOW FREEBOARD FLOAT PLAN

EXAMPLE



LOW FREEBOARD FLOAT SECTION

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REVISIONS

REV	DATE	DESCRIPTION

CITY OF BAINBRIDGE ISLAND
WATERFRONT DOCK RENOVATION

TITLE: **LOW FREEBOARD FLOAT DETAILS**

DESIGNED BY:	NA	PROJECT NO:	134074.01	SHEET NO:	9 OF 9
DRAWN BY:	DM	DATE:	JUNE 2014		
CHECKED BY:		SCALE:	NOTED		

6/23/2014
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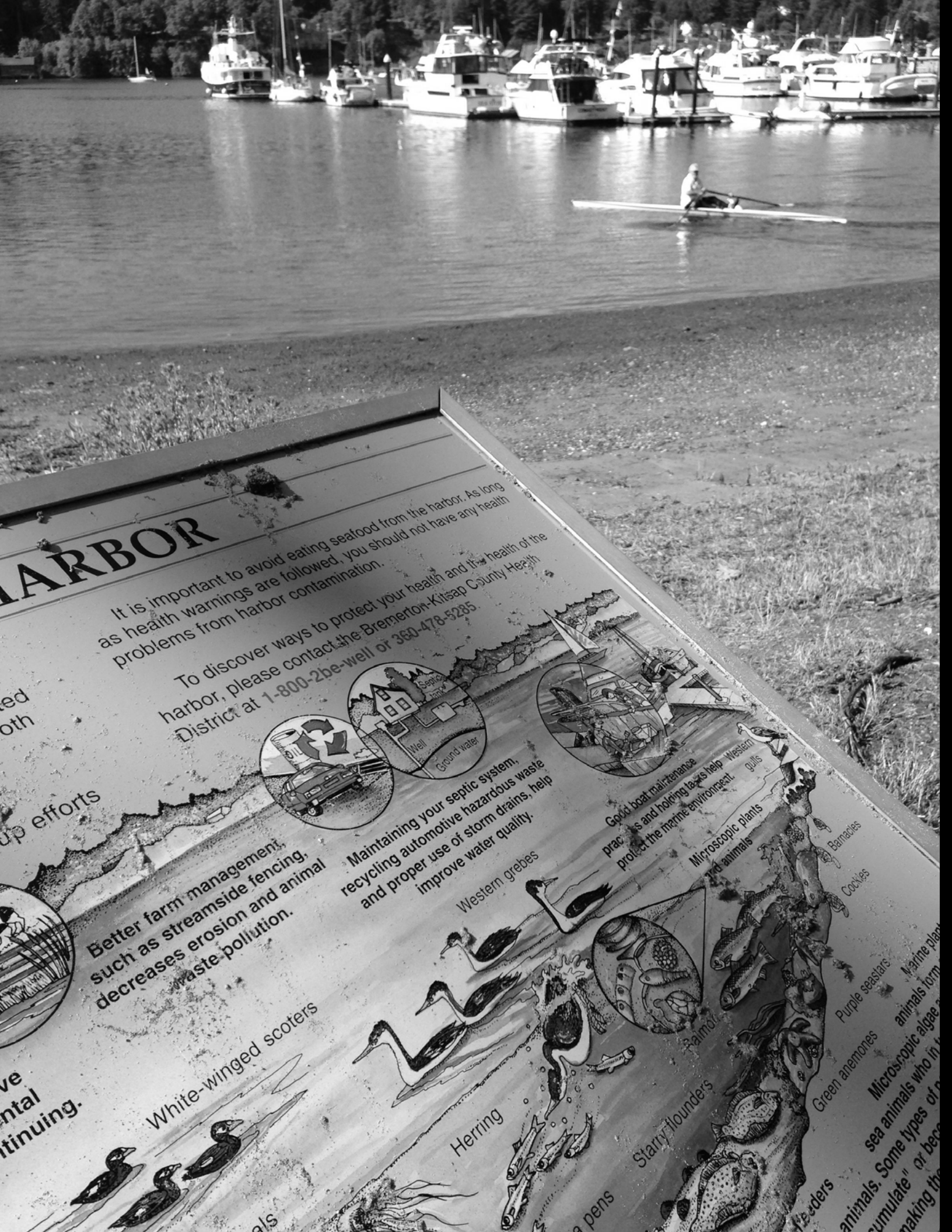

HARBOR
It is important to avoid eating seafood from the harbor. As long as health warnings are followed, you should not have any health problems from harbor contamination.
To discover ways to protect your health and the health of the harbor, please contact the Bremerton-Kitsap County Health District at 1-800-2be-well or 360-478-5285.
Well
Ground water
Better farm management such as streamside fencing, decreases erosion and animal waste pollution.
Maintaining your septic system, recycling automotive hazardous waste and proper use of storm drains, help improve water quality.
Western grebes
Microscopic plants
Barnacles
Cockles
Purple seastars
Green anemones
Starry flounders
Herring
White-winged scoters

City of Bainbridge Island
PLANNING & COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Planning Commission

FROM: Heather Beckmann
Senior Planner

Kathy Cook
Director

DATE: November 12, 2015

RE: Study Session on Proposed Land Use Code Amendment

On March 17, 2015, the City Council approved a work plan for the Historic Preservation Commission (Attachment 1). One of the items on the work plan is to implement the revised Comprehensive Plan goals and policies related to historic preservation (adopted on 11/25/2013, Attachment 2) by amending Bainbridge Island Municipal Code (BIMC) Section 18.24, Historic Preservation Program (Attachment 3).

Prior to drafting an ordinance, the Historic Preservation Commission (HPC) and Staff are asking the Planning Commission (PC) and members of the public for comments, questions and suggestions.

I. Review OUTLINE of PROPOSED AMENDMENT

The HPC will present a power point presentation (Attachment 4) that provides a brief overview of the existing Historic Preservation Program (Attachment 3) and outlines the proposed changes (Attachment 5). To understand the connection between the proposed changes and the Comprehensive Plan, the HPC has created a chart that connects each proposed change with the corresponding Comprehensive Plan element, and lists other jurisdictions with comparable processes (Attachment 5). There is a separate attachment (Attachment 6) that provides the proposed historic preservation process by type and associated criteria.

Planning Commission Action: Review and confirm the direction of the proposed amendments to the Historic Preservation Program. Due to time considerations, staff recommends that the Planning Commission not walk through each change, instead, please be prepared to identify any changes that raise questions or concerns and propose additional modifications.

II. NEXT STEPS

Following the Commission's recommendation, members of the Historic Preservation Commission and City Staff will begin drafting the ordinance. We anticipate bringing a draft to the PC in January 2016, before going to the City Council in March 2016.

III. ATTACHMENTS

1. Historic Preservation Commission 2015 Work Plan
2. Comprehensive Plan Goals and Policies(as revised through the 2013 Comprehensive Plan amendment process)
3. BIMC 18.24, Historic Preservation Program
4. Draft Power Point Presentation (slight changes may occur prior to presentation)
5. Outline of Proposed Land Use Changes
6. Proposed Historic Preservation Process by Type
7. Samples of processes and historic preservation land use codes
    - *a.* City of Langley, maintenance and demolition of historic structures report
    - *b.* Tacoma, Economic hardship/demolition
    - *c.* Bellingham, historic register maintenance requirement
    - *d.* Bothell, demolition alternative analysis requirement

HISTORIC PRESERVATION COMMISSION

2015 WORK PLAN

I. STATUTORY DUTIES- Ongoing

A. Maintain Status as a Certified Local Government

a. Meet once a month to discuss historic preservation issues
b. Maintain Local Inventory and Review Nominations to Local Register
c. Review nominations to the National Register
d. Review changes/alterations to Local Register properties
e. Review Special Tax Valuation applications

B. Review nominations to the Heritage Tree Program

C. Serve as the Fort Ward Historic Review Committee

II. NONSTATUTORY DUTIES – Ongoing

a. Review and comment on demolition permits
b. Review and comment on land use applications that involve historic structures and sites
c. Provide SEPA comments for sites with historic/cultural resources
d. Determine appropriateness and content of historical signs

III. ADVOCATE, EDUCATE AND PROMOTE PRESERVATION

a. Conduct public education session "My Old House" --- 3rd quarter
b. Determine the 2015 Blakely Recipients for the Project of Excellence and Preservation Leader Awards in Historic Preservation --- May 2015
c. Submit articles and press releases to local outlets --- as needed

IV. GRANT ADMINISTRATION

a. Finalize the 2014 Historic Farm Inventory Grant
b. Review materials from the Consultant for the 2015 Suyematsu Farm Historic Structure Report
c. Apply for 2015-2016 grant with the Department of Archaeology and Historic Preservation

V. IMPLEMENT REVISED COMPREHENSIVE PLAN CHANGES (adopted 11.25.13)

a. Revise Section 18.24 of COBI Code to Enact Changes (HP 1.2)—Ongoing and adopted in 3rd Quarter
    i. Revise powers and duties of Commission
    ii. Add new category, "Heritage Properties" (HP 2.5)

ATTACHMENT 1

iii. Include "Register Eligible" properties as subject to HPC Review (HP 2.1)
iv. Incorporate the process for nomination and review of Heritage Properties
v. Incorporate the process for review of changes to "Register Eligible" properties
vi. Include Public Notice requirement for changes to historically significant properties
vii. Include "demolition by neglect' provision for Register and Heritage properties
viii. Incorporate financial incentives for owners to encourage preservation (HP 3.5, 3.6)
ix. Establish city funded signage program (similar to that for Heritage Trees) for Heritage and Register properties (HP 3.1, 3.6)

b. Establish a broad base of support from citizens and their government to strengthen the community's commitment to historic preservation (Goal 4 of HP Comp Plan) by increasing ties to stakeholders: Complete by 4th quarter.

1. Planning and Community Development
2. Design Review Board
3. Historical Society (Museum)
4. Parks Department
5. Suquamish Tribe
6. Friends of the Farms
7. BIJAC
8. Downtown Association
9. Chamber of Commerce
10. Local Realtors
11. Neighborhood Associations
12. Other as identified

Historic Preservation

GOAL ~~1~~ LU-33

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

~~HP 1.1~~ Policy LU 33.1

The City *shall* maintain its status as a Certified Local Government (CLG), thereby promoting collaboration among City departments, boards and commissions.

~~HP 1.2~~ Policy LU 33.2

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

~~HP 1.3~~ Policy LU 33.3

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

~~HP 1.4~~ Policy LU 33.4

The City and HPC *shall* coordinate with tribal communities and other interested stakeholders who have an interest in historic resources on the Island.

GOAL ~~2~~ LU-34

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

~~HP 2.1~~ Policy LU 34.1

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

~~HP 2.2~~ Policy LU 34.2

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

~~HP 2.3~~ Policy LU 34.3

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

~~HP 2.4~~ Policy LU 34.4

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

~~HP 2.5~~ Policy LU 34.5

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

GOAL ~~3~~ LU-35

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

~~HP 3.1~~ Policy LU 35.1

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

~~HP 3.2~~ Policy LU 35.2

~~The City *shall*~~ Eencourage the preservation, rehabilitation and restoration of existing structures through the adoption and implementation of the International Existing Building Code (IEBC).

~~HP 3.3~~ Policy LU 35.3

~~The City and HPC *shall*~~ Ceollaborate with the *Historic Preservation* Commission and Design Review Board to develop design guidelines for projects within or adjacent to significant historic properties and/or *neighborhoods* to ensure compatible development.

~~HP 3.4~~ Policy LU 35.4

~~The City and HPC *shall*~~ Ddevelop guidelines to ensure review of potential direct and indirect impacts to significant historic properties when planning and/or permitting projects.

~~HP 3.5~~ Policy LU 35.5

~~The City and HPC *shall*~~ Iidentify and support practical owner/operator economic incentives and policies to encourage the rehabilitation and preservation of significant historic resources.

~~HP 3.6~~ Policy LU 35.6

~~The City *shall*~~ Eengage in cooperative efforts with owners to encourage the preservation of historic resources.

GOAL ~~4~~ LU-36

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

~~HP 4.1~~ Policy LU 36.1

~~The City and HPC *shall*~~ Ssupport an on-going education program to increase awareness of the historic resources on the Island.

~~HP 4.2~~ Policy LU 36.2

~~The City and HPC shall~~ Ssupport efforts to publicly recognize preservation efforts within the Island community.

~~HP 4.3~~ Policy LU 36.3

~~The City and HPC *shall*~~ Ceollaborate with interested stakeholders to promote *historic preservation* on the Island.

~~HP 4.4~~ Policy LU 36.4

~~The City and HPC *shall*~~ Iidentify, and give public access to, an appropriate repository for curating *historic preservation* records and documentation.

Chapter 18.24
HISTORIC PRESERVATION PROGRAM

Sections:

18.24.010 Purpose and relationship to zoning and building codes.
18.24.020 Historic preservation commission.
18.24.030 Register of historic places.
18.24.040 Changes or alterations to properties located on local register.
18.24.050 Appeal of denial of a waiver or a certificate of appropriateness.
18.24.060 Review and monitoring of properties for special property tax valuation.
18.24.070 Fort Ward historic overlay district.

18.24.010 Purpose and relationship to zoning and building codes.

A. Purpose. The purpose of this chapter is to provide the process and standards for identifying, evaluating and protecting historic resources within the city, and for preserving and rehabilitating eligible historic properties within the city for future generations through a special valuation tax incentive in order to:

1. Safeguard the heritage represented by those buildings, objects, sites and structures that reflect significant elements of the city's history;

2. Foster civic and neighborhood pride in the beauty and accomplishments of the past;

3. Stabilize or improve the aesthetic and economic vitality and values of such buildings, objects, sites and structures;

4. Assist, encourage and provide incentives to private owners for the preservation, restoration, redevelopment and use of historic buildings, objects, sites and structures;

5. Promote and facilitate the early identification and resolution of conflicts between preservation of historic resources and alternative land uses; and

6. Conserve valuable material and energy resources by ongoing use and maintenance of the existing built environment.

This chapter also sets forth the provisions of the Fort Ward historic overlay district.

B. Relationship to Zoning and Building Codes. Nothing contained in this chapter shall be construed to repeal, modify or waive any zoning, land use or building codes, laws, ordinances or regulations that are otherwise applicable to property listed on the local register. (Ord. 2011-02 § 2 (Exh. A), 2011)

18.24.020 Historic preservation commission.

A. Creation. The Bainbridge Island historic preservation commission is hereby established, to operate and act in accordance with the provisions of this chapter.

B. Composition of the Commission.

ATTACHMENT 3

1. The commission shall consist of seven members, who shall be appointed by the mayor and approved by the city council in accordance with this chapter. The commission shall include at least three members who have experience in identifying, evaluating and protecting historic resources and who are selected from among the disciplines of history, architecture, landscape architecture, architectural history, historic preservation, planning, cultural anthropology, archaeology, biology, geography, cultural geography, American studies, law, and real estate, referred to in this chapter as the "professional positions." An action taken by the commission shall not be invalid due to the temporary vacancy of any or all of the professional positions, unless the certification agreement between the city and the State Historic Preservation Office (SHPO) provides otherwise.

