CITY OF BAINBRIDGE ISLAND
SPECIAL PLANNING COMMISSION MEETING
THURSDAY, DECEMBER 17, 2015
6:00 PM - 8:30 PM
CITY COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WASHINGTON

6:00 PM **CALL TO ORDER**
Call to Order, Agenda Review, Conflict Disclosure

6:05 PM **REVIEW AND APPROVAL OF MINUTES**
November 12, 2015 Planning Commission Meeting

6:10 PM **PUBLIC COMMENT**
Accept public comment on off agenda items

6:15 PM **ORDINANCE 2016-01 Tree and Landscaping Regulations**
Study Session

6:45 PM **PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE**

6:55 PM **2016 COMPREHENSIVE PLAN UPDATE**
Transportation Element: Review Goals and Policies 5-15 (pp 24-32, See 12/10 Commission Packet)

TR 5 Transportation Demand Mgmt.
TR 6 Operation and Mobility
TR 7 State Route (SR) 305
TR 8 Neighborhoods
TR 9 Safety and Maintenance
TR 10 Parking
TR 11 Community Character
TR 12 Environment
TR 13Community Involvement
TR 14 Regional Coordination
TR 15 Transportation Financing

8:10 PM **PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE**

8:25 PM **NEW/OLD BUSINESS**

8:30 PM **ADJOURN**

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

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

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

CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, NOVEMBER 12, 2015
6:00 p.m.-8:30 p.m.
CITY COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WASHINGTON

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure
REVIEW AND APPROVAL OF MINUTES
- August 27, 2015 Planning Commission Meeting
- September 10, 2015 Planning Commission Meeting
- September 24, 2015 Planning Commission Meeting
- October 8, 2015 Planning Commission Meeting

PUBLIC COMMENT - Accept public comment on off agenda items
PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
2016 COMPREHENSIVE PLAN UPDATE
- ***Economic Element*:** Review changes to DRAFT *Element*
- ***Transportation Element:***
  - Status of SR 305 Planning, State and Regional Coordination
  - Relationship of the *Transportation Element* to the DRAFT Island-wide Transportation Plan (IWTP)
  - Approach to meeting Growth Management Act requirements for Transportation Element

Debrief from October 28th *Transportation Element* Workshop
PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
NEW/OLD BUSINESS
ADJOURN

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure
Chair J. Mack Pearl called the meeting to order at 6:01 PM. Commissioners in attendance were Michael Lewars, Maradel Gale, Jon Quitslund, William Chester and Michael Killion. City Staff present were Planning Director Kathy Cook, Engineering Manager Chris Hammer, Special Project Planner Jennifer Sutton and Administrative Specialist Jane Rasely who monitored recording and prepared minutes. City Consultant Joe Tovar also attended.

The agenda was reviewed and no conflicts were disclosed.

REVIEW AND APPROVAL OF MINUTES

Motion: I move approval of the August 27, 2015 minutes as distributed.
Quitslund/Gale: Passed unanimously 4-0

Motion: I move approval of the September 10, 2015 minutes.
Killion/Quitslund: Passed unanimously 5-0

Motion: I move for acceptance of the September 24, 2015 minutes.
Chester/Quitslund: Passed unanimously 5-0

Motion: I move we approve the October 8, 2015 minutes as distributed.
Gale/Killion: Passed unanimously 4-0

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

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
Patty Wyman, Citizen – Would like the Commission to remember we are in the middle of a huge climate change and ways need to be found to have less cars on the Island and find alternative transportation options. The beautiful place we live in now will not be the same in the next few years if we do not do that. Commissioner Gale and Planner Sutton let Ms. Wyman know about the EcoAdapt Climate Change workshop on November 18, 2015 from 9:30 AM – 2:00 PM.

Kelly Muldrow, Citizen – Referenced a letter he had sent to the Planning Commission earlier in the month in support of Business/Industrial (B/I) zoning and creating more of it. He provided an update explaining how he researched the information and supplied handouts to the Commissioners. He stated he had performed a windshield survey and via Kitsap County stats about which buildings on Bainbridge Island were designated for B/I zoning. His vacancy survey from earlier in the year was a compilation of properties from the commercial MLS as well as information gleaned from conversations with landlords on the Island with vacant commercial space. He did the same thing a half an hour before the meeting and the information handed out to the Commissioners was that survey's results. He stated the available 1200 square feet at Sportsman Club Park had been taken per information from Doug Nelson. He went on to say the vacancy rate for B/I on Bainbridge Island that day was zero. He further stated this situation caused problems for him and his clients because they need a certain amount of vacant space to allow people to move around. Mr. Muldrow also said the two or three spaces available for lease were not really available because those are tenants who want to leave and have been unable to find a new home. So realtors who have found new tenants to take over these spaces are at a loss because the current tenants are stuck without being able to expand or grow because there was not anywhere for them to go on the Island. In speaking about a favorite tenant, Mr. Muldrow stated that even though it was their preference to stay on the Island, they could not because there was not a larger space available to them. Mr. Muldrow also stated he was still an advocate for B/I and thought it helped the community grow in the businesses they liked and he hated to see the Island stay stuck where it was.

Commissioner Pearl asked Mr. Muldrow if there wasn't land available. He stated there was some land available up on Day Road but it was not available today and he did not know what the owner's intentions for the land were. He knew of two projects underway citing Island Craft Condos as one which had just received its Certificate of Occupancy and that it was fully leased up or owned by owner/users already. Commissioner Killion asked if there was something the Commission was missing that they should be doing in light of the fact they could not speed up the process of buildings being built on available land in B/I zoned areas. Mr. Muldrow stated he did not know the intentions of those who owned the B/I land not currently being developed but thought full

Commission support of current B/I projects and anything they could do to get B/I land on sewer would be wonderful. He thought a big hindrance to the types of businesses they would like to see on Day Road was the lack of infrastructure to support sewer service and it was very difficult to have a thriving project on a septic system.

The Commission engaged in a discussion of whether the City had made a mistake allowing other types of business besides industrial in the Coppertop development.

2016 COMPREHENSIVE PLAN UPDATE

Economic Element

Planner Sutton summarized the big changes of the Economic Element stating the Drafting Committee had worked hard over the course of two meetings to update the language of the Element. She also highlighted upcoming projects that were in the process of being permitted. Discussion ensued as to whether or not the Commission needed to revisit zoning based on the need to plan for future jobs as required by the 2036 Buildable Lands Report. Commissioner Quitslund wondered why there were not any representatives from the Bainbridge Island Downtown Association speaking to them. Commissioner Chester stated they had to be careful of businesses de-centralizing out of the Winslow core because they can find cheaper rent outside the downtown area. He felt they should get more information about ways to change that. Commissioner Gale asked about the requests she made at the October 8, 2015 Planning Commission meeting asking to reach out to the business organizations looking for more information on what kind of outreach had happened.

Discussion continued with a conversation on what was meant by economic vitality as used in the Economic Element. Consultant Tovar reminded the Commission that the Comprehensive Plan is a *guiding* policy and not the regulatory or specific strategy that would be formulated later.

> **Motion: I move that we provisionally adopt the Economic Element as reviewed on November 12, 2015 with the understanding that it is open for subsequent change as situations may dictate.**
> **Lewars/Chester: Passed Unanimously 4-0**

Transportation Element

Engineering Manager Chris Hammer gave an overview of the status of State Route 305 planning due to the new gas tax beginning in 2017. He offered to answer any questions the Commissioners might have. Commissioner Gale asked what it would cost to create over or under passes at SR 305 intersections so the Island was not split in half any longer. Frontage roads were discussed as well. Conversation ensued about whether to concentrate traffic on a few roads or disperse it among many roads. Non-motorized level of service was also discussed. Commissioner Pearl steered the conversation back to a higher level as opposed to the details contained in the DRAFT Island Wide Transportation Plan (IWTP).

Consultant Joe Tovar described the interaction between the IWTP and the Comprehensive Plan (see copy of presentation included in agenda packet). He highlighted those items in the IWTP that were Growth Management Act requirements and which were not but were important to carry forward. He cautioned the Commissioners to make sure the goals and policies remained identical if referenced or stated in more than one place in the Comprehensive Plan.

There was a question of whether policies about speed limits could be part of the IWTP. Manager Hammer stated there was a particular process that needed to be followed to change/lower speed limits island-wide. Some items the Commissioners wanted to see addressed in the IWTP were: Porosity on SR 305, speed limits, connectivity of recreational and commuter trails and climate change.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Ross Hathaway, Citizen – He encouraged the Planning Commission to adopt a non-motorized level of service standard and recognized that they did not want to spend a huge amount of money and time studying it but he felt it was pretty important. Mr. Hathaway stated it was typically by adoption of a Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) standard that were measurable tools that were fairly frequently used (Puget Sound Regional Council had a really good work kit for this along with the application of this for concurrency standards) and developed in Orland, Florida. He said they were relatively straight-forward models the City had used in the past to measure the current level of service for bicycles and pedestrians on the Island. Mr. Hathaway continued by saying other jurisdictions had adopted service standards and this was no longer considered leading edge for the region. He reiterated they did not want to spend a huge amount of time on it but felt it was important for a couple of reasons: 1. it elevated the prioritization of funding for non-motorized modes. When level of service failures were looked at and the prioritization of those failures, where those failures were became clear. 2. It allowed the application of a concurrency tool for non-motorized modes. This would be a firm tool that would basically keep the City from developing more if the level of service standard on a particular facility would be lowered. It forces the City's hand to begin the process of modifying their facilities/roads to meet the level of service standard which isn't always really hard to do. One way of improving level of service would be to lower speeds. When traffic calming was provided, the level of service increased. Everyone knows what that is, but when it is measured it becomes pretty obvious. It also allowed the charging of impact fees for mitigating the impacts and additional auto traffic on non-motorized users/modes. He stated right now the impact fees were calculated on the basis of non-motorized user impact on the auto level of service. This allowed for charging relating to the impact of more cars on the pedestrian and bicycle use of the street which would help pay for improvements to raise the level of service standard back to where it was targeted. He continued by saying it provided a good tool for prioritization and a test of the effectiveness of the proposed action.

Mr. Hathaway also felt it was important to consider concentrating the growth in downtown Winslow where it was walking distance to the ferry, so the existing transportation system was not over-taxed including lowering the level of service for pedestrians and bicyclists on the rest of the Island. He stated the more people in the concentrated area in downtown Winslow, the less problems there will be with transportation in general and the costs become very high when growth is distributed around the Island (including your industrial and commercial growth). He mentioned what he called a very simple request: "sidewalks SHALL be placed at the back edge of the right of way." Do not allow them to be placed adjacent to the curb for many reasons, not just the aesthetics and improvements but primarily so there is distance between the pedestrian and the driven way. That also eliminates the problems of curb cuts and road approaches where wheelchairs get kicked sideways. He stated it was a very simple requirement so that every sidewalk that is built in the future would be safe and efficient as well as more pleasant. Mr. Hathaway encouraged the Commissioners to move rapidly on improvements on Highway 305 for non-motorized safety. He felt Washington State Department of Transportation needed to be called out on providing pocket

lanes while eating up shoulder width to do so referencing a recent accident where a transit bus hit a cyclist at the north end of the Island. In closing, he felt it was important to focus on making non-motorized transportation as safe, efficient and comfortable as driving.

Kent Scott, Citizen – Thanked the Commission for the really great discussion. He heard really great shared values in what he was hearing in the comments made and the intention of what the Commission was doing. He wanted to reinforce a couple of things he believed strongly in. Safety was the number one thing elected officials and appointed committee members should be concerned with on the Island. Safety for all especially within the public domain with the right of way being the most important place where cars, bicyclists and pedestrians congregate. To that end, Mr. Scott agreed with the importance of looking again at the classifications of the roads. He stated he lived on the section of Old Mill between McDonald and Blakely classified as a collector with 20 homes. He felt it did not satisfy vertical or horizontal requirements for the speed that was posted. Speeds were a vital besides classification of the roads. He encouraged them to get that done because safety on the public right of way was vital. He also wanted to speak about Highway 305 stating there was a lot of money potentially available and that 305 was a public domain and safety for all users was critical. It was one thing to have elaborate over or under passes, but there were lots of ways to make it safe to cross and use 305 encouraging them to look at some of the less expensive things like slowing speeds or round-a-bouts to make it accessible as possible east and west especially since traffic counts are not truly significant over time. He wanted them to play up the non-motorized use if the proposed $36 million dollars becomes available. Mr. Scott's last comment was that the streets people were bypassing 305 on were residential streets and it didn't matter what they were classified as. He said it was nuts to think there should be passage provided going north and south besides the highway.