2. All members of the commission must have a demonstrated interest and competence in historic preservation and possess qualities of impartiality and broad judgment.

3. All members of the commission shall serve without compensation.

4. Members shall not be employees or officers of the city or appointed to another city committee, board or commission, except for specialized committees or task forces of limited duration.

5. The commission shall select from among its members a chairperson and such other officers as may be necessary to conduct the commission's business for a one-year term at the first regular meeting of the year.

C. Term of Commission Members. Appointments shall be made for three-year terms, commencing on July 1st and ending on June 30th three years later. Members shall be appointed to a position number, and the terms are to be staggered, with no more than three positions expiring in any given year. A member may be reappointed, and shall hold office until his or her successor has been appointed and has qualified. No member shall serve more than three consecutive terms unless the city council determines that special expertise is required, or there are no other qualified applicants.

D. Vacancies – Removal. Members may be removed upon a majority vote of the city council. In the event of a vacancy, the mayor, subject to confirmation of the city council, shall make an appointment to fill the unexpired portion of the term of that position in accordance with the city's appointment cycle. Unexcused absence by any member from three consecutive meetings shall constitute grounds for removal.

E. Powers and Duties. The commission shall:

1. Establish, maintain and periodically update a local historic inventory, which inventory shall be maintained in a form compatible with the state inventory, and may cooperate with, and advise the city council as requested on contracting with, the Bainbridge Island Historical Society or others, in connection with the establishment and maintenance of the inventory;

2. Establish and maintain the local register of historic places, as provided in BIMC 18.24.030;

3. Review nominations to the local register and designate properties for listing on the register, in accordance with BIMC 18.24.030;

4. Participate in the review process for nominations to the National Register of properties within the city's boundaries, in accordance with the procedures established by the SHPO;

5. Review proposals to construct or reconstruct upon, change the use of, alter, restore, remodel, repair, move or demolish properties on the local register as provided in BIMC 18.24.040;

6. Provide resources and advocacy for historic preservation consistent with comprehensive plan policy HP 1.2, which may include but are not limited to:

a. Participation in or promotion of public educational programs;

b. Fostering historic preservation through recognition of excellence in restoration of historic buildings, structures or sites;

c. Advising the city council or the planning commission as requested on matters of city history and historic preservation or actions affecting the historic resources of the city; and

d. Maintaining information on federal or state historic preservation programs, funding sources or incentives;

7. Serve as the local review board for the special valuation of historic property, and in that capacity determine and monitor the eligibility of historic property for special valuation in accordance with BIMC 18.24.060; and

8. Report annually to the city council prior to the start of the budget process.

F. Rules and Standards of Commission.

1. The commission shall establish and adopt rules prescribing forms, standards and procedures consistent with applicable law, as necessary to carry out its duties. Standards for review under BIMC 18.24.030.A and 18.24.040 shall be based in part, and to the extent applicable, on the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, 48 CFR 44716, as updated and supplemented by the National Park Service, and the Secretary of the Interior's Standards for Rehabilitation, 37 CFR 67, as amended. All actions of the commission shall be carried out in accordance with its rules.

2. The commission shall meet at least monthly. Meetings shall be open to the public and held in accordance with the Open Public Meetings Act (Chapter 42.30 RCW).

3. For meetings consisting of a majority of the then serving voting members of the commission, the commission shall provide public notice of the meeting and shall keep a record of its meeting minutes. Minutes of each meeting, including a record of attendance, shall be prepared by the secretary and approved and signed at a subsequent meeting. The minutes do not need to reflect the actual discussion, but only the formal actions taken by the commission. The approved meeting minutes shall be posted on the city's web site.

4. The city shall provide city email accounts to voting members and related training on the use of email accounts, including personal computer privacy expectations while serving on the commission.

5. A majority of the voting members then serving on the commission shall constitute a quorum.

6. Members shall sign a conflict of interest statement in accordance with the city's ethics program upon appointment and any reappointment. (Ord. 2014-22 § 1, 2014: Ord. 2011-02 § 2 (Exh. A), 2011)

18.24.030 Register of historic places.

A. Criteria for Designating Properties for Listing on the Local Register. Any building, structure, site or object, whether publicly or privately owned, may be designated for listing on the local register if it is significantly associated with the history, architecture, archaeology, engineering or cultural heritage of the community; it has physical integrity; it is at least 50 years old or is of lesser age but has exceptional importance; and it qualifies as at least one of the following:

1. Is associated with events that have made a significant contribution to the broad patterns of national, state, or local history;

2. Embodies the distinctive architectural characteristics of a type, period, style, or method of design or construction, or represents a significant and distinguishable entity whose components may lack individual distinction;

3. Is an outstanding work of a designer, builder, or architect who has made a substantial contribution to the art;

4. Exemplifies or reflects special elements of the city's cultural, special, economic, political, aesthetic, engineering, or architectural history;

5. Is associated with the lives of persons significant in national, state, or local history;

6. Has yielded or may be likely to yield important archaeological information related to history or prehistory;

7. Is a building or structure removed from its original location but that is significant primarily for architectural value, or that is the only surviving structure significantly associated with an historic person or event;

8. Is a birthplace or grave of an historical figure of outstanding importance;

9. Is a cemetery that derives its primary significance from age, from distinctive design features, or from association with historic events, or cultural patterns;

10. Is a reconstructed building that has been executed in an historically accurate manner on the original site;

11. Is a creative and unique example of folk architecture and design created by persons not formally trained in the architectural or design professions, and that does not fit into formal architectural or historical categories; or

12. Is listed on the National Register or the State Register.

B. Process for Designating Properties for Listing on the Local Register.

1. Any person, including the commission or any commission member, may nominate a building, structure, site, or object for listing on the local register; provided, that no property shall be nominated without the prior written consent of the owner.

2. The nomination shall include, when possible, the tax parcel number (and the UTM reference, if required for compatibility with the State Register) and a description of all interior and exterior features and outbuildings that contribute to its designation.

3. In reviewing the nomination, the commission shall consider the local inventory and the city's comprehensive plan, and the merits of the nomination, according to the criteria in subsection A of this section, and shall proceed according to the nomination review standards established in the commission's rules.

4. The commission shall provide public notice of the date, time and location of the meeting during which it will consider the designation nomination. Written notice of the date, time and location of the meeting shall be provided no later than 10 days prior to the meeting to the nominator, the owner(s) of public record and the lessees, if any, of the subject property. The commission shall further publish at least one notice of the meeting in a newspaper of general circulation in the city. The commission shall also post a notice on a conspicuous location on the subject property.

5. If the commission finds that the nominated property is eligible for listing on the local register, the commission shall list the property on the register, with the consent of the owner of the property. The commenters, property owner, nominator and lessees, if any, shall be notified in writing of the listing no later than 30 days after the listing.

6. Properties listed on the local register shall be identified in the planning database maintained by the city and the listing shall be forwarded to the Kitsap County assessor for identification of the historical property in the Kitsap County zoning records.

C. Removal of Properties from the Local Register. Properties listed on the local register may be removed from the register only by the commission in accordance with this section. The commission may remove any property from the local register, with or without the owner's consent, if the commission deems the property no longer appropriate for designation to the local register because it no longer satisfies the original criteria in support of its designation. The procedure for removal shall be established by the commission and shall include the procedures for notification to the public and interested parties set forth in subsection B.4 of this section. (Ord. 2011-02 § 2 (Exh. A), 2011)

18.24.040 Changes or alterations to properties located on local register.

A. Review Required. No person shall perform any work to a property listed on the local register, other than ordinary repair or maintenance, emergency repair measures, or total or partial demolition, without a review by, and issuance of a certificate of appropriateness from, the commission. In the case of a total or partial demolition of the property, a waiver of the certificate of appropriateness must be obtained from the commission prior to the demolition, in accordance with subsection B of this

section. Failure to obtain the required certificate of appropriateness or waiver from the commission shall be grounds for removal of the property from the local register.

B. Review Process.

1. The building official shall notify the commission of any application for a permit to perform work on or to demolish a property listed on the local register. If the activity is not exempt from review, the commission shall notify the applicant of the review requirements. The building official shall not issue any permit until the required certificate of appropriateness or waiver is received from the commission.

2. The applicant shall apply to the commission for a review of the proposed work to the property listed on the local register, and request a certificate of appropriateness or, in the case of demolition, a waiver. Each application for review of proposed changes shall be accompanied by all information required by the commission pursuant to its established rules for review.

3. The commission shall meet with the applicant and review the proposed work in accordance with the standards established in the commission's rules. Unless required by another ordinance or law, the commission shall not be required to provide public notice of the application. In the case of an application to perform work to the property, the commission shall complete its review and make its decision within 45 days after the date of receipt of the application. If the commission is unable to process the request within this time period, the commission may reasonably extend its review period for another 15 days upon written notice to the applicant. If the commission fails to issue a decision within 60 days of receiving the application, the application shall be deemed approved and the commission shall issue a certificate of appropriateness.

4. As part of the review process for an application to demolish or partly demolish the property, the applicant shall meet with the commission in an attempt to find alternatives to demolition. These negotiations may last no longer than 45 days from the initial meeting with the commission, unless either party requests an extension, in which case the negotiations may be extended for up to an additional 30 days. If no alternative to demolition has been agreed to within 45 days from the initial meeting with the commission, plus any extension, the commission shall approve or deny the application for a waiver and advise the official in charge of issuing a demolition permit of the decision. If the commission fails to issue a decision within 45 days from the initial meeting with the commission, plus any extensions, the application shall be deemed approved and the commission shall issue an unconditional waiver. When issuing a waiver, the commission may reasonably impose conditions designed to mitigate the loss of the property from the register. Property that is wholly demolished shall be removed from the register. Property that is partially demolished may be removed from the register, if deemed appropriate by the commission.

5. The commission's decision on any application shall be in writing and shall state the findings of fact and the basis for its decision. Any conditions to the certificate of appropriateness or waiver recommended by the commission and accepted by the applicant in this review process shall become conditions of approval of the permits issued. If the owner accepts the commission's

recommendations and conditions, a certificate of appropriateness or a waiver shall be issued by the commission according to standards established in the commission's rules.

6. The commission's determination, recommendations and, if awarded, the certificate of appropriateness or a waiver shall be transmitted to the building official. If a certificate of appropriateness or waiver is awarded, the building official may then issue the permit.

7. If a certificate of appropriateness or waiver is denied, the building official shall not issue the permit.

a. If a property is added to the historic register a notice of that status shall be added on the property title records.

b. Removal from Historic Register. If a property is removed from the historic register a notice of that change in status shall be added to the title records. (Ord. 2011-02 § 2 (Exh. A), 2011)

18.24.050 Appeal of denial of a waiver or a certificate of appropriateness.

The commission's denial of any application for a certificate of appropriateness or waiver may be appealed by the applicant to the city council within 10 days of the date of the commission's decision. The appeal shall be filed with the city clerk and shall clearly state the grounds upon which the appeal is based. The appeal shall be reviewed by the council only upon the records of the commission. The council's decision on the appeal may be appealed by the applicant to the Kitsap County superior court within 21 days after the date of the decision issued by the council. (Ord. 2011-02 § 2 (Exh. A), 2011)

18.24.060 Review and monitoring of properties for special property tax valuation.

A. Special Valuation Program Established. Pursuant to Chapter 84.26 RCW, a local option program is hereby established that shall make available to owners of historic property a special tax valuation for the rehabilitation of the historic property, as set forth in Chapter 84.26 RCW and this section.

B. Application Process for Special Property Tax Valuation.

1. An applicant desiring to obtain special property tax valuation for historic property shall file a complete application with the Kitsap County assessor no later than October 1st of the year immediately preceding the first assessment year for which special valuation classification is requested. Applications filed after the October 1st deadline shall not be considered for special property tax valuation until the following year.

2. Complete applications shall include the following information and documentation:

a. A legal description of the historic property;

b. Comprehensive exterior and interior photographs of the historic property before and after rehabilitation;

c. Architectural plans or other legible drawings depicting the completed rehabilitation work;

d. A notarized affidavit attesting to the actual cost of the rehabilitation work completed prior to the date of application and the period of time during which the work was performed, with documentation of both to be made available to the commission upon request; and

e. For properties located within National Register historic districts, a statement from the Secretary of the Interior, indicating the property is a certified historic structure as defined in WAC 254-20-030(2).

3. The Kitsap County assessor shall forward to the commission all complete applications for special property tax valuation for historic property within 10 days after receiving such applications.

C. Review Process.

1. The commission shall review each application for special tax valuation and determine: if the application is complete; if the subject property meets the criteria set forth in RCW 84.26.030 and WAC 254-20-070(1); and if the subject property meets the criteria set forth in subsection D of this section. The commission shall review all timely applications, and shall enter a determination on the application no later than December 31st of the calendar year in which the application is made.

2. If the commission finds that a subject property is eligible and meets all criteria set forth in this section, the commission shall enter into an historic preservation special valuation agreement with the owner of the subject property, which agreement shall contain all terms required by WAC 254-20-120. Upon mutual execution of such an agreement, the commission shall approve the application.

3. If the commission determines that the subject property does not meet all the requirements of this section, the commission shall deny the application.

4. Commission decisions to approve or deny applications for special tax valuation shall be in writing, shall describe the facts upon which the determination is based, and shall be filed with the Kitsap County assessor within 10 days after the date of the decision.

5. For those applications approved by the commission, the commission shall forward a copy of the applicable historic preservation special valuation agreement, the application and all supporting documentation to the Kitsap County assessor. The commission shall also notify the State Review Board that the subject property has been approved for special valuation and shall monitor the subject property for continued compliance with the historic preservation special valuation agreement throughout the 10-year special valuation period.

6. The commission shall determine whether a property is disqualified from special valuation either because of the owner's failure to comply with the terms of the historic preservation special valuation agreement or because of a loss of historic value resulting from physical changes to the building or site. In the event that the commission concludes that a property is no longer qualified for special valuation, the commission shall notify the owner, the Kitsap County assessor and the State Review Board in writing and state the facts supporting its findings.

D. Criteria.

1. Historic Property Criteria. Until the city becomes a certified local government, the class of historic property eligible for special valuation in the city includes all properties listed on the National Register or certified as contributing to a National Register historic district that have been substantially rehabilitated at a cost and within a time period that meets the requirements set forth in Chapter 84.26 RCW. After the city becomes a certified local government, the class of historic property eligible for special valuation in the city includes all properties listed on the local register that have been substantially rehabilitated at a cost and within a time period that meets the requirements set forth in Chapter 84.26 RCW.

2. Property Review Criteria. In its review of an application for special valuation of an historic property, the commission shall determine if the subject property meets each of the following criteria:

a. The property is an historic property;

b. The property is included within a class of historic property determined eligible for special valuation pursuant to subsection D.1 of this section;

c. The property has been rehabilitated at a cost that meets the definition set forth in RCW 84.26.020(2) within 24 months prior to the date of application; and

d. The property has not been altered in any way that adversely affects those elements that qualify it as historically significant, as determined by applying the standards set forth in WAC 254-20-100(1).