Chris Van Dyke, Citizen – Was concerned that his street (Ihland Way) was proposed to be opened up as a through street. He had been informed that as part of the Comprehensive Plan update process, his street was to be opened as a thruway between Madison Ave and Grow Ave. He stated the original intent and plan for his street was not to be opened but to remain closed off and asked for that provision to be taken out of the IWTP.

Lisa Macchio, Citizen – Mentioned a letter the Commissioners had received from Peter Harris and thought he did a really good job of suggesting some changes to wording promoting language which was about ensuring and requiring. She urged them to read his letter very carefully because strengthening the language about the vision and goals would be really great, in particularly dealing with non-motorized transportation. Ms. Macchio stated she appreciated the Commission heeding the non-motorized suggestions to the IWTP. She found it interesting when Director Cook mentioned the new combined committee of Road Ends and the Harbor Commission and suggested there be a transportation plan that had a vision about trails to the shore since everyone wanted access to the shore. She urged them to consider wrapping that into the IWTP in addition to citing the Park District's trail plan and coming up with a coordinated vision with coordinated priorities. She asked them to think about marrying all these things together into one package if possible. She also thanked the Commissioners for the hours they were spending on the Comp Plan process and especially the Transportation Element.

NEW/OLD BUSINESS
None.

ADJOURN
The meeting was adjourned at 8:24 PM.

Minutes accepted by:

_____	_____
J. Mack Pearl, Chair	Jane Rasely, Administrative Specialist

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City of Bainbridge Island
PLANNING & COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Planning Commission

FROM: Jennifer Sutton, AICP
Special Project Planner

DATE: December 17, 2015

RE: Study Session on Ordinance 2016-01 Tree and Landscaping Regulations

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This is the first study session on Draft Ordinance 2016-01 (attached) amending the City's Tree and Landscaping Regulations.

Background

City Council authorized creation of an Ad Hoc Committee to review the City's tree and landscaping regulations in early January, 2014. The Ad Hoc Committee is comprised of three Councilmembers and two Planning Commissioners:

Councilmember Roger Townsend	Commissioner Jon Quitslund
Councilmember Sarah Blossom	Commissioner Mack Pearl

Realizing that reviewing the regulations in their entirety is a large task, the Committee organized their work by first focusing on tree and landscaping regulations that apply to the Mixed Use Town Center/High School Road zoning districts. Changes recommended by the Committee were ultimately adopted as Ordinance 2015-04 on September 8, 2015.

Meeting 20 times over 2015, the Ad Hoc Committee then reviewed all tree and landscaping regulations of BIMC Section 18.15.010 that apply to:

- Multifamily Development
- Single-family Subdivisions
- Conditional Uses in Residential Zones
- Business/ Industrial Zone
- Water-dependent Industrial Zone
- Neighborhood Service Center Zone

Although the Committee reviewed all tree and landscaping regulations (e.g. perimeter and roadside buffers, tree unit requirements) for each of the land uses and zoning districts listed above, the Committee did not make changes within all of the different requirements. For instance, the Committee recommended not adding a Tree Unit Requirement (Section 18.15.010.G) for development in the Business/Industrial zoning district, since the district has the largest perimeter and roadside buffer requirements in addition to required parking lot landscaping. The previous Ordinance 2015-04 changed

tree unit regulations so that trees in required buffers could not count towards meeting a projects tree unit requirement (See 18.15.010.G.4.b, p 27 DRAFT Ordinance 2016-01).

Ordinance 2016-01 also modified the perimeter buffer standards for the three levels of screening: full screen, partial screen, and filtered screen (proposed to change to "edge planting standard") to improve how the number of required trees and shrubs are calculated. The Committee was assisted in these changes by landscape architects Tim Goss and Jeff Bouma.

Next Steps
After discussion of the draft ordinance, the Commission can decide whether to have an additional study session in January, or proceed to public hearing.

Attachments
DRAFT Ordinance 2016-01

ORDINANCE NO. 2016-01

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to tree and landscaping maintenance and requirements; amending Bainbridge Island Municipal Code Sections 18.12.030, 18.15.010 and 18.36.030.

WHEREAS, in January 2014, the City Council convened an Ad Hoc Committee consisting of two Planning Commissioners and three Councilmembers to review and make recommendations on the City's tree regulations; and

WHEREAS, the Ad Hoc Committee organized their review by first focusing on regulations that apply to the Mixed Use Town Center and High School zoning districts, which resulted in Ordinance 2015-04, approved by the City Council on September 8, 2015; and

WHEREAS, the Ad Hoc Committee continued to review tree and landscaping regulations that apply to the rest of the island, outside of the Winslow commercial zoning districts; and

WHEREAS, the City Council directed staff to bring forward ordinances to implement the suggested changes; and

WHEREAS, the Planning Commission reviewed the draft Ordinance No. 2016-01 at study sessions on December 17, 2015 and January 21, 2016; and

WHEREAS, the Planning Commission conducted a public hearing on Ordinance No. 2016-01 on February 11, 2016, and recommended approval of the ordinance to the City Council after the public hearing; and

WHEREAS, the City Council conducted a public hearing on Ordinance No. 2016-01 on XXXX, 2016; and

WHEREAS, notice was given on XXXX, 2016 to the Office of Community Development at the Washington State Department of Commerce in conformance with RCW 36.70A.106;

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

Section 1. Chapter 18.15.010 of the Bainbridge Island Municipal Code is amended to read as follows:

18.15.010 Landscaping, screening, and tree retention, protection and replacement.
All development shall comply with the following regulations addressing landscaping and screening unless other applicable regulations require additional or different forms of landscaping or screening, in which case the more specific standard or criteria shall govern.

A. Purpose.

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1. General. The purpose of this section is to preserve the landscape character of the community, link the Island's natural amenities with landscape greenbelts along scenic roads, improve the aesthetic quality of the built environment, promote retention and protection of existing vegetation, reduce the impacts of development on wetlands, streams and the natural environment, enhance the value of current and future development and increase privacy for residential zones, and encourage preservation of significant and heritage trees by:

a. Retaining existing vegetation, tree stands and significant trees by incorporating them into the site design.

b. Incorporating native vegetation and drought resistant plant material into new landscape developments.

c. Providing vegetated screening between different intensities of residential uses.

d. Providing visual relief of parking areas in the neighborhood service centers, the Winslow Mixed Use Town Center, and the light manufacturing, (water dependent) industrial, High School Road and urban multifamily districts.

e. Providing vegetated screening between residential and nonresidential areas.

2. Specific Zone Districts.

a. For single-family residential short plats and subdivisions in residential districts ~~uses outside the Winslow Mixed Use Town Center, NSC, and B/I districts that require more than just a building permit (i.e., lots created through the flexlot design process)~~, the additional specific intent is to preserve, protect and enhance critical areas, protect the natural forested areas and preserve the greenbelts along designated scenic roadway corridors.

b. In the R-8 and R-14 multifamily residential districts, the additional specific intent is to screen urban multifamily projects from adjacent lower density residential properties and to soften the appearance of surface parking areas.

c. For nonresidential uses outside the Winslow Mixed Use Town Center, High School Road I and II, NSC, B/I, and WD-I districts, the additional specific intent is to retain the natural landscape qualities of the Island by retaining existing vegetated buffers to screen views of structures and parking areas and to buffer between areas of high and low intensity uses.

d. In the Winslow Mixed Use Town Center central core and ferry terminal overlay districts, 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.

e. In the Winslow Mixed Use Town Center, Ericksen Avenue and Madison overlay districts, the additional specific intent is to retain the character of landscape front

yards; and to provide landscape development to screen uses from single-family residential properties; and to soften the appearance of surface parking areas.

f. In the Winslow Mixed Use Town Center gateway overlay district, the additional specific intent is to retain the greenbelt located adjacent to SR 305 consistent with the greenways plan and to provide landscape development to screen uses from single-family residential properties.

g. In the High School Road I and II districts, the additional specific intent is to provide landscape development to screen uses from adjacent single-family residential properties and to soften the appearance of surface parking areas.

h. In the NSC district, the additional specific intent is to incorporate landscape standards that support pedestrian scale neighborhood uses compatible with the intensity of the surrounding residential neighborhood; to minimize the impact of lighting, noise and views of surface parking areas; and to provide a buffer between higher and lower intensity uses.

i. In the B/I district, the additional specific intent is to provide a year-round vegetated screen and a noise and site lighting buffer of industrial development from adjacent nonindustrial properties and roadways.

j. In the WD-I district, the additional specific intent is to provide landscape development that screens parking lots and large structures, but allows visual access to the shoreline and small scale active industrial facilities.

B. Applicability.

1. All new development, except single-family residential building permits, shall be subject to the requirements of this section, except as ~~required~~ modified by subsections B.2 and B.3 of this section.

2. Projects subject to the conditional use permit process may be required to exceed the requirements of this chapter.

3. Specific submittal requirements for landscaping plans (tree protection, retention and planting plans) are included in the city's administrative manual.

4. Specific landscape requirements applicable to development in each zone district are summarized in the following Table 18.15.010-1.

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Table 18.15.010-1: Landscape Requirements by Zone District								
Landscape Requirements for Land Uses & Districts	**Significant Tree & Tree Stand Retention (~~BIMC 18.15.010.~~C)**	**Perimeter Landscape (~~BIMC 18.15.010.~~D)**	**Roadside Buffer (~~BIMC 18.15.010.~~E)**	**Parking Lot Landscaping (~~BIMC 18.15.010.~~F)**	**Total Site Tree Unit Requirements (~~BIMC 18.15.1010.~~G)**	**Planting Requirements (~~BIMC 18.15.010.~~H)**	**Irrigation (~~BIMC 18.15.010.~~I)**	**Maintenance (~~BIMC 18.15.110.~~J)**
~~Single-Family Residential for which Only a Building Permit is Required (Existing Non-Flex Lots)~~	**DELETE THIS ROW- THIS CHAPTER DOES NOT APPLY TO EXISTING SINGLE-FAMILY LOTS (SEE APPLICABILITY SECTION B ABOVE)**							
Single-Family Residential Short Plats and Subdivisions ~~Development Outside Winslow Mixed use, NSC, and B/I Districts (R-.04 through R-6 Districts) Other than Existing Lots for which Only a Building Permit is Required (Flexible Lot Design Process)~~	**X**	**X (Cluster Subdivisions Only)**	**X**			**X**	**X**	**X**
R-8 and R-14 Multifamily Districts	**X**	**X**	**X**	**X**	**X**	**X**	**X**	**X**

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Table 18.15.010-1: Landscape Requirements by Zone District									
Landscape Requirements for Land Uses & Districts		**Significant Tree & Tree Stand Retention (~~BIMC 18.15.010.~~C)**	**Perimeter Landscape (~~BIMC 18.15.010.~~D)**	**Roadside Buffer (~~BIMC 18.15.010.~~E)**	**Parking Lot Landscaping (~~BIMC 18.15.010.~~F)**	**Total Site Tree Unit Requirements (~~BIMC 18.15.1010.~~G)**	**Planting Requirements (~~BIMC 18.15.010.~~H)**	**Irrigation (~~BIMC 18.15.010.~~I)**	**Maintenance (~~BIMC 18.15.110.~~J)**
Nonresidential Uses in ~~Areas Outside Winslow Mixed Use, HSR, NSC, B/I, WD-I~~ Residential Districts		X	X	X	X	X	X	X	X
Winslow Mixed Use Town Center [1]	Central Core Overlay	X	X	X [2]	X	X	X	X	X
	Ericksen Ave. Overlay	X	X	X [2]	X	X	X	X	X
	Madison Ave. Overlay	X	X	X [2]	X	X	X	X	X
	Gateway Overlay	X	X	X [2]	X	X	X	X	X
	Ferry Terminal Overlay	X	X	X [2]	X	X	X	X	X
High School Road District		X	X	X [2]	X	X	X	X	X
NSC District		X	X	**Delete Buffer Req. ~~X~~**	X	X	X	X	X

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Table 18.15.010-1: Landscape Requirements by Zone District								
Landscape Requirements for Land Uses & Districts	**Significant Tree & Tree Stand Retention (~~BIMC 18.15.010.~~C)**	**Perimeter Landscape (~~BIMC 18.15.010.~~D)**	**Roadside Buffer (~~BIMC 18.15.010.~~E)**	**Parking Lot Landscaping (~~BIMC 18.15.010.~~F)**	**Total Site Tree Unit Requirements (~~BIMC 18.15.1010.~~G)**	**Planting Requirements (~~BIMC 18.15.010.~~H)**	**Irrigation (~~BIMC 18.15.010.~~I)**	**Maintenance (~~BIMC 18.15.110.~~J)**
B/I District	X	X	X	X		X	X	X
WD-I District	X	X	X	X		X	X	X
[1] Refer to Chapter 18.18 BIMC for additional landscape requirements specific to the Mixed Use Town Center districts. [2] Roadside buffer requirement is adjacent to Highway 305 only.								

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C. Tree Retention, Protection and Replacement. Where Table 18.15.010-1 indicates that development must comply with the requirements of this subsection C, all development shall comply with the following requirements. These requirements are intended to supplement any regulations in Chapters 16.12 (Shoreline Master Program) and 16.20 (Critical Areas) BIMC, which remain the primary source of regulation for environmentally sensitive areas in Bainbridge Island. In the event of any inconsistency between the requirements of this subsection C and the requirements of Chapters 16.12 and 16.20 BIMC, the requirements of Chapters 16.12 and 16.20 BIMC shall apply.

1. Retention.

a. Intent. The intent of these regulations is to preserve the forested character of the Island by preserving existing vegetation, ~~significant~~ trees and tree stands, and incentivizing tree protection and replacement in certain districts through a tree unit system, thereby mitigating the development impacts of increased storm water runoff, impervious surface, and loss of carbon dioxide absorption capacity. This shall be accomplished in a manner consistent with the comprehensive plan and the requirements of Washington law and to discourage the removal of significant tree(s) and tree stands.

b. Perimeter Tree Retention Requirements. ~~Significant t~~Trees and tree stands located in the perimeter areas required to be landscaped pursuant to subsections D and E of this section shall be retained, unless an applicant can demonstrate during the land use permit review process that the existing trees and vegetation will be compromised after the development is complete, and would likely become hazardous as described in section 1.c below. If the applicant can demonstrate that hazard, then new trees and vegetation may be planted pursuant to the planting standards of Section D.4. Perimeter landscape widths may be averaged to save significant trees, but shall not be reduced to less than the allowed minimum perimeter dimension.

c. Exceptions. Significant trees and tree stands may be removed if it is determined by a consulting arborist who is certified by the American Society of Consulting Arborists, or a TRACE certified professional as established by the PNW Chapter of the International Society of Arboriculture, and whose services are paid for by the applicant, that the vegetation is:

i. A safety hazard due to potential root, trunk, or primary limb failure, or due to exposure of mature trees that have grown in a closed, forested situation; or

ii. Damaged, diseased, or standing dead trees.

d. Protection of Tree Stands. Notwithstanding a determination under subsection C.1.c of this section, if ~~significant~~ trees have been removed from a closed, forested location, a buffer of smaller trees shall be retained or planted on the fringe of the closed, forested area. The buffer of smaller trees shall be adequate to protect the health of the remaining mature trees in the closed, forested area, as determined by a consulting arborist who is certified by the American Society of Consulting Arborists, and whose services are paid for by the applicant.

2. Replacement.

a. Intent. The intent of these regulations is to discourage the unauthorized removal of significant tree(s) and tree stands; and to establish a replacement or fine if such activity occurs. All replanting plans must be prepared or approved, by a landscape architect licensed by the state of Washington, a Washington certified nursery professional or a Washington certified landscaper, a consulting arborist who is certified by the American Society of Consulting Arborists, or a TRACE certified professional as established by the PNW Chapter of the International Society of Arboriculture.

b. Requirements for Unauthorized Removal. If trees required to be retained pursuant to subsection C.1 of this section are not retained, they shall be replaced by at least one-and-one-half times (150 percent) of the number of tree units removed. The trees removed shall be replaced with trees of the same type, evergreen or deciduous. Native shrubs and ground cover shall also be replaced when replacing tree stands due to unauthorized removal. Shrubs shall be one-gallon size planted four feet on center spacing; ground cover shall be one-gallon size planted three feet on center spacing. The shrubs and ground cover shall be planted within the limits of the previous tree stand canopy.

c. Requirements for Permitted Removal. A property owner may request removal of tree required to be retained pursuant to this chapter by applying for a clearing permit (BIMC 16.18). Trees will be approved for removal only if they meet the hazard tree requirements of section C.1.c. The clearing permit application shall include a replanting plan. In designing the replanting plan, the landscape or tree professional must consider what landscape function the tree(s) to be removed are serving on the property (e.g. parking lot, street tree, perimeter screening), and what species and location(s) for replanting strives to replace that function. New planting areas may need to be created to achieve this goal.

3. Enforcement and Penalties. Failure to retain, replace or transplant trees will be enforced as follows; provided, that any fine shall be no less than three times the value of the trees, as determined by the current standards of the International Society of Arboriculture. If unauthorized tree(s) or vegetation removal occurs within the public right-of-way, all permits in force on the subject property shall be suspended and no new permits issued until the tree(s) or vegetation has been replaced or all penalties have been satisfied. The director is authorized to make site inspections and take such actions as are necessary to enforce this title in accordance with Chapters 1.16, 1.24, and 1.26 BIMC. The director may require an evaluation by a tree professional, a qualified engineer, landscape architect, soils engineer, testing lab, or other specialist at any time during the tree plan review process or tree removal inspection as necessary to ensure compliance with the provisions of this chapter ~~subsection C.~~and/or the terms of the clearing permit. Applicant shall be responsible for any associated costs.

a. Notice of Infraction. It is unlawful for any person to:

i. Initiate or maintain, or cause to be initiated or maintained, the use, construction, placement, removal, alteration, or demolition of any structure, land, vegetation or property within the city contrary to the provisions of this chapter ~~subsection C~~.

ii. Misrepresent any material fact in any application, plans or other information submitted to obtain permits or authorizations under this title or not following the conditions of an approval.

iii. Remove or deface any sign, notice, complaint, or order required by or posted in accordance with this chapter ~~subsection C~~.

iv. Fail to submit or implement a planting plan as required by this section.

b. Stop Work Orders. The city shall have the authority to issue a stop work order to cease all development work, and order restoration, rehabilitation, or replacement measures, including applicable sureties, at the owner's or other responsible party's expense to compensate for the use, construction, placement, removal, alteration, or demolition of any structure, land, vegetation or property within the city contrary to the provisions of this chapter ~~subsection C~~.

c. Additional Remedies. In addition to any other remedy provided by this chapter ~~subsection C~~ or under the BIMC, the city may initiate injunction or abatement proceedings or any other appropriate action in courts against any person who violates or fails to comply with any provision of this chapter ~~subsection C~~.to prevent, enjoin, abate, and/or terminate violations of this title and/or to restore a condition which existed prior to the violation. In any such proceeding, the person violating and/or failing to comply with any provisions of this shall be liable for the costs and reasonable attorneys' fees incurred by the city in bringing, maintaining and/or prosecuting such action.

d. Notice of Infraction. Except as provided in subsection C.3.f of this section, conduct made unlawful by the city under this chapter ~~subsection C~~ shall constitute a civil infraction and is subject to enforcement and fines as provided in BIMC 1.26.035, and additionally, is subject to fines as provided in Table 18.15.010-2. A civil infraction under this section shall be processed in the manner set forth in Chapter 1.26 BIMC.

e. Civil Penalty.

i. In addition to any civil infraction fine, criminal penalty, and/or other available sanction or remedial procedure, any person engaging in conduct made unlawful by this chapter ~~subsection C~~ shall be subject to a cumulative civil penalty in the amount of $1,000 per day for each violation from the date set for compliance until the date of compliance. Any such civil penalty shall be collected in accordance with BIMC 1.26.090.

ii. A person who fails to comply with the requirements of this chapter ~~subsection C~~ or the terms of a permit issued hereunder, who undertakes an activity regulated by this chapter ~~subsection C~~ without obtaining a permit, or fails to comply with a

cease and desist or stop work order issued under this chapter ~~subsection C~~ shall be subject to a civil penalty as set forth in Table 18.15.010-2. Each unlawfully removed or damaged tree shall constitute a separate violation.

iii. Any person who aids or abets in the violation shall be considered to have committed a violation for purposes of the civil penalty.

iv. In addition to the penalties addressed under subsection C.3.e.ii of this section, failure to retain, replace or transplant trees will be enforced as provided in this code; provided, that any financial penalty assessed will be the greater of the amount indicated in Table 18.15.010-2 or three times the value of the trees, as determined by the current standards of the International Society of Arboriculture, whichever is greater. The director may elect not to seek penalties if he or she determines that the circumstances do not warrant imposition of civil penalties in addition to restoration.

Exception to director's discretion statement above: Any tree identified on a development project's required landscaping plan as retained and given a monetary value per subsection G.3.a.iii of this section that is removed, or dies during the surety period due to improper protection during construction, shall be subject to an automatic fine of three times the tree's stated value. All of the project's active permits shall also be suspended until the fine is paid and all restoration work completed.

Table 18.15.010-2: Penalties

Types of Violations	Allowable Fines per Violation
1. Removal of tree(s) approved to be removed, but prior to final tree retention and planting plan approval or issuance of a city tree removal permit	$100.00 per tree
2. Removal or damage of tree(s) that are or would be shown to be retained on an approved tree retention and planting plan or any other violation of approved tree protection plan	$1,000 per tree
3. Removal of tree(s) without applying for or obtaining a required city land use permit	$1,000 per tree
4. Removal of tree(s) without applying for or obtaining a required city clearing permit	$1,000 per tree

f. Repeat Offenders. Any person who again violates this chapter ~~subsection C~~ within 12 months after having been found by the Bainbridge Island municipal court to be in violation of this chapter ~~subsection C~~ commits a misdemeanor and any person who is convicted of that misdemeanor shall be punished as provided in BIMC 1.24.010.A.

4. Protection During Construction and Development.

a. Intent. The intent of these regulations is to provide the best protection for existing vegetation, ~~significant~~ trees and tree stands, including protection for trees on adjacent properties.

b. Requirements.

i. No cutting of ~~significant~~ trees shall be allowed on a site until the tree retention and planting plans have been approved by the director.

ii. In order to preserve future ecological function, the applicant shall identify areas of prohibited disturbance, generally corresponding to the dripline or critical root zone (as identified by a consulting arborist) of the existing vegetation, ~~significant~~ trees and/or tree canopy of tree stands to be retained, buffers, areas of existing vegetation to be maintained, future rain gardens, and future planting areas larger than 400 square feet (i.e. landscape islands in parking lots). The prohibited disturbance areas shall be reviewed and approved by the director as part of the land use permit review process.

iii. A temporary five-foot-high chain link fence with tubular steel poles or "T" posts shall delineate the area of prohibited disturbance defined in subsection C.4.b.ii of this section, unless the director has approved the use of a four-foot-high plastic net fence as an alternative. The fence shall be erected and inspected by City staff before clearing, grading and/or construction starts and shall remain in place until construction has been completed, and shall at all times have affixed to it a sign indicating the protected area.

iv. No impervious surfaces, fill, excavation, vehicle operations, compaction, removal of native soil or storage of construction materials shall be permitted within the area defined by the required construction fencing. If avoiding construction and compaction in future planting areas is unavoidable, the landscape plan for the project shall include methods for aerating and/or augmenting compacted soil to prepare for new planting, pursuant to subsection H.2 of this section.

v. A rock well shall be constructed if the grade level around the tree is to be raised more than one foot. The inside diameter of the well shall be equal to the diameter of the dripline or critical root zone (as identified by a consulting arborist) of the tree or tree canopy of tree stands.

vi. The grade level shall not be lowered within the larger of (A) the dripline or critical root zone (as identified by a consulting arborist) of the tree, or the tree canopy of tree stands, or (B) the area recommended by a consulting arborist.

vii. Alternative protection methods may be used if recommended by a consulting arborist and determined by the director to provide equal or greater tree protection.

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viii.Wherever this subsection C.4 allows or requires the involvement of a consulting arborist, that individual shall be selected from the city's list of current arborists certified by the American Society of Consulting Arborists and his or her services shall be paid for by the applicant.