3. Rehabilitation and Maintenance Criteria. The commission shall use the Washington State Advisory Council's Standards for the Rehabilitation and Maintenance of Historic Properties set forth in WAC 254-20-100 as the minimum requirements for determining whether an historic property is eligible for special valuation and whether the property continues to be eligible for special valuation once it has been so classified.

E. Agreement. The commission shall use the historic preservation special valuation agreement set forth in WAC 254-20-120 as the minimum agreement required by this section.

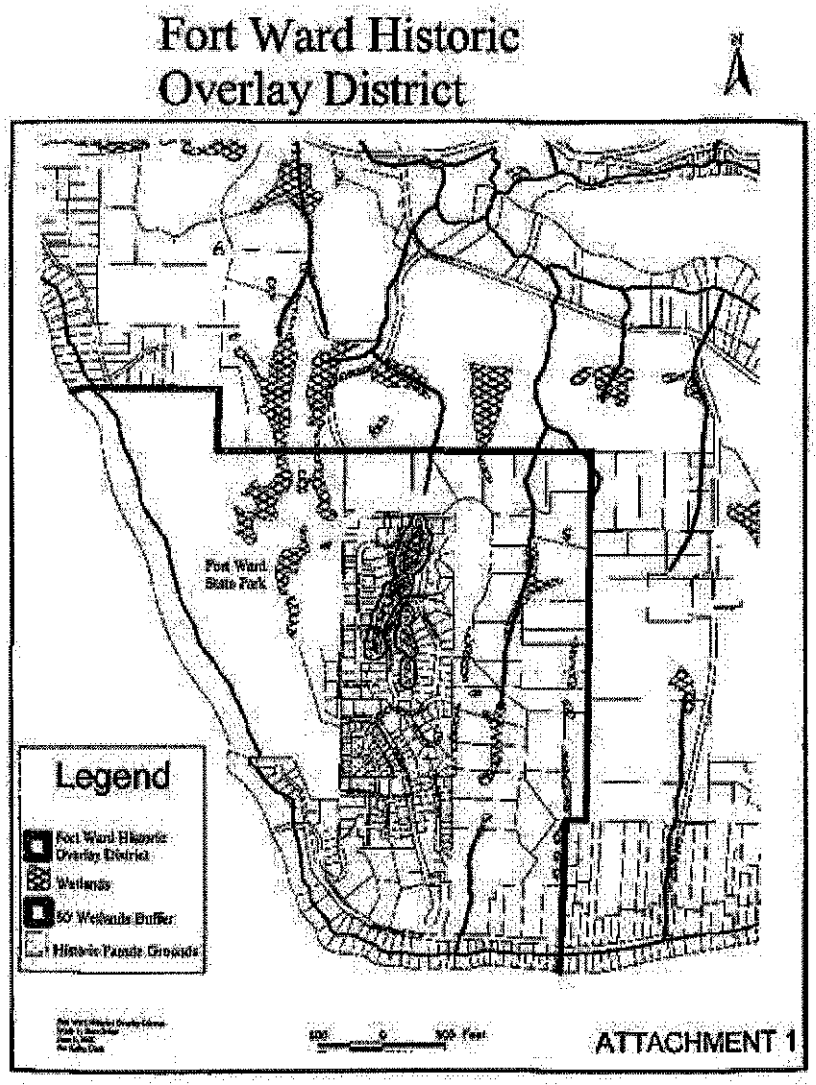
F. Appeals. A decision of the commission on an application for classification as historic property eligible for special valuation may be appealed to the Kitsap County superior court under RCW 34.04.510 through 34.05.598 in addition to any other legal remedy. Any decision of the commission on the disqualification of historic property as being eligible for special valuation, or any other dispute, may be appealed to the Kitsap County board of equalization in accordance with RCW 84.40.038. (Ord. 2011-02 § 2 (Exh. A), 2011)

18.24.070 Fort Ward historic overlay district.

The following regulations apply to the Fort Ward historic overlay district and supplement those general standards contained in BIMC 18.24.010 through 18.24.060. In the case of conflict between the provisions of this section and the provisions of previous sections of this chapter, the provisions of

this section shall apply. Any applications for development within the Fort Ward historic overlay district not subject to the provisions of this section shall comply with the regulations for the underlying zone (R-2).

A. Establishment of Boundaries. The provisions of this section shall apply to the Fort Ward study area as shown on the following page, referred to as the Fort Ward historic overlay district.



B. Increases in Density.

1. Availability. Residential density bonuses may be available for providing affordable housing pursuant to Chapter 18.21 BIMC.

2. Building 16. The property tax identified as tax parcel number 112402-3-004-2003 containing a building of historical interest, identified as Building 16 on Attachment 2, shall be permitted an increase in density up to a total of eight units; provided, that the majority of the dwelling units are located inside Building 16; and provided, that the following development standards are met:

a. The exterior of the building is rehabilitated and maintained in accordance with the standards established in subsection D of this section.

b. The proposed work is reviewed by the historic preservation commission, and a certificate of review is issued, in accordance with subsection E of this section.

c. A minimum of five feet of partial screen perimeter landscaping shall be provided along side and rear property lines. This requirement may be met by retaining existing vegetation on the property, or planting new vegetation. The perimeter landscaping requirement may be waived as part of the final decision on the permit, upon written agreement from adjoining property owners.

d. Surface parking is encouraged to be located behind the building. Any surface parking that is adjacent to residential uses shall be fully screened so as to prevent headlights from shining on the adjacent residential uses.

e. Parking may be located along the south property line; provided, that it is enclosed within a structure.

f. The applicant shall provide community meeting space of not less than 500 square feet. This community meeting space may be provided within Building 16, or, upon approval by the city, this requirement may be met by the applicant making a financial contribution equal to the cost of constructing a 500-square-foot meeting space and one unisex bathroom stall within Building 16. If the financial contribution option is used:

i. The applicant shall submit current cost estimates to the city building official for the construction of the meeting space, as described in subsection B.2.f of this section, meeting all code requirements and the same level of finishes and quality of construction as used elsewhere in the interior of the building;

ii. The payment shall be held in a reserve account and may only be expended in support of the construction of a community meeting space in the Fort Ward historic overlay district;

iii. The payment shall be expended in all cases within five years of collection; and

iv. Any payment not so expended shall be refunded with interest to the property owners of record at the time of the refund; however, if the payment is not expended within five years due to delay attributable to the developer, the payment shall be refunded without interest.

g. The applicant complies with the requirements of subsection G of this section prior to issuance of an occupancy permit.

3. Other Properties. Certain properties within the Fort Ward historic overlay district that contain a structure of historic interest, as identified on Attachment 2, shall be permitted to develop to the historic density as shown in Table 18.24.070-1; provided, that:

a. The exterior of the building is rehabilitated and maintained in accordance with the standards established in subsection D of this section.

b. The proposed work is reviewed by the historic preservation commission, and a certificate of review is issued, in accordance with subsection E of this section.

c. The applicant complies with the requirements of subsection G of this section.

Table 18.24.070-1: Fort Ward Historic Overlay District Additional Densities

Building Number	Tax Parcel Number	Density
Building 13	11240230022005	Up to 3 units
Building 18	41470050010004	2 units
Building 19	41470050020102	2 units
Building 20	41470050030002	2 units
Building 21	41470050040001	2 units

C. Maintenance and Rehabilitation of Buildings of Historic Interest.

1. Buildings B and C. Buildings B and C (tax parcel number 80970000000007, a total of 10 units), as identified on Attachment 2, are buildings of historic interest that contribute to the character of the Fort Ward historic overlay district. Any project to alter, reconstruct, remodel, or restore the exterior of the subject buildings that requires permits from the city shall require review by the Fort Ward historic design review committee for compliance with the standards established in subsection D of this section and issuance of a certificate of review in accordance with the procedures established in subsection E of this section.

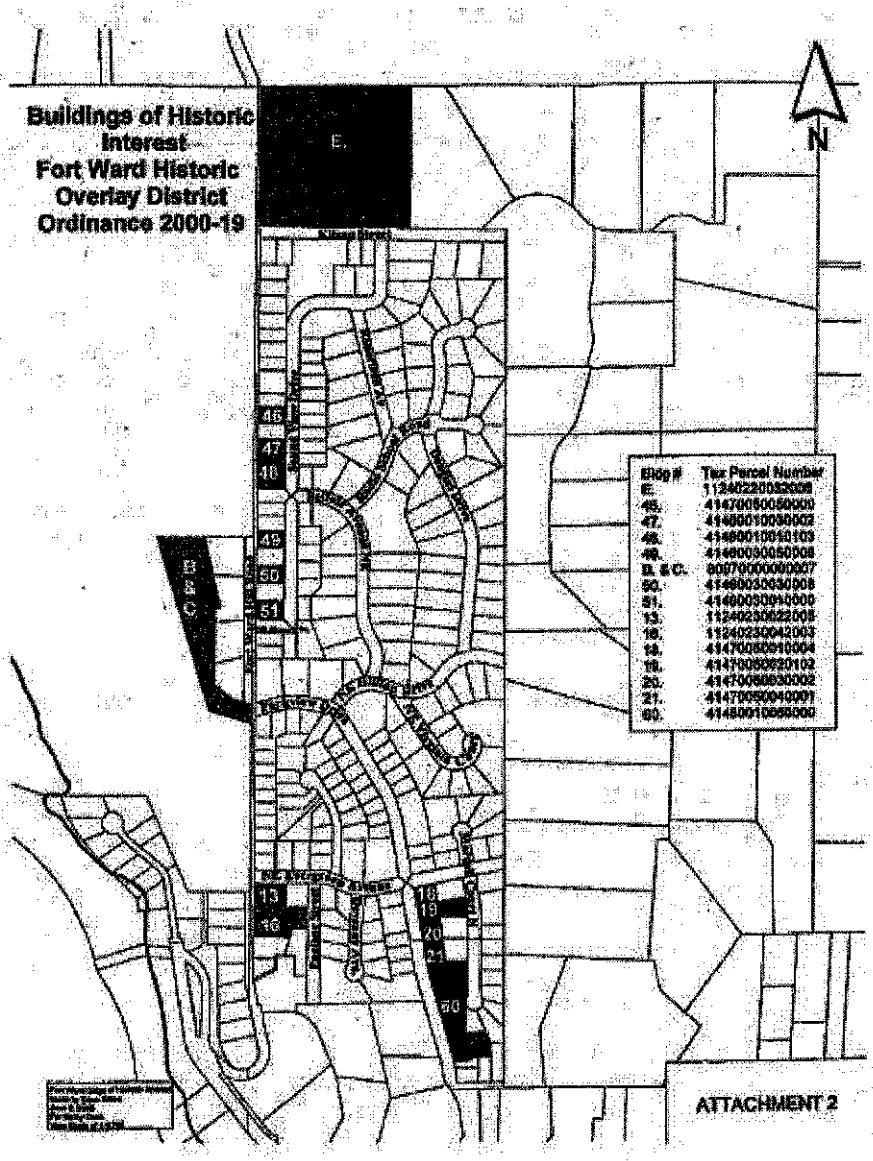
2. Other Buildings. The buildings shown in Table 18.24.070-2, and identified on Attachment 2, are buildings of historic interest that contribute to the character of the Fort Ward historic overlay district. The rehabilitation and maintenance of these buildings is to be encouraged. Any owner who wishes to alter, reconstruct, remodel, or restore the exterior of the subject buildings in a manner that maintains its historic character may request the review services of the historic preservation commission. The commission shall be available to review the proposed changes, and to advise the applicant as to design elements, construction techniques and materials that would be compatible with the historic character of the specific building.

Table 18.24.070-2: Fort Ward Historic Overlay District Other Buildings of Historic Interest

Building Number	Tax Parcel Number

Building Number	Tax Parcel Number
Building E	11240220032006
Building 46	41470050050000
Building 47	41460010030002
Building 48	41460010010103
Building 49	41460030050006
Building 50	41460030030008
Building 51	41460030010000
Building 60	41460010050000

The rehabilitation and maintenance of any other buildings of historic interest within the Fort Ward historic overlay district is to be encouraged. Any owner who wishes to alter, reconstruct, remodel, or restore the exterior of these buildings in a manner that maintains its historic character may also request the review services of the historic preservation commission.



D. Standards for Maintenance or Rehabilitation of the Exteriors of Buildings of Historic Interest.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its context.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Many properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated architectural features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of buildings, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.

10. New additions and related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

E. Application and Review by the Fort Ward Historic Review Committee.

1. Certificate of Review Required. No applicant shall alter, reconstruct, remodel, or restore the exterior of the subject buildings pursuant to subsection B.2, B.3 or C.1 of this section, and no city permit or approval of such activity shall be issued without review by the historic preservation commission and without issuance of a certificate of review by the commission.

2. Preliminary Review. Upon submittal of application for site plan and design review permit or building permit, the applicant shall schedule a preliminary review meeting with the commission. A staff planner shall also attend the preliminary design review meeting. Prior to the review meeting, the applicant shall provide commission members with "as is" photographs of the subject building and site; a site plan showing the location of the building or buildings; the proposed method of cleaning and treating masonry and other surfaces; exterior elevations of the front and side with a description of the proposed type and finished color of exterior siding, proposed windows and roofing to be used; and proposed architectural features and trim. All diagrams shall be drawn to scale. The commission may request additional information and/or a site visit as necessary for their review and recommendation. Any conditions agreed to in this meeting shall become conditions of approval of the permits granted.

3. Final Review. Prior to issuance of permits, the applicant shall schedule a final review meeting with the commission. A staff planner shall also attend the final review meeting. Upon determination that conditions specified in the preliminary design review and the requirements of

this chapter are met, the commission shall issue a final certificate of review in a form to be approved by the city. The final certificate of review shall be attached to the building permit.

4. Exemptions. Emergency repairs, ordinary repair and maintenance and interior remodeling shall not require a certificate of review.

F. Notice on Title. Prior to issuance of building permit, the owner of any property seeking an increase in density pursuant to subsection B of this section shall record with the Kitsap County auditor a restrictive covenant in a form approved by the city. Such document shall provide notice in the public record of the requirement that any alteration, reconstruction, remodel, repair, or restoration of the exterior of the subject buildings must comply with the provisions of this chapter. The applicant shall submit proof to the city that the restrictive covenant has been filed. The covenant shall run with the land and failure to provide such notice to any purchaser prior to transferring any interest in the property shall be in violation of this chapter.

G. Design Guidelines. In addition to complying with all other applicable provisions of this chapter, permitted development, redevelopment, and exterior renovation in the Fort Ward district shall comply with those regulations contained in the "Fort Ward Design Guidelines." (Ord. 2011-02 § 2 (Exh. A), 2011)

The Bainbridge Island Municipal Code is current through Ordinance 2015-12, passed May 12, 2015.
Disclaimer: The City Clerk's Office has the official version of the Bainbridge Island Municipal Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

1 **Preserving the Island's Special Character**

Historic Properties

2

Comp Plan Policy LU 33.2

The City and its Historic Preservation Commission shall regularly review the local historic preservation ordinance and update where necessary to assure that it achieves the Comprehensive Plan's goals and policies.