5. Modification of Requirements. If the significant tree and tree stand retention requirements of this section create an unnecessary hardship, the applicant may request a modification. The director may administratively approve a modification of the significant tree and tree stand requirements of this section if the director finds that the following standards have been met:

a. The modification is necessary because of special circumstances relating to the location of existing significant trees and tree stands that prevent compliance with this section; and

b. The special circumstances of the subject property make the strict enforcement of the provisions of this section an unnecessary hardship to the property owner; and

c. The special circumstances of the subject property are not the result of the actions of the applicant; and

d. The approving of the modification will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and land use district in which the subject property is located; and

e. The modification is consistent with the purpose and intent of this chapter; and

f. The site design incorporates the retention of other natural vegetation in consolidated locations that promotes the natural vegetated character of the site.

D. Perimeter Buffering and Screening.

1. Intent. The intent of this subsection D is to provide an effective vegetated screen over time between uses or land use districts, to screen parking areas and structures located adjacent to public rights-of-way, and to allow visual and physical access to pedestrian and other nonmotorized oriented uses, such as a multipurpose trail or bikeway if those trails could be accommodated without compromising significant vegetation or hazardous slopes. Additional buffers may be required per BIMC 16.20.170, The Winslow Ravine – Special rules in Mixed Use Town Center.

2. Requirements by District. In addition to meeting the general requirements of subsection D.4 of this section, applicants shall meet the specific requirements of Table 18.15.010-3 applicable to the zone district or overlay district in which the property is located. In the case of a conflict between the requirements of this subsection D.2 and the requirements of subsection D.4 of this section, the requirements of this subsection D.2 shall apply. The tree retention, replacement, and protection standards of section C apply to perimeter buffers. These perimeter landscape requirements are in addition to required roadside landscaping in subsection E of this section and parking lot landscape requirements in subsection F of this

section. These requirements do not apply to projects involving only interior renovations of existing buildings.

Table 18.15.010-3: Perimeter Landscaping Requirements by Land Use & Zoning District			
Abutting zoning or land use district	Perimeter Landscape Type	Perimeter Width (ft.)	Minimum Perimeter Width (ft.)
Multifamily in R-2, R-1 & R-0.4 Districts			
Single-family residential	Full Screen	25	~~N/A~~ 25
R-8 and R-14 Multifamily Districts			
~~Single-family Residential~~ R-4.3 (Urban Residential)	Partial Screen	20	15
~~Urban multifamily~~ Note: this applies to R-8 & R-14	~~Filtered Screen~~	~~15~~	~~10~~
Short Plats and Subdivisions in Residential Zoning Districts[1] (from Table 4)			
Residential subdivision in the R-0.4, R-1, R-2, and R-2.9 districts (Cluster Option Only)	Edge Planting Standard	25’	25’
Residential subdivision in the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 districts (Cluster Option Only)	Edge Planting Standard	10’	10’
Multifamily subdivision in the R-2, R-1, and R-0.4 zoning districts (Cluster Option Only)	Full Screen	25’	25’
Park and Conservation Land Buffer: Applies to all single-family subdivisions (OS)[2]	Edge Planting Standard	25’	25’
Nonresidential Uses in Areas Outside Winslow Mixed Use, HSR, NSC, B/I , WD-I Districts			
Residential including multifamily	Full Screen	25	~~15~~ 25
Nonindustrial uses	~~Full Screen~~ Partial Screen	20	10
Winslow Town Center Mixed Use District ~~[1]~~ [3]			
Single-family residential	Full Screen	20	15
HSR I and II Districts			
Single-family residential	Full Screen	20	15
NSC Districts			
Residential including multifamily	Full Screen	20 ~~15~~	~~10~~ 15
~~NSCs~~	~~Filtered Screen~~	~~10~~	~~10~~
B/I Districts			
~~B/I~~ Non-B/I	Full Screen ~~[2]~~[4]	50	35
~~Non-**B/I**~~	~~Partial Screen~~	~~15~~	~~10~~
WD-I Districts			
Residential including multifamily	Full Screen	40	~~20~~ 30
~~Industrial uses~~	~~Partial Screen~~	~~10~~	~~0~~
Nonindustrial uses	Full Screen	~~10~~ 25	15

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Table 18.15.010-3: Perimeter Landscaping Requirements by Land Use & Zoning District			
Abutting zoning or land use district	Perimeter Landscape Type	Perimeter Width (ft.)	Minimum Perimeter Width (ft.)
[1] Properties being subdivided with less than one acre are not subject to perimeter buffer requirements. [2] (OS) indicates that the buffer may be calculated in the required open space area for the subdivision. [~~1~~3] For perimeter landscaping requirements in the ferry terminal district transition area, north of Winslow Way, reference BIMC 18.12.030.C. [~~2~~4] ~~Notwithstanding subsection D.2 above, all native shrubs and significant trees shall be retained within all landscape buffers, except that limited removal may be allowed for permitted activities located within the buffer area. If necessary, the existing vegetation shall be supplemented to attain the required screening density.~~ This perimeter buffer applies even when a private access road separates a B/I property from non B/I property.			

3. Perimeter Buffers in Residential Cluster Short Subdivisions, Cluster Long Subdivisions, and Multifamily Subdivisions in the R-2, R-1, and R-0.4 Zoninge Districts.

a. When the cluster development option is selected pursuant to BIMC 17.12.030.B for property with a gross area of one acre or more and that is located in the R-0.4, R-1, R-2 and R-2.9 districts, a 25-foot-wide, ~~filtered screen~~ edge planting standard landscape perimeter shall be required along the subdivision boundary.

b. When the cluster development option is selected pursuant to BIMC 17.12.030.B for property with a gross area of one acre or more and that is located in the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 zone districts, a 10-foot-wide, ~~filtered screen~~ edge planting standard landscape perimeter shall be required along the subdivision boundary.

c. In order to buffer the visual impact of the proposed subdivision and protect off-site views, ~~filtered screen~~ additional landscaping shall be planted, pursuant to subsection D.4 of this section, shall be required within landscape perimeter buffers where mature trees and shrubs cannot provide such screening.

d. Required landscape buffer width may be reduced through buffer averaging in accordance with the criteria in subsection D.5 of this section, perimeter landscape requirements. For example, buffers may be adjusted when such adjustments contribute to the neighborhood character by incorporating significant trees and native vegetation, incorporate a unique landscape feature, or accommodate a unique situation that allows continuation of an existing use, such as a utility or other easement providing continued use.

e. Landscape buffers may be included in the required open space calculations for a subdivision as noted in Table 18.15.010-34. Table 18.15.010-34 depicts the landscape buffer requirements for subdivisions by zoning district and denotes when the buffer may be included in the open space calculations. These standards apply unless alternative buffers are required pursuant to critical area review, the requirements of the Shoreline Management Act, conditioned by SEPA review, or required for public health or safety reasons.

f. When a multifamily subdivision is created within the R-2, R-1, and R-0.4 Zoninge Districts, a 25-foot-wide, full screen landscape perimeter shall be required along the subdivision boundary.

NOTE: The requirements of this table are being added to Table 3 above ~~Table 18.15.010-4: Perimeter Landscape Requirements for Flexlot Subdivisions[1]~~		
~~Type of Subdivision~~	~~Landscape Perimeter Buffer (Cluster Option Subdivision Only)~~	~~Park and Conservation Land Buffer (Required for Both Cluster and Open Space Subdivision Options)~~
~~Residential subdivision in the R-0.4, R-1, R-2, and R-2.9 districts~~	~~25' – Filtered Screen~~	~~25' – Filtered Screen (OS) [2]~~
~~Residential subdivision in the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 districts~~	~~10' – Filtered Screen~~	~~25' – Filtered Screen (OS) [2]~~
~~Multifamily subdivision in the R-1 zone district~~	~~25' – Full Screen~~	~~N/A~~
~~1. Properties being subdivided with less than one acre are not subject to landscape buffer requirements.~~ ~~2. (OS) indicates that the buffer may be calculated in the required open space area for the subdivision.~~		

4. General Requirements

a. Full Screen

The intent of this buffer is to provide an effective vegetated screen over time between uses, land use districts, or to screen parking areas and structures from the public rights-of-way. Where full screen perimeter landscaping is required, the applicant must provide:

i. Minimum 70 percent evergreen trees ranging in height from four feet to six feet at the time of planting with at least 50 percent being six feet high; and

ii. Deciduous trees with a caliper of at least two inches at the time of planting; and

iii. At least ~~20~~ 50 percent of the trees shall be native species ~~and~~ or drought resistant; and

iv. The number of trees is determined by calculating the area of the perimeter buffer and dividing ~~the length of the landscape perimeter~~ by ~~10 feet~~ 250 square feet; and

v. Minimum 70 percent e~~E~~vergreen shrubs at least 21 inches in height at the time of planting, ~~spaced no more than three feet on center,~~ to achieve minimum ~~four~~ six feet height at maturity; and

vi. The number of shrubs is determined by calculating the area of the perimeter buffer and dividing ~~the length of the perimeter~~ by ~~four feet~~ 50 square feet; and

vii. Living ground cover shall be planted and spaced to achieve total coverage within ~~three~~ five years; and

viii. Trees and shrubs shall be spaced to result in a full screen over time.~~Plants may be clustered within the perimeter to screen structures and parking areas.~~

b. Partial Screen

Where partial screen perimeter landscaping is required, the applicant must provide:

i. Minimum 50 percent evergreen trees ranging in height from four feet to six feet at the time of planting with at least 50 percent being six feet high; and

ii. Deciduous trees with a caliper of at least two inches at the time of planting; and

iii. At least ~~20~~ 50 percent of the trees shall be native species ~~and~~ or drought resistant; and

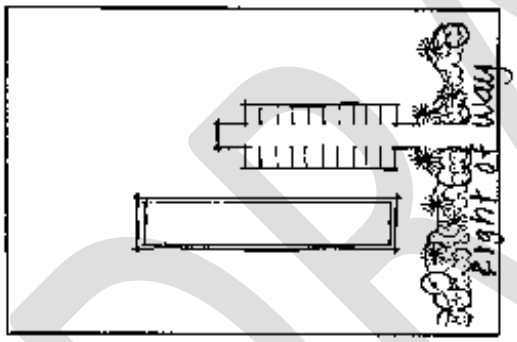
iv. The number of trees is determined by calculating the area of the perimeter buffer and dividing ~~the length of the landscape perimeter~~ by ~~20 fee~~t 400 square feet; and

v. At least 50 percent e~~E~~vergreen shrubs at least 21 inches in height at the time of planting, ~~spaced no more than three feet on center,~~ to achieve minimum ~~four~~ six feet height at maturity; and

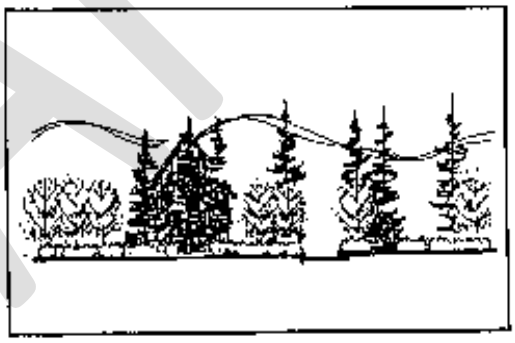
vi. The number of shrubs is determined by calculating the area of the perimeter buffer and dividing ~~the length of the landscape perimeter~~ by ~~five feet~~ 100 square feet; and

vii. Living ground cover shall be planted and spaced to achieve total coverage within ~~three~~ five years; and

viii. Plants ~~may~~ should be clustered within the landscape perimeter to screen structures and parking areas.



Partial Screen Plan



Partial Screen Section

c. ~~Filtered Screen~~ Edge Planting Standard

Where ~~filtered screen~~ edge planting standard perimeter landscaping is required, the applicant must provide:

i. One hundred percent deciduous trees two-inch caliper spaced no more than 30 feet on center; and

ii. Evergreen shrubs minimum 21 inches in height at the time of planting spaced no more than three feet on center to provide a continuous hedge achieving a maximum height of ~~three~~ six feet at maturity; and

iii. Living ground cover shall be planted and spaced to achieve total coverage within ~~three~~ five years.