3 **The Problem:**

Current protections apply to far too few historic structures:

Of over 400 inventoried properties, the current code only affords some level of protection to 28.

4 **Current Program:**

Local Register of Historic Places

- Nominations are approved by owner and Historic Preservation Commission
- A Certificate of Appropriateness (COA), issued by the HPC, is required prior to issuance of a COBI permit for:
  - Changes/alterations
  - Demolitions
  -
  -

5

- Incentives for listing Register properties
  - Property tax freeze
  - Merchant discounts
  - FAR exclusion (18.12.030.E6)

- HPC reviews and comments on all demo permits for structures greater than 50 years old.

6 **Solution:**

Amend the Code to provide protections and incentives for two new property categories

- Register-eligible properties
- Heritage properties

7

- Who nominates?
- Who approves?

- Changes/alterations
- Demolitions
- Appeals

8 **Register-Eligible Properties**

- Status determined by HPC; can be appealed to the Planning Director.
- Changes/alterations: HPC reviews & comments.
- Demo permits must be accompanied by a full analysis of alternatives.
- Demo permits require a COA; can be appealed to the Planning Director.
-

9 **Heritage Properties**

- "The City and HPC shall define and identify its "iconic" structures and sites (those intended for permanent preservation), which are deemed essential elements of the community's character, history, and identity."
  (LU 34.5).
- Loss would mean diminution of Island's special character.
- All five criteria of eligibility must be satisfied.

10 **Other New Code Provisions**

- Public notice requirements
- City-funded signage program
- Enhanced preservation incentives
- Demolition by neglect provision for Register and Heritage properties
- Demo fees
- Mitigation requirements

11 **Summary**

- A more robust, comprehensive preservation program based on existing & successful models
- Three categories of "historic properties"
  - Register-eligible
  - Register
  - Heritage
- A balanced approach with incentives and reasonable regulations
-
-
-
-

Historic Process by Type

1 Process for Nominating, Altering & Demolition

Type	Nominate	Approval	Appeal	Alterations /Changes	Demolition *	Appeal	Appeal
Heritage	Owner, HPC, Council, 3 members public	HPC & Planning Commission OR City Council	Hearing Examiner	HPC Recommendation, PC Decision*	Council** - for economic hardship only	Hearing Examiner	KC Superior Court
Register Eligible	Any person	HPC	Planning Director	HPC - review & comment	HPC**	City Council	KC Superior Court
Register	Any person	HPC & Owner	Planning Director	HPC*	HPC**	City Council	KC Superior Court

* Certificate of Appropriateness Required

**Notice with a 14 day comment period

2 Criteria

Type	Criteria	Approval
Heritage	Loss would mean a diminution of Island's special character; and It must be eligible for the Local Register; and It must possess most of its original architecture integrity, having no major exterior alterations or additions; It is significant contributor to its neighborhood character; and It is visibly accessible.	Planning Commission
Register Eligible	Could meet BIMC 18.24.030	HPC
Register	See BIMC 18.24.030	Owner

ATTACHMENT 5

Proposed Changes	New Comp Plan Element Supporting LU 33.2	Other Jurisdictions with Comparable Processes
Properties • Status determined by HPC • Can be appealed to Planning Director • COA required for changes and alterations • Owner must document that all alternatives to demolition have been considered		
Process for demolitions • Public notice requirement for Heritage, Register-Eligible and Local Register properties • Create demolition by neglect provision for Heritage, Register-Eligible and Local Register properties	LU 35.1, 35.5, 35.6	Bothell, Bellingham
Process for Signage • Establish a city-funded signage program, similar to Heritage Trees, for Heritage, Register, and Register-Eligible properties	LU 34.1, 35.1	
Developing Incentives for Historic Preservation	LU 35.5	
Coordination and Collaboration with Design Review Board	LU 33.1, 33.3, 35.3, 35.4	

Proposed Changes	New Comp Plan Element Supporting LU 33.2	Other Jurisdictions with Comparable Processes
Creation of a new class of "Heritage Properties" • Loss would mean diminution of Island's special character • Eligible for Local Register • Must posses integrity • Significant contribution to neighborhood character • Visually accessible • Who can nominate? o Owner, o HPC, o Council, or o 3 non-owner citizens • Who approves o Planning commission? • Appeals o Hearing examiner • Alterations and changes o Reviewed by HPC; approved by Planning Commission • Demolitions o Denied unless economic hardship o Council makes final decision o If demolition is approved, mitigation is required	LU 34.5	Seattle, NYC, Chicago, Baltimore, San Francisco, Tacoma, Spokane (?) — Landmarks
Changes regarding Local Register Properties • Owner must document that all alternatives to demolition have been considered	LU 34.5	Bellingham
Creation of a new class of Local Register–Eligible	LU 34.5	Langley

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**Notice with a 14 day comment period

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Register Eligible	Could meet BIMC 18.24.030	HPC
Register	See BIMC 18.24.030	Owner

City of Langley
Department of Community Planning

PO Box 366
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www.designlangley.org

PLANNING ADVISORY BOARD
PUBLIC HEARING – SEPTEMBER 10, 2014
FINDINGS OF FACT

Summary

The proposed amendments to the development regulations in the Langley Municipal Code address the maintenance and demolition of historic structures in the Central Business District and development standards for building width and setbacks for development along the bluff. See below for more detail regarding the proposal:

1. **Maintenance and Demolition of Historic Structures in the Central Business District**

    a. Applicable to structures listed or eligible for listing on the National Register of Historic Places or the Washington State Heritage Register
    b. Requires adequate maintenance of historic structures to prevent "demolition by neglect."
    c. Allows demolition based on an economic hardship, the structural integrity of the structure or community benefits associated with a redevelopment proposal
    d. Review and recommendation by the Historic Preservation for applications for demolition with final approval by the City Council.

Comprehensive Plan Support:

Land Use Element:

Goal 9: - History and Aesthetics

Encourage the protection of special historic, architectural, aesthetic, or cultural resources through the designation of historic landmarks and districts and the adoption of appropriate incentives, and ensure that new development contributes aesthetically to the overall village character.

Policies

9.1 Promote preservation of historically significant features of the Langley landscape, including cultural resources, farmlands, forests, and open spaces. Maintain the historic integrity of the downtown commercial core.

9.2 Encourage the restoration and rehabilitation of historic sites through appropriate means such as increased density, grant and loan technical assistance, adaptive reuse, and others.

10. A Certificate of Approval shall be valid for 18 months from the date of issuance of the Commission's decision granting it unless the Commission grants an extension; provided, however, that a Certificate of Approval for actions subject to a permit issued by Planning and Development Services shall be valid for the life of the permit, including any extensions granted in writing by Planning and Development Services.

F. Economic Hardship

1. After receiving written notification from the Commission of the denial of Certificate of Approval, an applicant may commence the hardship process. No building permit or demolition permit shall be issued unless the Commission makes a finding that hardship exists.

2. When a claim of economic hardship is made due to the effect of this ordinance, the owner must prove that:

a. The property is incapable of earning a reasonable return, regardless of whether that return represents the most profitable return possible;

b. The property cannot be adapted for any other use, whether by the current owner or by a purchaser, which would result in a reasonable return; and

c. Efforts to find a purchaser interested in acquiring the property and preserving it have failed.

3. The applicant shall consult in good faith with the Commission, local preservation groups, and interested parties in a diligent effort to seek an alternative that will result in preservation of the property. Such efforts must be shown to the Commission.

4. The Commission shall hold a public hearing on the application within sixty (60) days from the date the complete application is received by the Historic Preservation Officer. Following the hearing, the Commission has thirty (30) days in which to act on the application. Failure to act on the hardship application within the (30) day timeframe will waive the Certificate of Approval requirement for permitting.

5. All decisions of the Commission shall be in writing.

6. The Commission's decision shall state the reasons for granting or denying the hardship application.

7. Denial of a hardship application may be appealed by the applicant within (14) business days to the Hearing Examiner after receipt of notification of such action.

8. Economic Evidence. The following shall be required for an application for economic hardship to be considered complete:

a. For all property:

(1) The amount paid for the property;

(2) The date of purchase, the party from whom purchased, and a description of the business or family relationship, if any, between the owner and the person from whom the property was purchased;

(3) The cost of any improvements since purchase by the applicant and date incurred;

(4) The assessed value of the land, and improvements thereon, according to the most recent assessments;

(5) Real estate taxes for the previous two years;

(6) Annual debt service, if any, for the previous two years;

(7) All appraisals obtained within the previous five years by the owner or applicant in connection with his or her purchase, financing or ownership of the property;

(8) Any listing of the property for sale or rent, price asked, and offers received, if any;

(9) Any consideration by the owner for profitable and adaptive uses for the property, including renovation studies, plans, and bids, if any; and

b. For income-producing property:

(1) Annual gross income from the property for the previous four years;

(2) Itemized operating and maintenance expenses for the previous four years;

(3) Annual cash flow for the previous four years.

G. Appeals to the Hearing Examiner. The Landmarks Preservation Commission shall refer to the Hearing Examiner for public hearing all final decisions regarding applications for certificates of approval and applications for demolition where the

noncontributing properties in the district, including nonhistoric parts, shall be determined by the design standards adopted for the district by city council.

6. Properties and districts listed on the city of Bellingham's register of historic places shall be so noted in the city's manual or electronic permit tracking system or other database to alert staff and public as to the presence of a historic site, structure, object or building.

C. Removal of Properties from the Register. In the event that any property individually listed on the city of Bellingham's register of historic places or listed on the register as a contributing property to a historic district is no longer deemed appropriate for designation to the register, the commission may initiate removal from such designation by the same procedure as provided for in establishing the designation in subsection (B) of this section. A property may be removed from the register without the owner's consent. Once a property is removed from the register, it is no longer eligible for special valuation or a conditional use permit for an adaptive use.

D. Effects of Listing on the Register.

1. Listing on the city of Bellingham's register of historic places is an honorary designation denoting significant association with the historic, archaeological, engineering, or cultural heritage of the community. Properties are listed individually or as contributing properties to a historic district.

2. Prior to the commencement of any work on a register property, excluding those activities defined in BMC 17.90.060(B), the owner must request and receive a certificate of alteration from the commission for the proposed work. Violation of this rule shall be grounds for the commission to review the property for removal from the register.

3. Prior to whole or partial demolition of a register property, the owner must request and receive a certification of demolition.

4. Until the city becomes a certified local government (CLG), all properties listed on both the National Register of Historic Places and the city of Bellingham's register of historic places may be eligible for special tax valuation on their rehabilitation in accordance with BMC 17.90.070. Once the city of Bellingham is certified as a certified local government (CLG), only properties listed on the city of Bellingham's register of historic places may be eligible for special tax valuation on their rehabilitation in accordance with BMC 17.90.070.

5. A property listed on the city of Bellingham's register of historic places may be eligible for a conditional use permit for an adaptive use of the property in accordance with BMC 17.90.080.

6. Once a property is listed on the city of Bellingham's register of historic places, the property owner is required to provide ordinary maintenance to the property to prevent deterioration and decay which threatens the historic features of the property. [Ord. 2005-12-094].

17.90.060 Review of changes to register of historic places.

A. Review Required. No person shall construct any new building or structure, or reconstruct, alter, restore, remodel, repair, move, or demolish any existing building, structure, or object on any property

b. Architectural standards shall be addressed as part of the board's certificate of appropriateness process, as specified elsewhere in this chapter.

c. Landscaping Standards. Zoning special exception uses shall be required to install landscaping as required under Chapter 12.18 BMC. Modifications may be made by the community development director to match a specific historic-based landscape design, to preserve existing trees, or to ensure compatibility with the surrounding neighborhood.

d. Other Structures. Outdoor recreation facilities such as decks, patios, or sports facilities shall be oriented away from adjacent detached residential properties. Exterior patios and decks shall be screened with landscaping and solid fencing at the discretion of the community development director.

e. Lighting. Outdoor lighting fixtures for uses approved under the zoning special exception shall be directed away from single-family residences and kept as low in elevation as is consistent with providing adequate light levels for safety and security while minimizing the impact on single-family residences.

f. Signage. Any signage associated with a zoning special exception shall comply with Chapter 12.22 BMC, Signs, except that the director shall have the authority to make minor modifications to Chapter 12.22 BMC as appropriate to ensure compatibility with the surrounding neighborhood.

g. Hours of Operation. The director shall determine whether proposed hours of operation associated with a zoning special exception are compatible with the surrounding neighborhood and shall have the authority to modify any proposed hours of operation.

h. The performance criteria detailed above are the minimum necessary to provide compatibility with surrounding neighborhoods. The community development director may require additional mitigation measures if they are deemed necessary to provide such compatibility. (Ord. 2069 § 2 (Exh. B), 2011).

22.28.060 Demolition – Consideration of alternatives – Applicable process for properties on the historic register or within a district on the historic register – Applicable process for properties on the historic inventory but not on the register.

A. Anyone applying for a demolition permit for a property on the historic register or within a district on the historic register, or for a property on the historic inventory but not on the historic register, shall prepare a report analyzing the following alternatives (listed in descending order of preference) as to their feasibility:

1. Redesigning the project to avoid any impact to the structure or its setting;

2. Incorporating the structure into the overall design of the project;

3. Converting the structure into another use (adaptive reuse);

4. Relocating the structure on the property;

5. Relocating the structure to another property within the city of Bothell or its planning area; or

6. King and Snohomish County; or

7. Washington State;

8. Salvaging from the structure historically significant architectural features and building materials;

9. Documenting the structure as a whole and its individual architectural features in photographs, drawings, and/or text. Such documentation shall be submitted to, and archived by, the city.

The report shall consist of thorough, deliberative analyses of each of the alternatives, explaining why each alternative is or is not feasible.

B. Any application for a demolition permit for a property on the historic register or within a historic district on the register shall be referred to the landmark preservation board for consideration of a waiver of a certificate of appropriateness prior to any action on the demolition permit. Such waiver shall be processed as follows:

1. An applicant for a permit to demolish a historic landmark shall meet with the board in an attempt to find alternatives to demolition of the property. Alternatives to be considered include but are not limited to those identified in subsection A of this section. These negotiations may last no longer than 45 days from the initial meeting of the board, unless either party requests an extension.

2. If no such request for an extension is made and no alternative to demolition has been agreed to, the board shall act and advise the official in charge of issuing a demolition permit of the approval or denial of the waiver of a certificate of appropriateness for demolition.

3. Conditions in the case of granting a demolition permit may include allowing the board up to 45 additional days to consider alternatives to demolition, including but not limited to the alternatives set forth in subsection A of this section.

4. When issuing a waiver, the board may require the landowner to mitigate the loss of the historic landmark by means determined by the board at the meeting.

5. After the property is demolished, the board shall initiate removal of the property from the register.

City of Bainbridge Island
PLANNING & COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Planning Commission

FROM: Jennifer Sutton, AICP
Special Project Planner

Kathy Cook
Director

DATE: November 19, 2015

RE: Study Session on Comprehensive Plan Update: *Transportation Element*

I. REVIEW DRAFT *ECONOMIC ELEMENT*

The Planning Commission continued discussion of the *Economic Element* at the November 12 meeting. The Commission recommended some minor edits to the DRAFT *Economic Element* that have been incorporated into the attached DRAFT.

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

II. *TRANSPORTATION ELEMENT* INFORMATION

On November 12, City Engineering Manager Chris Hammer and planning consultant Joe Tovar led discussion of

- State Route (SR) 305 planning;
- DRAFT Island-wide Transportation Plan (IWTP); and
- Growth Management Act requirements for Transportation Elements.

Following discussion at the November 12 meeting, the Commission gave preliminary direction regarding issues they wish to address in their review of the *Transportation Element:*

- Speed limits;
- Non-motorized Issues e.g. Level of Service (LOS) and bike lanes;
- Trail connectivity and safety;
- Complete Streets and Universal Design;
- Climate change and roadside vegetation;

- SR 305 and cross-island permeability; and
- Metrics for what facilities have been built or planned.

The City's Non-motorized Transportation Advisory Committee (NMTAC) has assisted the City in the development of the DRAFT IWTP. This includes proposed revisions to the goals and policies of the Transportation Element, as shown in Chapter 2 of the DRAFT IWTP. Staff requests that the Planning Commission consider whether or not to use the goal and policy revisions proposed by the NMTAC as a starting point to updating the DRAFT *Transportation Element.*

The 2004 Comprehensive Plan *Transportation Element*, DRAFT IWTP, and *Non-motorized Transportation Plan* (a subelement of the *Transportation Element)*, can be viewed from the City's website.

While discussing the upcoming planning for SR 305, the Commission acknowledged that planning for SR 305 in linked to the Washington State Ferry Terminal. Attached are Chapter 6 *Transportation* and Chapter 7 *Washington State Ferries* of the *Winslow Master Plan (WMP)*, a subarea plan in the City's Comprehensive Plan. A major update to the *WMP* was completed in 2006.

Planning Commission Action: The Commission should ask questions of staff and Mr. Tovar about the information presented. The Commission should provide direction to the drafting committee about policy changes to the *Transportation Element*, and whether or not the revisions proposed by the NMTAC in the DRAFT IWTP should be the starting point. The Commission should also request what additional information is needed to assist in review of the *Transportation Element*.

III. NEXT STEPS

On December 10, 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. Chapters 6 *Transportation* & 7 *Washington State Ferries* of the *Winslow Master Plan*

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 needs[1]. 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~~ C~~c~~arefull~~y~~ stewardship~~ed, ~~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 f~~or 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. Adopt an economic vitality strategy to identify creative and appropriate ways for the City to encourage and stimulate business activity.

~~GOAL 2~~

Policy EC 1.4

Support entrepreneurism 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

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 1.7

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

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/~~Ssupport 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 UTILTIES 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~~ H~~h~~elp 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 specialty foods and beverages, as well as low-impact, specialty manufacturing, including software, electronics and green technology.

Policy EC 6.6

Preserve and enhance activities that feature Bainbridge Island's history of maritime, agricultural and 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 Ssmall Bbusiness 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~~y~~ 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.

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.

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 the market area.
- Allowing and promoting roadside stands that sell Island-grown products.
- Promoting and supporting Community Supported Agriculture (CSA).
- Encouraging the development of value-added processing facilities that can be shared by many farmers.
- Encouraging food crops to be planted on public land.

Policy EC 14.2 ~~1.5~~

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

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

CHAPTER 6
TRANSPORTATION

EXISTING CONDITIONS

Unlike the rest of the Island, where traffic is isolated to a few locations, Winslow's urban nature attracts the majority of the traffic and congestion. The businesses, government buildings, schools and ferry terminal attract not only the residents of the area, but persons from throughout the region.

The residents of Winslow tend to be less dependent on their automobiles than other Island residents due to their proximity to the ferry terminal and shopping. Many residents hold jobs in downtown Seattle, making driving to work unnecessary. Two retail areas, on Winslow Way and High School Road, provide the opportunity for residents of Winslow to walk to shopping.

Traffic Circulation

Traffic conditions in the Winslow area can be described through understanding two major elements of a transportation system: circulation and parking. The *Island-Wide Transportation Study* (IWTS), February 2004, and the Transportation Element of the Comprehensive Plan describe the existing conditions of the road system for the Island and the circulation system for Winslow (Chapter 4 of the IWTS).

The circulation system describes the travel patterns of residents, employees and visitors within and passing through the Winslow area. A variety of elements are considered to evaluate the circulation system, including traffic volumes, roadway classification, roadway conditions, levels of service, travel times and accident data.

According to the *Circulation and Access Recommendations* report (January 2006) developed for the *Winslow Tomorrow* project, Winslow has only fair circulation, with a poorly connected street network, numerous discontinuities concentrating traffic on a few primary routes, and limited transit service except during peak hours, oriented to ferry service only.

Traffic Volumes: Weekday

Traffic is normally measured using volumes, the number of vehicles over a specified length of time. Volumes can be defined either by daily or peak (highest) hourly use. Although daily volumes are helpful in identifying primary travel routes, peak hour volumes better identify whether a roadway or intersection has sufficient capacity to handle traffic. The roads with the highest weekday daily volumes are:

- the SR 305 corridor
- High School Road between Madison Avenue and SR 305
- Winslow Way between SR 305 and Ericksen Avenue
- Madison between Wyatt Way and High School Road
- Wyatt Way east of Finch Road.

The impact of ferry terminal traffic on these routes is apparent.

Traffic Volumes: Weekend

Weekend traffic can vary considerably depending on the season. Typically, during winter weekends, daily traffic volumes within Winslow are 10-15% lower than weekday traffic. During peak summer weekday, traffic on SR 305 may queue beyond High School Road as waits for the ferry may exceed two boats. Weekend peak hours tend to occur during the midday hours of 11 a.m. to 2 p.m.

Intersection Levels of Service

A level of service analysis was completed in 2002 as part of the *Island-Wide Transportation Study* and the resulting level of service for Winslow Sub Area intersections is indicated in Table 6-1, below.

The intersection and operating conditions are indicated by a level of service (LOS) letter designation. LOS provides a measure of delay ranging from LOS A (free flowing, minimal delay) to LOS F (extreme congestion, long delays). Level of service or LOS, standard designates the minimum operational performance of the roadway system that must be maintained. If traffic volumes cause a roadway to fall below the minimum LOS standard, improvements or other mitigation must be made to bring the facility back to the designated LOS standard. Level of service standards are normally prescribed for the p.m. peak hour (most congested hour) of the traffic system which typically occurs between 4:45 and 5:45 in the evening on Bainbridge Island.

Table 6-1 shows the existing LOS intersections within the Winslow study area. The City of Bainbridge Island has set LOS D as the minimum acceptable within the Winslow area for secondary arterials and collector streets, and LOS C for streets designated as residential. All intersections operate at an acceptable LOS under existing conditions; however, the intersection of Winslow Way/SR 305/Olympic Way is rapidly approaching its maximum capacity. As traffic continues to grow, especially as a result of ferry terminal expansion, changes may be necessary at this intersection. Changes will need to address ferry related traffic and transit as well as cross town vehicular and pedestrian movements on Winslow Way.

Table 6-1
INTERSECTION LEVELS OF SERVICE

Signalized Intersections	Overall LOS
SR-305/Winslow Way	D
SR-305/High School Road	D

Unsignalized Intersections	Overall LOS
Madison/Winslow Way	C
Sportsman Club/High School Road	C
High School Road/Hildebrand	C
Ericksen/Winslow Way	C
Madison/Wyatt	D
High School Road/Madison (Round About)	B

Source: Island Wide Transportation Study, 2004.

Ferry Terminal Circulation

Ferry related traffic constitutes a major part of the weekday and weekend traffic within the Winslow area. Ferry-related traffic includes passengers being picked up or dropped off, vehicles entering or leaving nearby parking areas and vehicles transported on the ferry.

Table 6-2
Method to/from Ferry Terminal – Weekday PM Peak

Mode	Percent by Access Mode	Percent by Egress Mode
Vehicles (includes motorcycles)	28.1%	42.2%
Pedestrian/Bicycle	53.4%	21.5%
Bus or Shuttle	18.5%	36.3%
Total	100%	100%

Source: Washington State Ferries1999 Travel Survey

A significant impact is traffic created by ferry loading/unloading and vehicles parking nearby.

In 2002, a license plate survey of the ferry terminal area was conducted as part of the Island-Wide Transportation Study. This study collected license plate data to classify the origins and destinations of the traffic coming from the ferry and ferry terminal area during the afternoon peak period. This study indicated that approximately 44% of the traffic originated from the Island, approximately 40% originated from off-Island, and 17% had home origins in King

County or other areas outside the region. In addition, the survey indicated that 60% of the off-Island destinations were from Poulsbo and other North Kitsap County locations.

Figure 6.1 shows the roads that experience the most impact from ferry traffic. Winslow Way east of SR 305 is the most affected since it is the primary access point for ferry terminal parking and passenger pick-up/drop-off. Other roads, such as Ferncliff Avenue, Winslow Way west of SR 305, Madison Avenue, Grow, Ericksen and High School Road also carry large portions of the ferry-related traffic.

The Washington State Ferries System is presently developing a master plan for the ferry terminal including addressing the circulation issues associated with expansion of the ferry terminal. Analysis is underway of traffic data collected in June 2005 and February 2006 for four intersections near the terminal: 1) Winslow Way and Madison Avenue; 2) Winslow Way and Olympic Drive; 3) Winslow Way and Ferncliff Avenue; and 4) Olympic Drive and Harborview Drive. Results of this analysis will inform the Washington State Ferry System and City in planning for circulation for the growing ferry-related traffic.

SR 305

State Route 305 (SR 305) provides a primary link from Winslow and the ferry terminal to the rest of the City and the Kitsap Peninsula. The route intersects the local street system in three locations in the study area: at Winslow Way, at High School Road and at Madison Avenue. The intersections at Winslow Way and High School Road are signalized and have left turn pockets. SR 305 begins (or terminates) at the ferry terminal with 26% of the trips being ferry-related traffic in the section from Winslow Way to High School Road.

The level of service standard for SR 305 is set by the Washington State Department of Transportations (WSDOT). The traffic analysis in the Island-Wide Transportation Study shows that current conditions of SR 305 are below the WSDOT minimum LOS of "D-mitigate" planning standard.

Roadway Classification

The City of Bainbridge Island classifies roads to describe their use and to set standards for future improvements. Roads can be principal or secondary arterials, collectors or residential streets. Arterials, such as Wyatt Way, Madison Avenue, High School Road and Winslow Way are the primary roads for moving people in or through the Winslow area. Collector streets, such as Bjune Drive and Ericksen Avenue, feed the arterials. Residential streets serve neighborhoods.

Roadway Conditions

The City of Bainbridge Island maintains an inventory of roadway conditions for all roads on the Island. A ranking system from 0 (poor) to 100 (excellent) is used by the Public Works Department to prioritize roadway repair funding. Most of the main roadways have been characterized as in good to excellent condition.

Kitsap Transit Circulation
Kitsap Transit provides mainly peak hour service to commuters destined for the ferry terminal. A total of twelve routes currently serve the area. Most service is provided to meet peak demand related to ferry terminal travel, with little or no mid-day service. Service is generally one-direction with the exception of the #100 (Winslow Shuttle) that runs every 45-60 minutes throughout the day.

Pedestrian and Bicycle Circulation
Pedestrian and bicycle circulation is an important element in the transportation system. The City adopted a Non-Motorized Transportation Plan (NMTP) in 2003 which identifies existing and planned bicycle and pedestrian facilities for the Island, including the Winslow area. According to the *Circulation and Access Recommendations* report (January 2006) developed for the *Winslow Tomorrow* project, the sidewalk system is disconnected and inadequate in width in many locations of Winslow. Existing bicycle facilities in Winslow are limited, but improving as the City provides connections as specified in the NMTP. Madison Avenue between Winslow Way and High School Road has bicycle lanes on both sides. High School Road has bicycle lanes between Hildebrand and Sportsman Club Road. Ferncliff Avenue has bike lanes on both sides between Winslow Way and High School Road.

The existing sidewalk network for Winslow is shown in Map B of the Non-Motorized Transportation Plan.

Parking
Parking is a key issue in the downtown area of Winslow and near the ferry terminal. Too much parking (non-commuter) encourages automobile trips and increases traffic, while not enough parking limits the viability of downtown commercial establishments. The impact of the ferry terminal on downtown parking is also a key issue.

Downtown Winslow
Parking supply is determined by the number of available parking spaces. Table 6-3 summarizes the existing parking supply in the downtown Winslow Core, Madison, Ericksen, High School, Gateway and Ferry Terminal districts.

Table 6-3
Existing Downtown Winslow Parking Supply

	Core District	Madison District	High School Districts	Ericksen District	Gateway District	Ferry Terminal District	Total
On-Street Parking							
Bjune Drive	71						71
Brien Drive	54						54
Ericksen Avenue	15						15
High School Road							0
Hildebrand Road			24				24
Ihland Way		5					5
Knechtel Way	5			13			18
Madison Avenue	4						4
Parfitt Way	20						20
Wallace Way				3			3
Winslow Way East							0
Winslow Way West	134						134
Wyatt Way		10		3			13
On-Street Subtotal	*303*	*15*	*24*	*19*	*0*	*0*	*361*
Off-Street Commercial Parking	1,679	n/a	n/a	n/a	205	1,154	n/a
Total	**1,982**	**n/a**	**n/a**	**n/a**	**205**	**1,154**	**n/a**
Ferry Commuter Parking[1] (out of Total)	18	0	0	0	173	1,010	1,201

Source: Off-street commercial counts from 2005 Winslow Tomorrow parking study; On-street parking counts from September 2004 and June 2002 aerial photo interpretation; Ferry Commuter parking counts updated from Ordinance 2004-18 analysis.

Most parking limits in the downtown Core District allow two-hour parking between 6:00 a.m. to 6:00 p.m., Mondays through Saturdays. On Brien Drive, four-hour parking zones exist, long enough to be used for a brief ferry trip. On weekends, the parking spaces along Bjune and Brien Drives are reserved for boat trailer parking only.

Ferry Terminal Parking

Figure 6.2 shows the parking available at or near the ferry terminal, and the time restrictions. A Washington State Department of Transportation (WSDOT) study in 1989 found there were 1,265 spaces available to ferry terminal patrons. A study done for the 1998 Winslow Master Plan found that two areas identified in WSDOT's study no longer existed, having been replaced by the Kitsap Transit bus staging area. The current total, including ferry commuter

[1] Based on approved development permits and existing City policies, the 18 spaces at the Police Station in the Core Distirct and the 173 spaces in the Gateway District are expected to be converted into regular on-street parking, employee parking, or residential development, thereby reducing the total ferry commuter parking supply to the 1,010 spaces in the Ferry Terminal District.

parking in the Core, Gateway, and Ferry Terminal Districts is 1,147. Based on approved development permits and existing City policies, the 7 ferry commuter parking spaces (i.e. permitted use of on-street spaces) and 11 spaces at the Police Station in the Core District as well as the 173 spaces in the Gateway District shown in Table 6-3 are expected to eventually be converted into regular on-street parking, employee parking, or residential development, thereby reducing the total ferry commuter parking supply to the 1,010 spaces in the Ferry Terminal District, which could be further reduced due to future redevelopment in the Ferry Terminal District.