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5. Standards

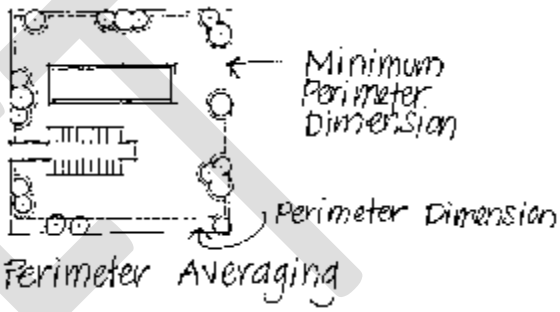
The following standards apply to the full screen, ~~partial screen~~ landscape buffer and ~~filtered screen~~ edge planting area perimeter landscape requirements contained in this section.

a. Existing vegetation may be used in lieu of new plant material ~~if not already being used to meet another requirement~~. Although existing vegetation may meet the minimum number of trees or shrubs for a required full screen, the Director may require additional trees and/or shrubs to achieve an effective full screen.

b. A full screen will be required to screen utilities located above ground from adjacent uses.

c. Perimeter landscaping shall be clustered in areas to screen structures, utility structures, loading areas, parking lots, trash enclosures, storage areas and mechanical equipment.

d. The director may approve the averaging of perimeter landscape widths to provide adequate screening if it meets the criteria contained in this section.



e. Earth berms in combination with shrubs and trees may be used to achieve the initial planting height requirement.

f. Minimum landscape perimeter dimensions are allowed when perimeter averaging is applied. The landscape perimeter can be averaged only if the total required perimeter dimension square footage is achieved. The director may allow landscape perimeter averaging if the following criteria is met: (i) plant material is being clustered to more effectively screen parking areas and structures; and (ii) the quality of the perimeter landscape is not diminished; (iii) significant trees are being retained.

6. Park Buffers and Buffers for Dedicated Conservation Lands.

a. Notwithstanding the provisions of subsections D.2, D.3, and D.4 of this section, a 25-foot-wide buffer shall be provided along a property line where the land immediately adjacent to the subdivision boundary is a park or a future park in a municipal plan, or dedicated conservation land area that has been set aside for open space, wildlife habitat or public conservation purposes by deed or conservation easement.

b. In order to buffer the visual impact of the proposed subdivision and protect off-site views, filtered screen landscaping, pursuant to subsection D.4 of this section, shall be required within park buffers and buffers for dedicated conservation lands buffers where mature trees and shrubs cannot provide such screening.

E. Street Frontage Landscaping.

1. Roadside Buffers for Commercial, Institutional and Multifamily Development. The following table indicates the type of landscaping required when the subject property directly abuts a right-of-way. Roadside buffers may be required for commercial, institutional, or multifamily development where a site plan review or conditional use permit is required. The buffers shall be pursuant to the screening standards set forth in subsection D.4 of this section. Required landscape buffer widths may be reduced to the

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minimum widths stated in Table 18.15.010-~~4~~5 through buffer averaging in accordance with the criteria in subsection D.5 of this section. The tree retention, replacement, and protection standards of section C apply to roadside buffers. These requirements do not apply to projects involving only interior renovations of existing buildings.

2. Roadside Buffers for Residential and Commercial Subdivisions. Roadside buffers are required for both residential and commercial subdivisions- see Table 18.15.010-4. The type and width of the required buffer varies by the type of roadway the subdivision is adjacent to, as well as the condition of the existing roadside vegetation. The buffers shall be pursuant to the standards set forth in subsection D.4 and Table 18.15.010-4 of this section. The tree retention, replacement, and protection standards of section C apply to roadside buffers. These requirements do not apply to projects involving only interior renovations of existing buildings.

Table 18.15.010-~~4~~5: Roadside Buffer Requirements by District and Land Use[1]

Existing Zoning/Use	Adjacent Right-of-Way Type ~~Abutting Use~~	
	Right of Way (not including Hwy 305)	**Highway 305** [2]
~~**Neighborhood Service Center**~~ **NOTE: Add Street Trees to NSC Design Guidelines**	~~10' Filtered Screen/5' Minimum~~	~~50' Filtered Screen/35' Minimum~~ NA
Mixed Use Town Center [3]	N/A	50' Full Screen [4] /35' Minimum
High School Road	N/A	50' Full Screen/35' Minimum
~~**Urban**~~ **Multifamily Development**	20' Partial Screen	50' ~~Partial Screen~~ Full Screen /35' Minimum
~~**Conditional**~~ **Non-residential Uses within Residential Zone Districts**	25' Partial Screen /15' Minimum	50' ~~Partial Screen~~ Full Screen /35' Minimum
Business/Industrial (B/I)	50' Full Screen/35' Minimum	50' Full Screen/35' Minimum
Water Dependent Industrial	~~10' Partial Screen~~ 25' Full Screen /~~5'~~ 15'Minimum	~~50' Partial Screen /35' Minimum~~ NA
Commercial and Multifamily Subdivisions[5]	NA	50'- Full Screen
Residential Subdivision in the R-0.4, R-1, R-2, and R-2.9 Districts [5]	25'- Full Screen or maintain existing vegetation within 25' buffer (OS) [6][7]; Applies only to Collectors & Arterial Roads	
Residential Subdivision in the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 Districts[5]	No requirement unless necessary to reflect neighboring development patterns (OS) [6]; Applies only to Collectors & Arterial Roads	

1. All roadside buffers must be planted if not already existing.
2. A buffer is required along Highway 305, which is designated as a scenic highway. The 50' roadside buffer requirement can be reduced up to 25% by the director, after consultation with an acceptable tree professional as identified in subsection C.1.c, if it is determined that (a) a 50' buffer would cause the property to be undevelopable, and (b) the reduced buffer will provide as much screening of site activities from Highway 305 as practicable in light of site topography and conditions.

Table 18.15.010-~~45~~: Roadside Buffer Requirements by District and Land Use[1]		
Existing Zoning/Use	Adjacent Right-of-Way Type ~~Abutting Use~~	
	Right of Way (not including Hwy 305)	Highway 305 [2]
3. For perimeter landscaping requirements in the ferry terminal district transition area, north of Winslow Way, reference BIMC 18.12.030.C. 4. Beginning 100' north of Winslow Way. 5. Properties being subdivided with less than one acre are not subject to roadside buffer requirements. 6. (OS) indicates that the buffer may be calculated in the required open space area for open space subdivision. 7. Existing vegetation must remain in the 25 foot buffer area. When existing vegetation does not constitute a full screen, the applicant will not be required to plant a full screen. If existing vegetation within the 25 foot buffer area does constitute a full screen, but dense vegetation is not part of the neighborhood character, then the applicant may choose between maintaining a 25 foot full screen roadside buffer, or averaging that buffer to retain trees and vegetation elsewhere on the property, and eliminating the roadside buffer.		

SECTION 2 MOVED ABOVE TABLE 18.15.010-4

~~2. Roadside Buffers for Residential and Commercial Subdivisions. Roadside buffers are required for both residential and commercial subdivisions. The type and width of the required buffer varies by the type of roadway the subdivision is adjacent to, as well as the condition of the existing roadside vegetation. The buffers shall be pursuant to the standards set forth in subsection D.4 of this section. These requirements do not apply to projects involving only interior renovations of existing buildings.~~

NOTE: This Table Integrated with Perimeter Buffer Table 18.15.010-4 above

~~**Table 18.15.010-6: Subdivision Roadside Buffer Requirements**~~

~~Type of Subdivision~~	~~Right-of-Way (Buffers Required for Both Open Space and Cluster Flexlot Subdivision Options along Arterial and Collector Roads [1],[2])~~
~~Residential Subdivision in the R-0.4, R-1, R-2, and R-2.9 Districts~~	~~50' – Mature Trees and Shrubs or 25' – Full Screen~~
~~Residential Subdivision in the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 Districts~~	~~No requirement, unless necessary to reflect neighboring development patterns (OS) [3]~~
~~Commercial and Multifamily Subdivisions~~	~~25' – Full Screen adjacent to all designated scenic roads~~
~~[1] Properties being subdivided with less than one acre are not subject to roadside buffer requirements.~~ ~~[2] Roadside buffers: A 25-foot full screen buffer must be planted along applicable roadways when no mature trees and shrubs exist along the property boundary in zones R-0.4, R-1, R-2 and R-2.9.~~ ~~[3] (OS) indicates that the buffer may be calculated in the required open space area for open space subdivisions.~~	

a. Roadside Buffer General Requirements. All residential subdivisions and short subdivisions subject to landscape buffering requirements shall comply with the standards in this subsection, including those in Table 18.15.010-6.

b. Roadside Buffers in Residential Short Subdivisions.

i. Except for properties containing a gross area of less than one acre, where mature trees and shrubs of a forested nature are located adjacent to public roads that are designated as collector or arterial roads on the adopted road classification map, a 50-foot-wide

vegetative buffer shall be maintained. However, in the R-3.5, R-4.3, R-5, R-6, R-8 and R-14 districts a roadside buffer is not required unless it is determined that a landscape buffer is necessary to maintain the character of the neighborhood or to reflect neighboring development patterns. The provisions for buffer averaging provided in subsection D.5 of this section shall apply.

ii. Where there are no mature trees and shrubs that contribute to the existing forested character of these roads, the character of the neighborhood shall be maintained by establishing building setbacks equal to or greater than the existing building setbacks on the adjacent properties. At no point shall the building setback be less than requirements in this title.

iii. To accommodate an existing house that is located within 50 feet of the property line adjacent to a collector or arterial road, the roadside buffer area width shall be reduced to the width adjoining the existing home between the existing house and the property line adjacent to the collector or arterial road.

c. Roadside Buffers in Residential Long Subdivisions.

i. For subdivisions located in the R-0.4, R-1, R-2 and R-2.9 districts where mature trees and shrubs of a forested nature are located adjacent to public roads that are designated as collector or arterial roads on the adopted road classification map, a 50-foot-wide vegetative buffer shall be maintained. In the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 districts a roadside buffer is not required unless it is determined that a landscape buffer is necessary to maintain the character of the neighborhood or to reflect neighboring development patterns. The provisions for buffer averaging provided in subsection D.5 of this section shall apply.

ii. For property with a gross area of one acre or more and that is located in districts R-0.4, R-1, R-2 and R-2.9, where there are no mature trees and shrubs that contribute to the existing forested character of the roads, a 25-foot full screen landscape buffer shall be planted consistent with the requirements of subsection D.4.a of this section, except as noted below in this subsection.

iii. To accommodate an existing house that is located within 50 feet of the property line adjacent to a collector or arterial road (or within 25 feet of such a property line if subsection E.2.c.ii of this section applies), and to maintain the character of the neighborhood and reflect neighboring development patterns, the roadside buffer area width shall be reduced to the width adjoining the existing home between the existing house and the property line adjacent to the collector or arterial road. At no point shall the building setback be less than requirements in this title.

iv. For subdivisions designating open space that is intended for agricultural use and would be adversely impacted by the addition of screening landscaping, a 25-foot roadside buffer as prescribed in subsection E.2.c.ii of this section shall not be required.

d. Roadside Buffers in Multifamily and Commercial Subdivisions. A minimum 25-foot vegetative buffer shall be established adjacent to all designated scenic roads. The buffer

shall be consistent with the requirements for a full screen buffer, pursuant to subsection D.4.a of this section.

e. Multiple Street Frontages. For properties subject to the roadside buffers requirement along two property boundaries, the roadside buffer abutting the street with the lower classification may be reduced to 25 feet in width. For properties that abut more than two streets requiring roadside buffers or in situations where both abutting streets are of the same road classification, one roadside buffer of the full required width shall be required and all other roadside buffers may be reduced to 25 feet; provided, that the full required width buffer is located where a greater number of significant trees can be incorporated into the buffer.

F. Parking Lot Landscaping. The requirements of this subsection F are in addition to required perimeter landscaping under subsection D of this section. When more than one building is placed on a lot or a building is placed in the center of the lot with parking all the way around it, the street perspective is used to determine which landscaping standards to follow for parking lot landscaping.

1. NSC, B/I, and WD-I Districts and Nonresidential Uses Outside Winslow Mixed Use Town Center Overlay Districts and High School Road Mixed Use Districts. All applicants in these areas shall provide the following types and amounts of landscaping. Parking lots shall meet the requirements of BIMC 18.15.020. Applicants may refer to the standards contained in this section for optional planting locations within parking areas.

a. Intent. The intent of this section is to screen views of parking lots. To provide shade and visual relief within parking lots, to limit impacts of impervious surfaces and to reinforce safe pedestrian access to buildings.

b. Requirements for Parking Lots Located Adjacent to Public Rights-of-Way.

i. One tree for every four parking stalls; and

ii. Minimum 30 percent evergreen trees; and

iii. Deciduous trees minimum two-inch caliper, evergreen trees minimum six feet high at the time of planting; and

iv. Evergreen shrubs minimum 18-inch height at the time of planting spaced no more than three feet on center, to provide a continuous hedge achieving a maximum height of three feet at maturity located adjacent to the rights-of-way (this may be achieved with the perimeter landscape); and

v. Evergreen ground cover planted and spaced to achieve total coverage within two years; and

vi. A landscaped area at the end of parking aisles.

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Parking Adjacent to Right-of-Way

Safe Pedestrian Access

c. Requirements for Parking Lots Not Abutting Public Rights-of-Way.

i. One tree for every eight parking stalls; and

ii. One hundred percent of the trees may be deciduous; and

iii. Deciduous trees minimum two-inch caliper, evergreen trees minimum four feet height at the time of planting; and

iv. Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years; and

v. A landscaped area at the end of parking aisles.

Parking Area Screen

d. Standards.

i. Maintain shrubs at a maximum three feet height within parking lots so views between vehicles and pedestrians will not be blocked.

ii. Landscape in planting islands or strips shall have an area of at least 100 square feet and with a narrow dimension of not less than five feet if wheel stops are provided to prevent vehicle overhang. A narrow dimension of not less than eight feet may be provided if the vehicle overhang area is included in the planting area.

iii. Provide permanent curbs or wheel stops to protect the plantings.

iv. Significant trees and tree stands may be used in lieu of new landscape requirements if they are in addition to the significant tree and tree stand retention requirements.

v. Clustering of new plant material within parking lots may be approved or required by the director if the intent of this section is met.

vi. Refer to the landscape materials matrix in the administrative manual for tree species appropriate for parking lots.

2. Winslow Mixed Use Town Center Overlay Districts, High School Road Districts, R-8 and R-14 Districts. All applicants in these areas shall provide the following types and amounts of landscaping. Parking lots shall meet the requirements of BIMC 18.15.020. Applicants may refer to the standards contained in this section for optional planting locations within parking areas.

a. Intent. The intent of this section is to soften the appearance of surface parking lots. To provide more intensive landscaping when surface parking lots are exposed to public view.

b. Parking Lots Located in the Front of Buildings and Adjacent to Public Rights-of-Way.

i. One tree for every two parking stalls; and

ii. One hundred percent of the trees may be deciduous; and

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iii. Deciduous trees minimum two-inch caliper; and

iv. Evergreen shrubs planted to form a hedge, minimum 18-inch height at the time of planting, spaced no more than three feet on center, not to exceed a mature height of three feet located adjacent to the public rights-of-way (this may be achieved with the perimeter landscape); and

v. Deciduous trees minimum two-inch caliper spaced no more than 30 feet on center located along the public rights-of-way (this may be achieved with the perimeter landscape); and

vi. Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years; and

vii. A landscaped area at the end of parking aisles.

c. Requirements for Parking Lots Located to the Side of Buildings and Adjacent to Public Rights-of-Way.

i. One tree for every four parking stalls; and

ii. One hundred percent of the trees may be deciduous; and

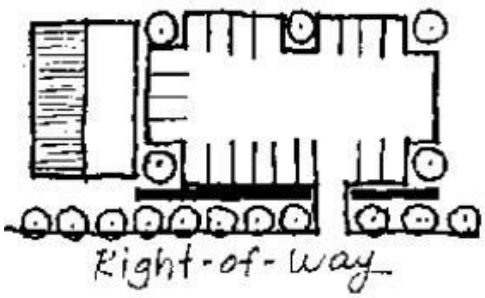
iii. Deciduous trees minimum two-inch caliper; and

iv. Evergreen shrubs planted to form a hedge, minimum 18-inch height at the time of planting, spaced no more three feet on center, not to exceed a mature height of three feet located adjacent to the public rights-of-way (this may be achieved with the perimeter landscape); and

v. A landscaped area at the end of aisles; and

vi. Deciduous trees minimum two-inch caliper spaced no more than 30 feet on center located along the public rights-of-way (this may be achieved with the perimeter landscape); and

vii. Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years.



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d. Requirements for Parking Lots Located Behind Buildings and Not Adjacent to Public Rights-of-Way.

i. One tree for every eight parking stalls; and

ii. One hundred percent of the trees may be deciduous; and

iii. Deciduous trees minimum two-inch caliper, evergreen trees minimum four feet height at the time of planting; and

iv. Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years; and

v. A landscaped area at the end of aisles.

e. Standards.

i. Maintain shrubs at a maximum three feet height within parking lots so views between vehicles and pedestrians will not be blocked.

ii. Landscape in planting islands or strips shall have an area of at least 100 square feet and with a narrow dimension of not less than five feet if wheel stops are provided to prevent vehicle overhang. A narrow dimension of not less than eight feet may be provided if the vehicle overhang area is included in the planting area.

iii. Provide permanent curbs or wheel stops to protect the plantings from vehicle overhang.

iv. Significant trees and tree stands may be used in lieu of new landscape requirements if they are in addition to the significant tree and tree stand retention requirements.

v. Clustering of new plant material within parking lots may be approved or required by the director if the intent of this section is met.

vi. Refer to the suggested landscape materials matrix in the administrative manual for tree species appropriate for parking lots.

G. Total Site Tree Unit Requirements.

1. Intent. The overall purpose of BIMC 18.15.010 is to preserve the landscape character of the community through development standards by encouraging the retention of existing vegetation and significant trees by incorporating them into site design. The intent of this subsection G is to ensure that, to the degree practicable, (a) each development approval in the MUTC, HSR I and II, R-8, R-14, and NSC zone districts and (b) each development approval for nonresidential development in the R-5, R-4.3, R-3.5, R-2.9, R-2, R-1, and R-0.4 zone districts leaves the development parcel with at least a specified minimum amount of tree coverage, measured in tree units per acre, that reflects the degree of tree coverage

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prior to development or redevelopment and that discourages avoidable site disturbances that would require tree removal.

2. Applicability. The regulations of this subsection G apply to each development application involving (a) any modification to a development parcel located in the MUTC, HSR I and II, R-8, R-14, or NSC districts or (b) a permitted nonresidential development in the R-5, R-4.3, R-3.5, R-2.9, R-2, R-1, and R-0.4 zone districts. If a significant portion of a significant tree trunk, dripline and/or critical root zone extends onto an adjacent property, both properties may use the tree units for retaining the trees to meet the requirements of subsection G.4 of this section, upon mutual agreement. These provisions shall not apply to projects involving only interior renovation of existing buildings.

3. Site Specific Evaluation of Total Impact on Tree Coverage.

a. In order to show how the tree unit requirements of subsection G.4 of this section are being met, the applicant shall submit the following information as part of the landscaping plan information for a land use permit application:

i. Identify and survey all existing trees to be retained as part of the proposed development;

ii. If opting to meet tree unit requirements pursuant to subsection G.4.a.iii of this section, the applicant shall identify the species and DBH of each tree to be removed;

iii. The applicant shall also submit valuation of all trees to be retained, using the valuation standards of the International Society of Arboriculture (see administrative manual for submittal requirements for landscaping plans).

4. Requirements.

a. A development application covered by subsection G.2 of this section shall only be approved if it complies with the requirements of subsections C (Tree Retention, Protection, and Replacement), D (Perimeter Buffering and Screening), E (Street Frontage Landscaping), and F (Parking Lot Landscaping) of this section, and also complies with subsection G.4.a.i, ii or iii of this section.

i. 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.

ii. In the MUTC Ericksen Avenue, Madison Avenue, and gateway overlay districts, and each site in the R-8, R-14, HSR I and II, and NSC districts, and for permitted nonresidential development in the R-5, R-4.3, R-3.5, R-2.9, R-2, R-1, and R-0.4 zone districts, the development parcel shall have at least 40 tree units per acre following the proposed development or redevelopment.

iii. As an alternative to subsections G.4.a.i and ii of this section, and at the applicant's option, the development parcel will contain at least the same number

of tree units after the proposed development or redevelopment as it had before that development or redevelopment.

b. Existing and new trees in roadside, perimeter, and shoreline buffers and/or critical areas and their buffers do not count towards the tree unit requirements of this section. If an applicant is choosing to meet their tree unit requirements using subsection G.4.a.iii of this section, the existing trees in those protected areas and buffers will not count towards the "pre-development" amount of tree units.

5. Calculation of Tree Units.

a. Each tree preserved on a development parcel shall earn the number of tree units shown in Table 18.15.010-6~~7~~, based on its diameter at breast height (DBH) as measured in inches. If the DBH measurement results in a fraction, the requirement shall be rounded to the nearest whole number (greater than or equal to 0.5 is rounded up; less than 0.5 is rounded down).

Table 18.15.010-6~~7~~: Tree Unit Conversion Table for Preserved Trees [1]

DBH	Tree Units	DBH	Tree Units	DBH	Tree Units
3 – 5	1.0	16 – 18	3.2	27 – 28	7.0
6 – 10	1.2	19 – 20	3.8	29 – 30	7.8
11 – 12	1.4	21 – 23	4.6	30+	8.2
13 – 15	2.0	24 – 26	6.2		

[1] For multi-stemmed trees, measure the DBH of each trunk separately, multiply each of these measurements by itself, add up these amounts, and calculate the square root of that total to find the DBH for the tree as a whole.

b. Tree Retention Bonus.

i. If retained trees occur in a tree stand, they shall earn 1.2 times the tree unit value shown in Table 18.15.010-6~~7~~.

ii. If the retained trees occur in a tree stand that is adjacent to a tree stand on an adjacent lot that is already protected as part of a land use permit or conservation easement, they shall earn one and one-half times the tree unit value shown in Table 18.15.010-6~~7~~ instead of the bonus described in subsection G.5.b.i of this section.

iii. If the retained tree is one designated through the city's heritage tree program it shall earn two times the tree unit value shown in Table 18.15.010-6~~7~~, and the tree shall not receive additional bonus in subsections G.5.b.i and ii of this section for location in a tree stand.

iv. If the retained tree is located within a designated Wildlife Corridor Network, it shall earn one and one-half times the tree unit value shown in Table 18.15.010-6~~7~~.

c. Each new or replacement tree planted shall earn one tree unit. New trees planted to meet the minimum parking lot landscaping requirements of subsection F of this section do not count towards meeting tree unit credits under this section. New trees planted in or around a parking lot that exceed the minimum requirements of subsection F of this section can be counted towards meeting required tree units.

d. If, after complying with subsections C, D, E, and F of this section, additional trees need to be planted to meet the minimum tree unit requirements in subsection G.4 of this section:

i. In the MUTC central core and ferry terminal overlay districts, those trees may be planted either at ground level or above ground level (such as a patio, terrace, or rooftop); and

ii. In the MUTC Ericksen Avenue, Madison Avenue, and gateway overlay districts, R-8, R-14, HSR I and II, NSC districts, as well as for nonresidential developments within residential districts, those trees shall be planted at ground level.

H. Planting Requirements.

1. Intent. The intent of this section is to encourage the use of native species and recommend planting conditions adaptive to Bainbridge Island.

2. Requirements. Landscape designs shall conform to the following provisions:

a. Areas not devoted to landscape required by this chapter, parking, structures and other site improvements are encouraged to be planted or remain in existing vegetation.

b. New plant materials shall include native species or nonnative species that have adapted to the climatic conditions of the coastal region of the Puget Sound region.

c. New plant materials shall consist of drought resistant species, except where site conditions within the required landscape areas assure adequate moisture for growth.

d. New tree plantings shall be a minimum of two inches in caliper if deciduous or six feet in height if evergreen. New shrubs planted in roadside or perimeter buffers shall be of a variety that achieves a minimum six feet height at maturity. Soil planting types and depth shall be sufficient for tree planting.

e. When the width of any landscape strip is 20 feet or greater, the required trees shall be staggered in two or more rows.

f. Existing vegetation may be used to augment new plantings to meet the standards of this chapter.

g. Grass may be used as a ground cover where existing or amended soil conditions assure adequate moisture for growth.

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h. Ground cover areas shall contain at least two inches of composted organic mulch at finish grade to minimize evaporation. Mulch shall consist of materials such as composted yard waste, composted sawdust, and/or manure that are fully composted.

i. Existing and/or compacted soils may need to be augmented with fully composted organic material or aerated.

j. Specific submittal requirements for landscaping plans (tree protection, retention and planting plans) are included in the city's administrative manual.