COMPREHENSIVE PLAN FRAMEWORK

Comprehensive Plan policies identify the need to increase safety, encourage efficient multimodal transportation and improve transit, and to promote opportunities to be physically active by providing transportation improvements and strategies that maximize pedestrian circulation in the Core. A long range study addressing the future transportation system of the Island was conducted as part of the 2004 update to the Transportation Element of the Comprehensive Plan. This study, known as the *Island-Wide Transportation Study* (February 2004), addresses and provides a detailed analysis of a variety of transportation issues affecting the community, and was used as the basis for adopting policy revisions and establishing level of service for transportation systems as provided in the Transportation Element.

The Plan promotes design guidelines to encourage on-street parking, more crosswalks, street landscaping and trees, and slow moving vehicular traffic. Streets are considered part of the public space and should reflect the more urban nature of the roadways system in Winslow by providing appropriate street amenities, and traffic calming techniques that would enhance pedestrian safety.

The Plan also acknowledges the importance of safe bicycle travel in the overall transportation network, and calls for safe bicycle travel from neighborhoods to Winslow, within Winslow and along roads in Winslow (as identified in the Non-Motorized Transportation Plan) and along designated school routes. Improvements would include signage, improving or adding bicycle lanes and public transit accommodation for bicycles.

The Comprehensive Plan encourages the identification of small, public, non-commuter parking lots, reduction of parking requirements within the MUTC and increased on-street and shared parking. Landscape and signage standards for parking areas should be developed. Commuter parking would be controlled. New parking facilities in the ferry district would be placed underbuilding. Carpools, van pools and ridesharing would be promoted as alternatives to SOV use, and park-and-ride use would increase through the development of more lots located near commuters' points of origin.

Improving transit efficiency and providing effective links between transit and other types of transportation would encourage the use of transit over automobiles. An expansion of Island transit services and transit-friendly building design would make transit use to and within Winslow easier.

SR 305 serves as a major thoroughfare at the local and the regional level. However, traffic on the highway can physically divide the Island community. The Comprehensive Plan recognizes the importance of the route, but also aims to minimize its divisiveness. Improvements to SR 305 should be incremental and be intended to reduce congestion and improve safety, minimize impacts to the road system, address multi-modal needs including improved connections for bicycles and pedestrians, and preserve the scenic character of the highway. Additional transit stops would be provided on both sides of SR 305. Right-turn lanes, controlled local access, channelization and electronic signalization would be used to reduce congestion from both through and local traffic.

State Route 305 is designed to highway standards and has full shoulders throughout most of the study area. Posted speeds range from 30 mph. near the ferry terminal to 55 mph. north of High School Road. SR 305, both within the City and on the Peninsula, was studied in the 1990's (*SR 305 Corridor Analysis Major Investment Study, 1997)* and certain recommendations were made that affect planning in Winslow. These include 1) the designation of bicycle lanes on the shoulders, 2) left turn channelization at the Madison Avenue intersection, 3) exclusive northbound left-turn and southbound right-turn channelization at Winslow Way, and 4) northbound queue jump lane and signal priority for buses. The study is being updated starting in 2006. Any long-term improvements would need to be consistent with the Bainbridge Island Comprehensive Plan and Winslow Master Plan.

Ferry Terminal Circulation

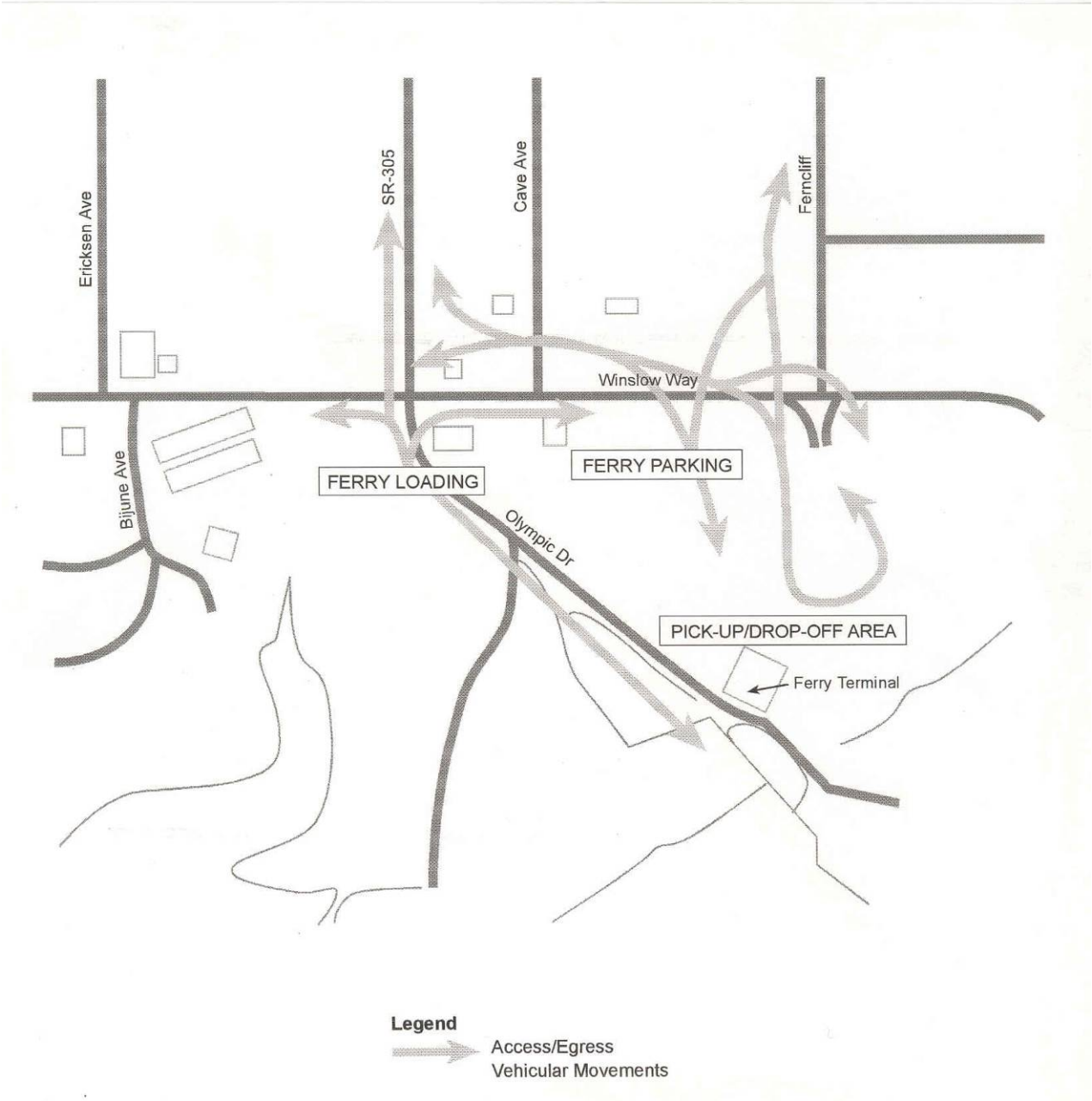


Figure 6.1

Existing Ferry Terminal Parking

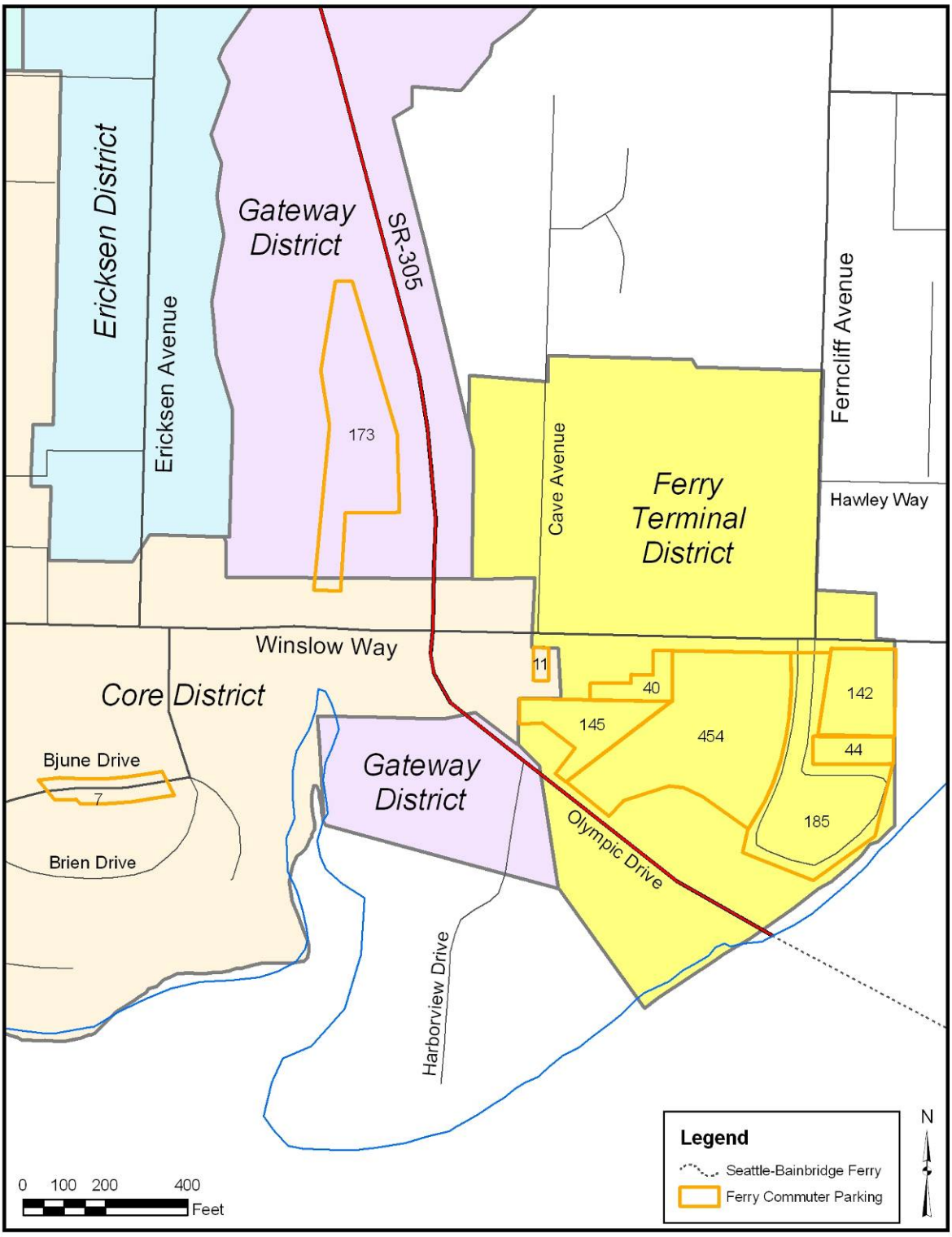


Figure 6.2

Winslow Transit Loop

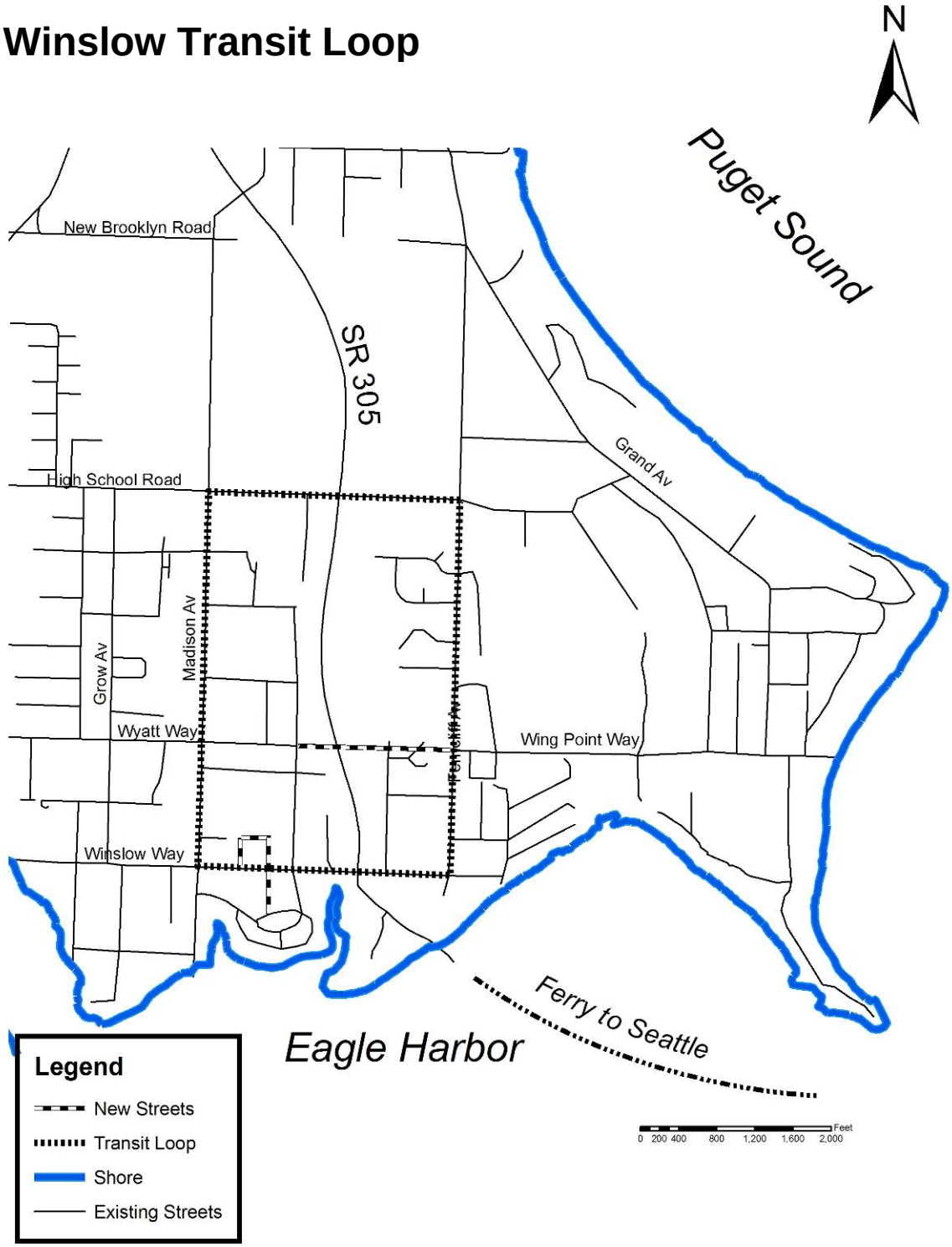


Figure 6.3

MASTER PLAN TRANSPORTATION POLICIES

Overview

The streets of Winslow shall be designed and constructed to reinforce an efficient, safe and interesting pedestrian environment, provide for transit and bicycle use and the efficient use of streets for automobiles. Traffic calming devices will be used appropriately throughout the Town Center and High School Road Districts to create a more pedestrian-oriented environment supportive of walking, biking and transit, and to de-emphasize free flowing automobile circulation as it exists at present. The more often people use means of transportation other than the auto, the longer existing roads will have an acceptable level of service (LOS). The Plan encourages people who live in the residential areas of Winslow to walk or bicycle into town to reduce pollution and non-renewable resources use and promote healthy lifestyles. Additional circulation and parking recommendations are referenced in the Winslow Tomorrow *Circulation and Access Recommendations Report* (January 2006, Charlier Associates, Inc.), which provides additional information for implementation of the goals and policies of the Master Plan.