3. Performance Assurance.

a. Performance assurance is required to assure the city that the landscape required by this section is properly installed and will become established and be adequately maintained.

b. The required landscape shall be installed prior to the issuance of a temporary certificate of occupancy for the project. The Washington landscape architect, Washington certified nursery professional or Washington certified landscaper shall submit a landscaping declaration to the director to verify installation in accordance with the approved plans.

c. The time limit for compliance may be extended to allow installation of landscaping during the next appropriate planting season as approved if the director determines that a performance assurance device, for a period of not more than one year, will adequately protect the interests of the city. The performance assurance device shall be for 150 percent of the cost of the work or improvements covered by the assurance device. In no case may the property owner delay performance for more than one year.

d. The form and type of the performance assurance device shall be determined by the director.

4. Maintenance Assurance.

a. The property owner shall replace any unhealthy or dead plant materials in conformance with the approved planting plan.

b. A maintenance assurance device shall be required for a period of five years after acceptance by the city of the new planting or transplanting of vegetation to ensure proper installation, establishment, and maintenance.

c. The maintenance assurance device amount shall not be less than 20 percent of the cost of replacing materials covered by the assurance device.

d. The form and type of the maintenance assurance device shall be determined by the director.

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I. Irrigation.

1. Intent. The intent of this section is to provide temporary or permanent irrigation within new planting areas that do not have high soil moisture conditions. These regulations shall not apply where provisions of Chapter 16.12 or 16.20 BIMC or any state or federal law restricts irrigation, and in case of conflict with any provision of those laws, the provisions of those laws shall govern.

2. Requirements.

a. Except for areas of undisturbed existing vegetation, all landscape areas that do not have high soil moisture conditions shall have temporary or permanent irrigation systems. Temporary systems may be removed after 24 months or two growing seasons, whichever occurs first; provided, that the plantings are established.

b. Areas where existing site conditions assure adequate soil moisture for growth within the required landscape area shall have temporary irrigation systems only as required to sustain new plantings.

c. Landscape areas consisting of drought resistant vegetation may require temporary irrigation systems. Permanent irrigation systems located within required landscape areas should include the following features:

i. Moisture or precipitation sensors; and

ii. Automatic timers set for operation to assure adequate moisture levels; and

iii. Head-to-head spacing, if sprinkler heads are proposed; and

iv. Pressure regulating devices; and

v. Backflow prevention devices; and

vi. Separate irrigation zones for grass and planting beds; and

vii. Other features required to comply with applicable state and city codes.

d. Irrigation water shall be applied with goals of avoiding runoff, low head drainage, overspray, or other similar conditions where water flows onto adjacent property, nonirrigated areas and impervious surfaces by:

i. Considering soil type and infiltration rates; and

ii. Using proper irrigation equipment and schedules, including features such as repeat cycles, to closely match application rates with infiltration rates; and

iii. Considering special problems posed by irrigation on slopes and in median strips.

e. Irrigation systems shall be subject to the following additional provisions:

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i. Systems in landscape strips less than five feet in width shall be designed to ensure that overspray and/or runoff does not occur by use of system design options such as low volume emitters; and

ii. Sprinkler heads with consistent application rates shall be selected for proper area coverage, operating pressure, and adjustment capability; and

iii. Separate control valves shall be used to irrigate plants with differing water needs.

J. Maintenance.

1. Intent. All new landscape plantings and significant trees and tree stands to be retained shall be maintained to preserve the Island's forested character.

2. Requirements.

a. All landscaping, significant trees and tree stands shall be maintained for the life of the project.

b. All landscaped areas required by this chapter, significant trees and tree stands, except within critical areas or their protective buffers (defined in Chapter 16.20 BIMC), should be maintained in a healthy growing condition.

c. Landscape areas shall be kept free of trash.

d. All plant material shall be managed by pruning so that plant growth does not conflict with public utilities, restrict pedestrian or vehicular access, or create a traffic hazard.

K. Screening of Certain Facilities.

1. Outdoor Storage. In the NSC and B/I districts, outdoor storage areas shall be screened. The screen height is determined by the height of the material or equipment being screened. Chain link fencing with neutral colored slatting is permitted along with vegetative screening when vegetative screening alone is not sufficient to block the outdoor storage from public view and where the fencing is not visible from a street. Exterior storage should be confined to portions of the site least visible from public view.

2. Trash Dumpsters and Outdoor Equipment.

a. In the NSC and B/I districts, trash dumpsters or any outdoor equipment, whether on roof or side of a structure, or on the ground, shall be screened from view. Screening shall be architecturally consistent with the adjacent structure in terms of materials. Mechanical equipment should be located below the highest vertical element of the building.

b. In the B/I districts, trash and recycling containers shall be located to mitigate noise impacts to nearby residential properties.

c. Small wind energy generators do not need to be screened.

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3. Business/Industrial. In the B/I districts, light manufacturing uses shall visually screen the development year-round from adjacent, nonindustrial properties and from adjacent roadways. Landscape screening shall be provided in accordance with subsection D of this section. (Ord. 2015-04 §§ 2 – 8, 2015; Ord. 2012-11 § 2 (Exh. A), 2012)

Section 2. Section 18.18.030 of the Bainbridge Island Municipal Code is amended to read as follows:

18.18.030 Specific design regulations and guidelines.[1]

All development shall comply with the design regulations and guidelines applicable to that type of development as set forth in this section and the reference documents, which are adopted as part of this title by reference. In the event of a conflict between two or more design standards or regulations, the more specific shall apply.

A. Detached Single-Family Residential Developed Using the R-8SF Urban Single-Family Overlay District. Detached single-family residential developed in accordance with the R-8SF urban single-family overlay district transfer of development rights program shall comply with those regulations contained in "Design Guidelines for R-8SF Urban Single-Family Overlay District" if they want to develop at overlay zone densities.

B. Multifamily Residential. Multifamily development in the R-8 and R-14 zones shall comply with those regulations contained in "Design Guidelines for Multifamily"; provided, that applications submitted prior to December 8, 1999, shall not be subject to the requirements of this section.

C. Commercial and Mixed Use – General. Development, redevelopment, and exterior renovation in commercial and mixed use projects in all zoning districts except the B/I district shall comply with the general guidelines in "Guidelines for Commercial and Mixed Use Projects – Including Guidelines for Lynwood Center, Island Center, and Rolling Bay," as well as any specific guidelines applicable to that type of development in the subsections below.

D. Nonresidential Uses in Residential Zones. Educational, cultural, governmental, religious or health care facilities in residential zones shall comply with the general guidelines in "Design Guidelines for Commercial and Mixed Use Projects – Including Guidelines for Lynwood Center, Island Center, and Rolling Bay."

E. Mixed Use Town Center and High School Road Districts. Development, redevelopment, or exterior renovation in the Mixed Use Town Center overlay districts and the High School Road districts shall comply with regulations contained in "Design Guidelines for Mixed Use Town Center and High School Road Zoning Districts."

F. Lynwood Center NSC Design Guidelines. Development, redevelopment, and exterior renovation in the Lynwood Center NSC zone district shall comply with those regulations contained in the Lynwood Center NSC-specific portion of "Guidelines for Commercial and Mixed Use Projects – Including Guidelines for Lynwood Center, Island Center, and Rolling Bay."

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1. Street trees shall be provided in an amount equivalent to at least one every 30 feet in planting pots or beds covered by a tree grate, pavers or planted area. Trees may be grouped and are encouraged to have a varied meandering effect. Tree size, location and species shall be approved by the City. See Street Tree diagram in Central Core Overlay District Design Guidelines (BIMC 18.18.030.E).

G. Island Center NSC Design Guidelines. Development, redevelopment, and exterior renovation in the Island Center NSC zone district shall comply with those regulations contained in the Island Center NSC-specific portion of "Guidelines for Commercial and Mixed Use Projects – Including Guidelines for Lynwood Center, Island Center, and Rolling Bay."

1. Street trees shall be provided in an amount equivalent to at least one every 30 feet in planting pots or beds covered by a tree grate, pavers or planted area. Trees may be grouped and are encouraged to have a varied meandering effect. Tree size, location and species shall be approved by the City. See Street Tree diagram in Central Core Overlay District Design Guidelines (BIMC 18.18.030.E).

H. Rolling Bay NSC Design Guidelines. Development, redevelopment, and exterior renovation in the Rolling Bay NSC zone district shall comply with those regulations contained in the Rolling Bay NSC-specific portion of "Guidelines for Commercial and Mixed Use Projects – Including Guidelines for Lynwood Center, Island Center, and Rolling Bay."

1. Street trees shall be provided in an amount equivalent to at least one every 30 feet in planting pots or beds covered by a tree grate, pavers or planted area. Trees may be grouped and are encouraged to have a varied meandering effect. Tree size, location and species shall be approved by the City. See Street Tree diagram in Central Core Overlay District Design Guidelines (BIMC 18.18.030.E).

I. Business/Industrial District Design Guidelines.

1. Development, redevelopment, and exterior renovation of facilities in the B/I zone district shall comply with those regulations contained in "Design Guidelines for Light Manufacturing."

2. In addition, development, redevelopment, and exterior renovation of facilities in the B/I district shall be subject to the following requirements governing its relationship to adjoining and nearby uses. A proposed development must be sited and designed to minimize potential safety hazards to adjoining and nearby developments. Specifically, a project shall be designed in a manner that minimizes conflicts between vehicular and nonmotorized traffic. Additionally, a development shall be fenced and buffered, as necessary, to impede potentially dangerous travel between different types of uses, such as between a manufacturing operation and day care center. Outdoor operations, such as loading docks and playgrounds, shall be located as far away as possible from residences and other noise-sensitive uses.

J. Fort Ward Design Guidelines. Development, redevelopment, or exterior renovation in the Fort Ward historic overlay district shall comply with regulations contained in "Design Guidelines for Fort Ward." (Ord. 2013-07 § 1, 2013; Ord. 2011-02 § 2 (Exh. A), 2011)

Section 3. This ordinance shall take effect and be in force five (5) days from its passage, approval, and publication as required by law.

PASSED BY THE CITY COUNCIL this ____day of _____, 2016.

APPROVED BY THE MAYOR this ____day of _____, 2016.

_____
XXXX, Mayor

ATTEST/AUTHENTICATE:

_____
Rosalind D. Lassoff, CMC, City Clerk

FILED WITH THE CITY CLERK: XXXX, 2016
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NUMBER: 2016-01

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TRANSPORTATION ELEMENT

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TRANSPORTATION ELEMENT

INTRODUCTION

NOTE: NEW LANGUAGE SHOWN IN BLUE IS FROM THE DRAFT IWTP (CHAPTER 3) BLACK STRIKETHROUGH/UNDERLINE SHOWS ADDITIONS/DELETIONS TO IWTP TEXT

Purpose and Structure of the Transportation Element

The Growth Management Act requires that a Transportation Element be consistent with and implement the Land Use Element and that it contain a number of specific sub-elements.[i] The primary focus of this Element is to set forth a Transportation Vision, Goals and Policies consistent with the rest of the Comprehensive Plan and to provide direction to implementing actions. Other GMA requirements, including a detailed inventory of transportation facilities, identification of needs, projects to meet those needs, and financing for those projects, are contained in the Island Wide Transportation Plan (IWTP). The IWTP is a functional plan, technical rather than policy in nature, and provides the primary means for carrying out the policy direction of the Transportation Element. The IWTP is hereby adopted by reference.

~~One of the most important issues to the Bainbridge Island community is the~~ The Comprehensive Plan's Guiding Principles and Policies emphasize the important relationship between the Island's transportation system ~~elements~~ and ~~the character of the~~ community character, livability, public ~~health,~~ safety, economic vitality and ~~the~~ environmental quality. Implementation of the Transportation Element ~~chapter important discusses each of these elements to the transportation system, identifies how this Plan responds to these issues, and provides examples of transportation system features that illustrate these concepts.Transportation~~ plays a large role in the sustainability of Bainbridge Island's economy and environment and the quality of life of its ~~Bainbridge Island~~ residents.

Existing Conditions and Challenges

The ferry ~~terminal~~ to Seattle and the Agate Pass Bridge are the only two options for travel to or from ~~ing off~~ the Island. Bainbridge is largely a bedroom community of Seattle and Kitsap County so ~~and~~ many Islanders commute off-island by ferry or bridge. Likewise, many on-Island workers commute from off-island. Lengthy commute times by ferry or being stuck in traffic on SR305 mean spending hours away from family, friends, and activities. Speeding and cut-through traffic makes neighborhood streets feel unsafe. Reliable and efficient transportation on and off island is important to balance jobs and housing and maintaining the quality of life for Island residents.