Overall Transportation Goal WMP 6-1:

Provide an efficient transportation and circulations system that supports Winslow as the commercial, cultural and community center and provides transportation choices that facilitate mobility and accessibility, or "access for all" by:

- Creating a pedestrian environment
  - Providing pedestrian facilities and amenities;
  - Creating a streetscape that provides pedestrian amenities;
  - Providing pedestrian connections to Eagle Harbor, the Ravine and Ferry Terminal and between neighborhoods;
  - Preserving, expanding and promoting the existing network of social/informal trails;
  - Recognizing and developing Winslow Way as the centerpiece of downtown Winslow; and
  - Managing public parking and encouraging a "park-once district" that provides accessible parking for downtown users.
- Creating a carefully designed grid of multi-modal street connections for improved access and circulation by
  - Improving street connectivity;
  - Managing traffic & traffic calming;
  - Promoting alternative modes of transportation;
- Improving transit services and facilities.

Goal WMP 6-2: Create A Pedestrian Environment for Winslow.

Pedestrian Circulation and Facilities

Policy WMP 6-2.1: Provide an extensive interconnected pedestrian system of sidewalks and trails in Winslow in accordance with the Winslow Master Plan and the Non-Motorized Transportation Plan.

Discussion: Construction of this system could be in phases; initial focus would be on completion of facilities in the Core area, with subsequent phases extending to adjacent districts. (See the Open Space/Trails Policies.)

Policy WMP 6-2.2: Integrate pedestrian facilities and amenities into a multi-modal transportation and circulation system for Winslow.

Policy WMP 6-2.3: The pedestrian circulation system should be designed to provide continuity.

Policy WMP 6-2.4: Provide for wide sidewalks and other pedestrian amenities that support and encourage pedestrian use of Winslow.

Policy WMP 6-2.5: Improve pedestrian connections by protecting and formalizing use paths.

Policy WMP 6-2.6: The City should inventory the existing and potential future pedestrian paths and corridors within Winslow, including formal walkways and informal use paths as part of the Non-Motorized Transportation Plan.

Policy WMP 6-2.7: Implement a pedestrian corridor preservation plan that identifies and preserves high priority corridors that have been identified through on-going inventory updates of the Non-Motorized Transportation Plan.

Policy WMP 6-2.8: High priority pedestrian corridors, as identified in the Non-Motorized Plan, shall be preserved through public easements and physical design. Additional pedestrian corridors should be provided as redevelopment and infill occurs and the City should strive to achieve a pedestrian network with intersections ultimately averaging from 250 feet to 330 feet apart throughout Winslow.

Policy WMP 6-2.9: On all Winslow streets with daily traffic that exceeds 2,500 vehicles per day, signed and marked crosswalks should be provided at a minimum frequency of 330-feet. On Winslow Way, between SR-305 and Madison Avenue, signed and marked crosswalks should strive to achieve a frequency of 250-feet.

Policy WMP 6-2.10: Maintain, provide and encourage pedestrian connections to Eagle Harbor, the Ravine, neighborhoods and the ferry terminal.

Bicycle Circulation and Facilities

Goal WMP 6-3

Integrate bicycle facilities and amenities into a multi-modal transportation and circulation system for Winslow. Incorporate bicycle circulation into the roadway network to serve both commuters and recreation needs. New trails will be developed in accordance with the Winslow Master Plan and Non-Motorized Transportation Plan.

Policy WMP 6-3.1: Locate bicycle parking at intersections and in curb extensions. Bicycle parking should not be placed in front of stores along Winslow Way, except as can be done

without blocking either the sidewalks or access to storefronts. Provide bicycle parking at levels appropriate for intended land use.

Policy WMP 6-3.2: Develop and provide safe bicycle and pedestrian facilities that addresses the needs of commuters and connects downtown, the ferry terminal and the SR 305 corridor.

Pedestrian Friendly Streetscape

Goal WMP 6-4: Street design standards are intended to reinforce the character of the streets and emphasize their pedestrian orientation, and improve bicycle access in and around Winslow. (See the Non-Motorized Transportation Plan and the Island-Wide Transportation Study for Specific Street Plans.)

Policy WMP 6-4.1: A comprehensive streetscape improvement program shall be developed for major streets and shall provide for a pedestrian supportive environment, integrate the traffic/parking program and open space/pedestrian trail program, and respond to the projected land use for Winslow. Street amenities could include narrowing travel lanes; installing wider sidewalks, crosswalks and bicycle lanes; providing landscaping; installing pedestrian-scaled lighting; providing street furnishings and gathering places; or installing transit shelters.

Policy WMP 6-4.2: Pedestrian amenities should be provided in the Core District and Ferry Terminal Overlay District to provide sufficient safety and meet or exceed ADA standards, using the principles of universal design, for those streets where commuters/residents walk.

Policy WMP 6-4.3: Streetscape improvements should be phased with other roadway/bicycle improvements as development occurs.

Policy WMP 6-4.4: Work with the Washington State Department of Transportation to improve traffic, pedestrian functions and visual quality at the city street intersections of SR 305, and along the SR 305 corridor. Work to promote improvements to the SR 305 corridor for purposes of better serving pedestrian and bicycle needs and to limit widening for vehicle capacity purposes.

Policy WMP 6-4.5: Where appropriate, retain existing natural drainage features along the streets. Drainage features should support natural water quality efforts, retain "small-town" character and have low operating and maintenance costs.

Winslow Way Improvements

Goal WMP 6-5: Maintain Winslow Way as the centerpiece of Winslow and develop a multi-modal street design program and create a pedestrian environment that supports vibrant retail. The streetscape design for Winslow Way should:

- Retain the small town character and a "sense of place" of Winslow
- Invite us to gather in our "community living room"
- Serve as a "gallery" for public art and a "stage" for community events
- Be eclectic and accommodating of change

- Be distinctive with details reflecting social and environmental values
- Showcase our community heritage and values including art, gardens, history and ecology
- Enhance connection to the harbor

Policy WMP 6-5.1: Provide street amenities for Winslow Way that include street trees, gateways, crosswalks, a variety of gathering spaces, small gardens, seating, public art and special treatment of the Ravine crossing.

Policy WMP 6-5.2: Design and provide infrastructure improvements for Winslow Way that include wide sidewalks, transit stops, building canopies, on-street parking with provisions for future metered parking, underground utilities, distinctive pedestrian crosswalks with pedestrian-scale street lighting, state-of-the-art electric and communication infrastructure capabilities to accommodate community events, and incorporate low-impact drainage solutions.

Discussion: Where a choice must be made, sidewalk width on the north side of the street should be prioritized over width on the south side of the street. To gain the additional necessary sidewalk width, existing "over-wide" travel lanes can be appropriately sized and the center aisle could be eliminated as parking for delivery vehicles. Diagonal on-street parking should be utilized throughout the corridor wherever feasible. Design Winslow Way so that it can be closed to traffic and used as a linear public plaza for special events.

Policy WMP 6-5.3: Merchant deliveries and employee parking should be accommodated away from Winslow Way so that such activities do not interrupt the streets function as the centerpiece of Winslow.

Policy WMP 6-5.4: Improve directional way-finding along Winslow Way by providing improved signing of parking, directional signage and informational kiosks. Artistic signage and distinctive pedestrian-scaled lighting should be provided.

Policy WMP 6-5.5: Involve community stakeholders in the design of Winslow Way.

Policy WMP 6-5.6: Plan street construction to minimize impacts to businesses and residences, and work closely with adjacent properties on transitions and opportunities for enhancements.

Policy WMP 6-5.7: Develop a street amenity sponsorship program for Winslow Way and explore opportunities for long-term maintenance of street amenities.

Provide Multi-Modal Street Grid
Goal WMP 6-7:
Encourage efficient multi-modal transportation by providing an integrated transportation system for Winslow that offers residents, employees and visitors multiple means of efficient travel, including pedestrian, bicycle, transit, and automobile modes of travel, and facilitates "access for all."

Policy WMP 6-7.1: Develop street, alley, pathway and transit projects that improve public access and incorporate principles of universal design.

Policy WMP 6-7.2: Identify and adopt a transportation corridor plan to reserve rights-of-way for future streets and pedestrian and bicycle paths as delineated in the Non-Motorized Transportation Plan and the Island-wide Transportation Plan.

Policy WMP 6-7.3:
Acquire rights-of-way or easements to build more streets and alleys that improve delivery access and general circulation in the vicinity of Winslow Way.

Policy WMP 6-7.4:
Improve pedestrian connections by protecting and formalizing use paths. Provide for easement acquisition and pathway development.

Policy WMP 6-7.5:
Incorporate bicycle parking into capital and redevelopment projects.

Connectivity
Goal WMP 6-8:
Improve street connectivity by building a finer grid of connected, multi-modal streets, alleys, bikeways and pathways in partnership with developers and other agencies. The Winslow connectivity grid should connect to the larger Island-wide transportation system.

Policy WMP 6-8.1: Utilize connectivity to solve circulation and access issues to discourage street widening throughout Winslow.

Policy WMP 6-8.2: *Non-Motorized Links*
Improve and formalize pathways at mid-block locations where possible to improve access for pedestrians and bicycles.

Policy WMP 6-8.3: *Ericksen Avenue*
Ericksen Avenue should be opened north of Wallace Way only if:
(a) it can be designed in a configuration other than a straight extension and with adequate traffic calming and pedestrian-friendly measures. The existing median should be extended as far as possible from Wyatt Way up to High School Road. The extension should be designed to maximize the amount of green space at Ericksen Avenue and Wallace Way and retain or create a pocket park. Bike lanes, sidewalks and traffic calming features should be added to Ericksen Avenue; and (b) after a traffic study is conducted that reexamines the impact of opening Ericksen Avenue on (1) the overall north-south circulation between Winslow Way and High School Road from Ericksen, Madison and Grow Avenues and, (2) the intersections of Winslow Way/ Ericksen Avenue, Hildebrand/High School Rd./SR 305, Madison Avenue/Winslow Way, Madison Avenue/High School Rd., (3) pedestrian and bicycle access and safety and (4) new approved development within the High School Road District. The traffic study should include solutions to impacts identified in the study and should include timing phasing of any recommended changes.

Policy WMP 6-8.4: *Wyatt Way*
Consider developing a multi-modal connection across SR 305 by extending Wyatt Way from Ericksen Avenue to Ferncliff.

Policy WMP 6-8.5: *Winslow Way East*
Improve non-motorized and motorized connectivity between downtown and the Ferry Terminal District by extending the character of the Winslow Way street design to the east end of Winslow Way.

Discussion: Consider converting the continuous left turn three-lane cross section to a two lane street with on-street diagonal parking and turn bays only as needed at intersections.

Policy WMP 6-8.6: *Market Lane*
Consider creating a narrow lane located north of and parallel to Winslow Way, which connects Madrone Lane with a new north/south lane that is linked to Winslow Way. The new lane would include public parking beneath it on land presently occupied by the city-owned gravel parking lot located south of the Market Green.

Discussion: The south side of the new lane would be lined by new businesses or residences built by private developers on land where the alley is presently located. Public land on the north side of the lane could be developed near term as a terraced garden to screen underground parking. Future development might include expanded cultural facilities, a year-round farmer's market or other uses the community determines are appropriate.

Policy WMP 6-8.7: *Harbor Way*
Consider creating a new north/south lane located east of Winslow Drug to provide increased opportunities for storefront retail and to improve access to city-owned land including one of the sites recommended for underground public parking north of Winslow Way. Extend this lane south of Winslow Way to improve the connection to the harbor and Waterfront Park.

Policy WMP 6-8.8: *Madrone Lane*
Preserve Madrone Lane for public access.

Policy WMP 6-8.9: Establish multi-modal corridors between downtown and Eagle Harbor.

Discussion: Connections between Winslow and Eagle Harbor are limited. The proximity of Winslow to the harbor should be emphasized. The Winslow Tomorrow Draft Circulation and Access Plan (January 2006) recommends that at least two direct, prominent pedestrian connections should be established in addition to the existing connections via Olympic Drive and Madison Avenue.

Alternative Routes
Goal WMP 6-9:
Consider alternative east-west traffic routes through Winslow to preserve Winslow Way as a pedestrian-oriented street and business center, to provide commuters a time-effective alternative to traversing through and around the Winslow core, and to connect neighborhoods.

Rights-Of-Way
Policy WMP 6-9.1: Seek to retain existing City-owned rights-of-way in Winslow for all motorized and non-motorized connections. Before vacating any rights-of-way, the City should consider the effects on the overall circulation in Winslow.

Traffic Management & Traffic Calming
Goal WMP 6-10: Reduce conflict with automobiles and other modes of transportation by utilizing design and management measures which modify motor vehicle travel speeds.

Policy 6-10.1: Traffic calming measures shall be designed and implemented to reduce and control travel speeds within the Winslow area and on key arterials that serve as "gateways" to the town.

Policy 6-10.2: Changes to the design of a roadway, mid-block pedestrian crossings, traffic controls and on-street parking provide reductions in travel speed.

Policy 6-10.3: The City will consult with the Fire District prior to installing traffic calming measures.

Parking
Introduction: The most important access element for Winslow is convenient parking. Many pedestrians using Winslow's sidewalks originate from parked cars—without the availability of parking, the pedestrian environment and retail and commercial viability will suffer. In support of the Winslow Tomorrow design principles, the City should find a balance between providing too much parking and not providing enough. Several parking issues threaten to reduce the city's livability and regional viability, including:

- Lack of convenient parking may prevent people from using downtown to shop, dine, work and recreate.
- Employees and ferry commuters are parking all day in highly valued short-term parking downtown - spaces that could be used by shoppers.
- Parking enforcement is understaffed to adequately enforce parking regulations.
- Current on-site parking requirements are preventing reinvestment in downtown Winslow. The current continuous street frontage along Winslow Way was developed before parking requirements were implemented. Today's requirements make this desirable form of development almost impossible and act as a disincentive to reinvestment.

Goal 6-11: Develop Winslow as a "park-once district" that provides plentiful and accessible parking for downtown and allows residents and visitors to park vehicles and travel as a pedestrian within the downtown core.

Policy WMP 6-11.1: Invest in parking in partnership with businesses, property owners and the community.

Discussion: The City should establish a policy for public/private partnership arrangements prior to engaging private developers to ensure public benefits are adequately defined as well as to provide predictability and efficient execution for private developers.

Policy WMP 6-11.2: Implement effective policies, programs, and projects to efficiently use and improve downtown parking.

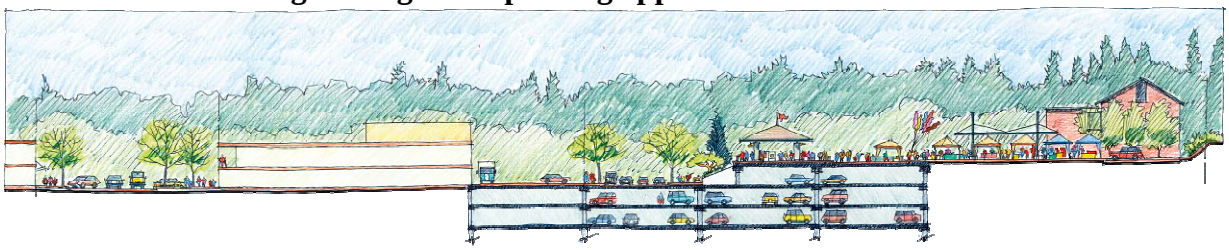
Policy WMP 6-11.3: Create a parking district authority (possibly subsumed into a larger downtown public/private authority) with responsibility to manage key elements of downtown parking.

Policy WMP 6-11.4: Add on-street parking wherever feasible, either by creating on-street spaces where there were none previously, by converting parallel spaces to diagonal or by including on-street parking spaces in the design of new streets. Specifically, investigate the following locations for potential addition of on-street parking:

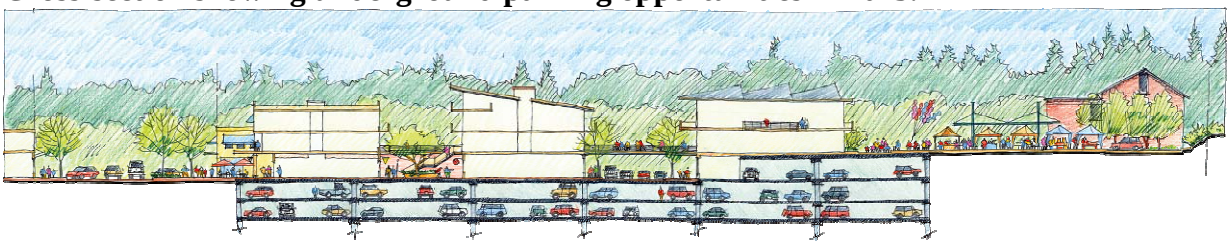
- Madison Avenue between Parfitt Way and Wyatt Way (new spaces);
- Bjune Drive (conversion of parallel to diagonal);
- Winslow Way west of Madison Avenue (new spaces).
- Winslow Way just west of SR-305;
- Ericksen north of Winslow Way.

Policy WMP 6-11.5: In addition to on-street parking, adequate shared parking should be located underground and in mixed-use buildings or satellite lots.

Cross-section showing underground parking opportunities in 2010.



Cross-section showing underground parking opportunities in 2025.



Policy WMP 6-11.6: Establish parking zones with varying time limits downtown and consider establishing neighborhood parking permit zones.

Policy WMP 6-11.7: If the City determines in the future that paid parking is necessary as a parking management strategy, conversion to paid parking should occur simultaneously in the Core and Ferry Terminal Overlay Districts.

Policy WMP 6-11.8: Relocate or develop convenient employee parking off Winslow Way.

Policy WMP 6-11.9: Implement a cumulative "no net loss" standard for downtown parking, especially on-street parking.

Policy WMP 6-11.10: Develop a parking fee in-lieu program based on market costs. Reframe the fee-in-lieu (FIL) program as a bona fide commitment on the part of the City to provide parking spaces using revenues from FIL payments and financing backed in part by FIL revenues. Allow pre-purchase and banking of fee-in-lieu spaces at current year prices as an incentive for revenues into the system.

Policy WMP 6-11.11: Increase bicycle and non-SOV (single-occupancy vehicle) parking.

Discussion: Create additional bicycle parking throughout downtown Winslow. Along Winslow Way, locate bicycle parking at intersections and in curb extensions. Bicycle parking should not be placed in front of stores along Winslow Way, except as can be done without blocking either the sidewalks or access to storefronts.

Policy WMP 6-11.12: Improve parking enforcement to help reduce inappropriate use of downtown parking.

Policy WMP 6-11.13: Build structured public parking, preferably underground, in the vicinity of Winslow Way and explore the opportunity to develop parking in partnership with private developers.

Discussion: Possible sites on public land are: 1) City land south of the civic green/farmer's market site and 2) the existing post office site if the city can successfully negotiate retaining a post office downtown with distribution function located elsewhere.

Development-Related Parking
Goal WMP 6-12:
Provide flexibility in how parking requirements are met.

Policy WMP 6-12.1: Parking standards should be reviewed periodically to ensure that new development either provides sufficient parking to accommodate the proposed uses on-site or provides funds for off-site parking.

Policy WMP 6-12.2: Where appropriate, allow parking requirements for new development to be met by creating new on-street parking spaces in conjunction with the development. This may include new on-street parking spaces as a result of the construction of new roads.

Commuter Parking
Goal WMP 6-13:
Commuter parking within the Ferry Terminal Overlay District shall be limited and planned to ensure consistency with a new mixed-use neighborhood in the District and limit traffic impacts within the District, Winslow, SR-305, and Island-wide.

Policy WMP 6-13.1: Commuter parking located in the Ferry Terminal Overlay District shall be limited to achieve the following objectives:

- Protect the character of the district from being further dominated by parking;
- Encourage the redevelopment of the district;
- Limit traffic impacts within the Ferry Terminal Overlay District, Winslow, and Island-wide; and
- Encourage transit, non-motorized, and other travel methods as alternatives to low-occupancy vehicles.

Policy WMP 6-13.2: The City should develop an overall parking management strategy that balances the parking needs of downtown residents and visitors, long-term and short-term ferry commuters, and commercial uses. The parking management strategy should include:

- Promoting the availability and use of park & ride lots and transit to reduce the number of vehicle trips and associated parking demand in the downtown.
- Improving parking enforcement.
- Offering incentives for providing parking for non-commuter ferry passengers in off-peak hours (e.g., after 9:00 a.m.).
- Encouraging the owners of existing parking lots to redevelop their properties in a coordinated manner to ensure enhanced pedestrian safety and efficient traffic flow.
- Developing strategies and innovative financing techniques to promote the construction of commuter parking structures by a private entity or public/partnership, in conjunction with mixed-use projects.
- Creating a mechanism to hold funds generated in the Ferry Terminal Overlay District from any future paid parking revenues, including but not limited to a fee-in-lieu program and/or meter revenue.

Improve Transit Services and Facilities
Goal WMP 6-14:
Increase transit service to and within Winslow.

Policy WMP 6-14.1: Coordinate with transit providers on strategic transit routes to improve downtown transit service, encourage use, improve transit facilities, and provide service connections to Winslow Way, neighborhoods and other commercial areas.

Policy WMP 6-14.2: Incorporate provisions for transit, including transit stops, into the design of Winslow Way.

Winslow Transit Loop
Policy WMP 6-14.3: Work with transit providers to maintain a transit loop circulating through the Winslow core and connecting with the ferry terminal to provide a transportation alternative for commuters and residents. (Figure 6.3)

Ferry Service to/from South Side of Eagle Harbor
Policy WMP 6-14.4: Ferry service across Eagle Harbor from Waterfront Park to the south side of the harbor should be encouraged.

CHAPTER 7
WASHINGTON STATE FERRIES TERMINAL AND TRANSPORTATION ISSUES

EXISTING CONDITIONS
(See Appendix C.4)

COMPREHENSIVE PLAN FRAMEWORK
The Comprehensive Plan establishes a Ferry Terminal Overlay District intended to provide an attractive setting for ferry and associated transportation-oriented uses, a mix of retail, office and residential uses that complement the Winslow Way uses in the Core District, and to serve as a welcoming entry point into Winslow and the Island. This district is designated for the ferry terminal and associated loading and parking bays, and residential and office development, including retail adjacent to the terminal. Commuter parking should be encouraged to be located underground and under building. New development should provide landscaping and public plazas and open spaces that visually enhance the setting and connect the district to the waterfront, Winslow core and the Winslow Ravine. Adjacent residential and mixed-use development would be encouraged, while associated parking and traffic impacts should be mitigated as much as possible, for example, by a finer grid system of streets, alleyways and pedestrian corridors and trails. Impacts such as air pollution associated with vehicles idling at SR305 and Winslow Way should also be reduced.

MASTER PLAN POLICIES
Goal WMP 7-1: The ferry terminal should be developed in a manner that is consistent with the goals of the Winslow Master Plan and that coordinates key land use and circulation elements contained in the Comprehensive Plan, while meeting the basic needs of Washington State Ferries and Kitsap Transit. To ensure coordinated and consistent development, plans for the ferry terminal should be developed in cooperation with the City, Washington State Department of Transportation, Kitsap Transit and private landowners.

Policy WMP 7-1.1: In conjunction with the planning for and prior to construction of long-term infrastructure improvement at the Bainbridge terminal, such as a transit deck/new terminal, WSF should consider regional transportation planning documents, such as the current Puget Sound Regional Council (PSRC) visioning document, County and regional plans and any SR305 corridor studies.

(Also reference the Land Use Element of the Comprehensive Plan, including Goals W3 and W4 and Transportation Element, Goal 11.)

Goal WMP 7-2: Washington State Ferries, Kitsap Transit and the City shall coordinate efforts to integrate and improve intermodal connections and transit service in the Ferry Terminal area to accommodate Island and regional needs.

Policy WMP 7-2.1: Provide a new transit deck/terminal facility that is scaled to forecasted demand and is the most cost-effective in terms of the improvements to the overall Kitsap Transit system.

Policy WMP 7-2.2: WSF should ensure easy, direct and safe access for all bicyclists to and from the ferry terminal, including those arriving from the north east.

Policy WMP 7-2.3: WSF should provide safe and efficient pedestrian access to the terminal, including connections to Waterfront Trail. Pedestrian walkways should be safe and convenient for walkers, adequately sized, meet or exceed ADA standards using the principles of universal design, connect to existing and proposed pedestrian and appropriate multimodal systems, and take advantage of marine vistas.

Policy WMP 7-2-4: Special consideration shall be given to improvements at the Winslow Way/SR 305 intersection, needed to accommodate projected multimodal traffic generated by terminal activities and the public facilities located at the southeast corner of the intersection. Any proposed intersection improvements must address pedestrian and bicycle safety and circulation, including pedestrian and bicycle waiting times to cross intersection segments, and crossing alternatives. East-west vehicular waiting time should also be addressed. Acceptable LOS for vehicles and pedestrians should be maintained.

(Also reference the Transportation Element of the Comprehensive Plan, Goals 6, 7, 8, 9 and 10; and Chapters 2 and 6 of the Winslow Master Plan.)

Goal WMP 7-3: Incorporate open space and public gathering spaces in the redevelopment of the ferry terminal and/or related transit services.

Policy WMP 7-3.1: Work with Washington State Ferries to ensure preservation of open space, shoreline views, and access to the waterfront.

Policy WMP 7-3.2: Extend the Waterfront Trail along the shoreline.

Also reference Chapter 2 of the Winslow Master Plan, especially Policies WMP 2-10.1 through WMP 2-10.5, and Chapter 4 of the Winslow Master Plan.)

Washington State Ferries Plan (illustrative)

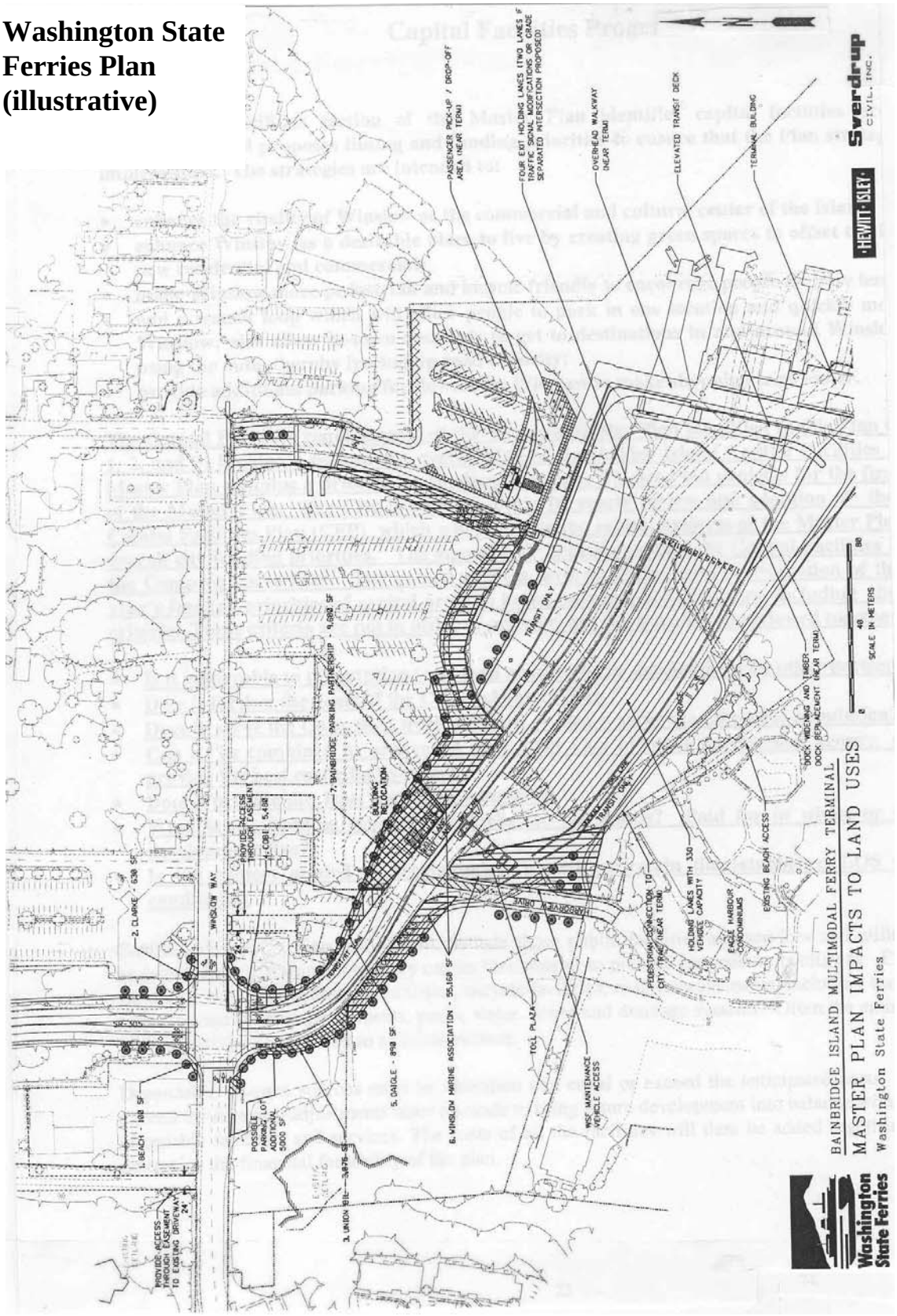


Figure 7.1

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