Poor quality or non-existent bicycle and pedestrian facilities can be a deterrent to residents walking or bicycling for transportation, connecting to transit, traveling to schools and parks, as well as for recreational purposes. Non-motorized facility networks provide options for active

modes of transportation allowing residents to make healthy lifestyle choices. Walkability and bikeablity are desirable characteristics of neighborhoods. An increasing number of Island residents are choosing to walk and bike to goods and services in the urban developed area of the Island and to work.

How people choose to travel is a key element of both environmental sustainability and quality of life. Transportation is a significant contributor to climate change, as it accounts for a high percentage of greenhouse gas emissions. ~~The City's~~ This Comprehensive Plan focuses growth in designated centers ~~urban areas such as~~ such as Winslow, Lynwood, Rolling Bay, and Island Center. ~~and the Neighborhood Service Centers~~. With good planning and implementation of mixed use and higher densities within these centers ~~urban areas~~, development can lead to a more sustainable growth pattern and preserve community character. Investments in infrastructure for active transportation modes and access to transit ~~allow for~~ enable reduced dependence on the automobile, ~~and present an opportunity for the Island to develop more sustainably,~~ which in turn reduces the Island's ~~its~~ carbon footprint and improves the quality of life for Island residents.

Transportation infrastructure and associated drainage have direct impacts on the environment. Storm water run-off can contribute to water pollution, flooding, and water temperature elevation. The road network right-of-way presents many opportunities to incorporate sustainable practices to provide positive contributions to environmental sustainability

Balancing Community ~~Needs~~ Interests

One of the challenges ~~more difficult aspects~~ of improving a transportation system is finding the right balance between sometimes competing community interests ~~needs and desires~~. For example it may be best to construct a sidewalk/separated pathway on one side of the roadway rather than on both sides to reduce impacts to vegetation.
Evaluating the trade-offs and weighing the importance among ~~between~~ competing community goals ~~and design guidelines~~ is an important function of the City of Bainbridge Island. Table TR-1 illustrates the issues that can arise for a variety of transportation projects ~~improvements.~~

Table TR-1 - Balancing Competing Community Interests

Project Type	Community Character Interests	Environmental Interests	Neighborhood Interests
Widen roadway for bicycle lanes	Increases paved width of roadways changing the road's look and feel	Promotes use of non-polluting vehicles, but also can increase water runoff	May slightly increase vehicle travel speeds on widened road corridor
Installation of roundabout at an intersection	Roundabouts highly desired over traffic signals	May result in removal of trees near intersection	May reduce cut-through traffic in residential areas
Rebuilding roadway impacted by shoreline erosion	May result in a more structured and modern roadway facility	May have impacts to shoreline areas, loss of trees and foliage	Needed improvement for access to property
Installing pedestrian path or sidewalk	May affect the feel of a traditional neighborhood	Promotes use of non-polluting vehicles	Provides safe access for pedestrians

As illustrated in the table above, each of these examples could have competing concerns and sometimes, even within a single category. In other words, a highly desired project for one member of the community may be highly opposed by another. Balancing these concerns and interests ~~In the end, these checks and balances can~~ improves the planning and design of roadway projects by acknowledging and reflecting the needs and desires of the community.

~~Public Works~~ The City uses the community values in the Comprehensive Plan when developing project objectives. The City of Bainbridge is committed to the principles of *context sensitive* solutions. Public Works staff strives to facilitate public engagement when developing capital projects to evolve and refine the community's values as they relate to each project.

Transportation Vision for Bainbridge Island

A vision is a statement that provides an overall direction to the Plan. In this case, the Transportation Vision provides direction ~~to It encompasses~~ on a variety of transportation topics, but summarizes them in~~to~~ an overall thought or statement. Goals and policies are statements that reflect the vision of the community. The goals and policies of the Transportation Element address issues and concerns, define community priorities, develop a framework for transportation solutions, and guide their implementation.

> *Provide a safe, dependable, properly maintained, and fiscally responsible, multimodal transportation system; promoting active transportation modes and transit, consistent with and supporting the other Elements of the Comprehensive Plan. The transportation system should improve mobility and safety for all users while respecting the ~~community~~ character of neighborhoods and the environment. The system needs to be regionally coordinated, adequately financed, and community supported.*

GMA requirements for Transportation Element

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

(a) The transportation element shall include the following subelements:

(i) Land use assumptions used in estimating travel;

(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

(iii) Facilities and services needs, including:

(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters **47.06** and **47.80** RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent

with the statewide multimodal transportation plan required under chapter **47.06** RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW **35.77.010** for cities, RCW **36.81.121** for counties, and RCW **35.58.2795** for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW **47.05.030**;

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies;

(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

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

START OF 2004 ELEMENT INTRODUCTION

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

~~The 2004 update of the Transportation Element was guided in part by a Steering Committee. Members of the *Island-Wide Transportation Study (IWTS)* Steering Committee~~

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

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

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

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

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

- **Environmental impacts** – The City has many environmental qualities that should be maintained. The community is concerned that these resources may be adversely impacted or lost to future roadway expansion and widening.

- **Neighborhood traffic impacts** – The growth of traffic on Bainbridge Island, particularly in the Winslow sub-area, has resulted in more vehicles on the street system. Increasingly, these impacts are felt on streets adjacent to major corridors. Residents of these streets feel that the impacts of high traffic volumes and travel speeds need to be controlled to maintain the quality of the neighborhood.

- **Roadway standards** – New roadways and reconstruction of older roadways must be built to an assigned set of engineering standards to ensure safety and mobility. These include the construction of appropriate roadway shoulders, along with the construction of bicycle and pedestrian facilities.

- **Roadway classification** – The City classifies its roadways to describe the function of the roadway (volumes, types of vehicles, etc.), to prioritize the allocation of resources for improvements, and for securing certain types of funding for operation and maintenance.

- **Roadway congestion** – Traffic on Island roadways, particularly on SR 305 and within Winslow, can result in a variety of other issues such as making it difficult to get around by automobile, traffic spilling over into adjacent neighborhoods, and making it more difficult for transit and non-motorized users.

- **Roadway connectivity** – Bainbridge Island's roadway system has few roadways that contribute to the development of a "network." Many parts of the Island have only a single way to access the area, such as the Point White/Crystal Springs or Agatewood areas. Mobility, emergency access, emission reduction, and circulation can all be improved with better roadway connections.

- **Roadways and intersections of concern** – There are some Island locations where there has been a history of or a potential for accidents. The perception of these locations as unsafe may also reduce use by non-motorized users who want to avoid a roadway or intersection that is uncomfortable for walking or bicycling.

- **SR 305** – A focus of the community's concerns surrounds the future of the SR 305 corridor. While the existing configuration of two lanes is adequate during off-peak hours, peak hour traffic coupled with surges from exiting ferry activities have resulted in high levels of congestion at multiple locations. This affects Island residents and off-Island commuters using the corridor, and increases the difficulty of cross-Island travel. **Ferry traffic** – Congestion related to ferry loading and unloading creates surges on Island roadways every 45 to 50 minutes. In the afternoon hours, impacts from ferry activities can snarl area traffic and cause traffic delays. The effects of ferry traffic are greatest on roadways nearest the ferry terminal and diminish with distance except along the SR 305 corridor.

- **Transit service** – Kitsap Transit has worked hard to improve transit services throughout the Island. The community would like to see if transit could be expanded during non-peak hours to outlying areas and provide improved service levels in areas such as Winslow to aid in downtown circulation.

Transportation Issues (NOTE: This section is from Ch 2 IWTP)

As population grows on the Island and in Kitsap County more demand is placed on the Island's roadway network and the regional SR305 Corridor. As traffic volumes and vehicular-related congestion increases, so do conflicts with bikes/peds and the need for transportation improvements to accommodate all modes of transportation and a wider range of users. We need to consider how future growth will affect the community, and how to preserve the character and livability of Bainbridge Island. The following list identifies and briefly describes the community's transportation issues.

- ***Limited Transportation Choices*** – Given the relative lack of non-motorized infrastructure in many parts of the Island, and limited transportation services, many Islanders are dependent on individual automobile travel as their only practical and safe transportation option. In order to meet the needs of a growing population and maintain or improve quality of life on the Island, we need to provide better transportation options to improve mobility.
- ***Roadway Congestion*** – Traffic on Island roadways, particularly on SR 305 and within Winslow, can result in a variety of issues such as making it difficult to "get around" by automobile, traffic "spilling over" into adjacent neighborhoods, and making it more difficult for transit and non-motorized users to get to their destinations in a timely manner. Congestion related to ferry loading and unloading creates surges on Island roadways every 45 to 50 minutes. In the afternoon hours, impacts from ferry activities can snarl area traffic and cause traffic delays. In addition to ferry traffic, the SR 305 Corridor has experienced increasing congestion due to commuters traveling on and off island across the Agate Pass Bridge. Congestion and increased travel times are experienced during commute hours along the SR 305 Corridor.
- Congestion related to schools in the north end of ~~the urban center of~~ Winslow has become more problematic. With Woodward and Sakai Schools now on the same schedule, there is significant traffic congestion at intersections along New Brooklyn Road. Increasingly, youth are being driven to after school and not taking the school bus, walking, or bicycling to home or to after-school activities, causing additional demands on the transportation system in the Winslow Area.
- ***SR 305 Traffic Congestion*** – Concern surrounds the future of the SR 305 Corridor. While the existing configuration of two lanes is adequate during off-peak hours, peak hour traffic coupled with surges from exiting ferry activities have resulted in high levels of congestion at multiple locations. This affects Island residents using the corridor, off-Island commuters, and increases the difficulty of cross-Island travel, resulting in higher volumes of traffic on local streets when drivers try to avoid SR 305 congestion. Access to SR 305 is becoming increasingly difficult at the north end of the Island.
- ***Greater Winslow Area Traffic Congestion*** – The growth of vehicular traffic on Bainbridge Island, particularly in the Winslow subarea has resulted in more vehicles on the street system. Intersections are increasingly congested, in particular during commute and school drop off and pick up times, but also in general. Increasingly, these impacts are felt on streets adjacent to major corridors. Residents of these streets feel that the impacts of high traffic volumes and travel speeds need to be controlled to maintain the quality of the neighborhoods.
- ***Motor Vehicle Speeds and Speed Limits*** – Excessive vehicular speeds puts the traveling public at greater risk especially for walkers, wheel chair users, and bicyclists. Many Island roads lack shoulder facilities or separate bicycle and pedestrian infrastructure. Speeds are a barrier to many people who want to walk, use a wheelchair, or ride a bicycle for transportation or recreation in many areas on the Island.
- ***Non-Motorized Travel*** – Non-motorized modes of transportation are important to many Islanders and the need for improved non-motorized infrastructure has consistently

ranked high in community surveys. The City has, and continues to, invest significant resources in planning and implementing non-motorized improvements. While significant improvements have been made, many parts of the Island infrastructure are not adequate to serve the needs of a wide range of users. As a result, many people remain dependent on cars as the only practical and safe means of travel. Many people do not feel safe walking and biking outside of the urban center of Winslow.

- ***Transit Service*** – Bainbridge Island is a bedroom community of Seattle and ferry service is essential for many Islanders. Ferry Service is vital to many residents who work in Seattle and to the local and regional economy. As automobile capacity and parking space at the ferry terminal is limited, non- motorized facilities with connectivity to the ferry and transit service are important to many Islanders for sustainably accommodating population growth. In recent years ferry auto use has declined and walk on passenger growth has moderated. WSF forecasts significant growth of non-motorized trips and automotive trips to remain flat in the coming decade. Kitsap Transit provides bus service connecting many areas of the Island to the ferry and the urban center of Winslow. Kitsap Transit is working to expand service during non-peak hours and to inter-Island locations, and many in the community would like to see this service maintained and expanded. This service has provided valuable mobility to the community, especially for older and younger populations.
- ***Transportation Network Connectivity*** – Bainbridge Island's roadway system has few roadways that contribute to the development of a "network". Many parts of the Island have only a single way to access the area, such as the Point White/Crystal Springs or Agatewood areas. Mobility, emergency access, emissions, and circulation can all be improved with better roadway connections. Alternative modes of travel are a high priority for many Islanders. Expanding the Island's network of both on-street and off-street non-motorized facilities is needed to provide neighborhood, inter-island, and regional connectivity.
- ***Roadway Intersection Congestion*** – At locations other than SR 305, intersections may limit capacity as the Island population grows. Islanders are increasingly concerned about relieving intersection capacity at school locations and during commute times in the urban center of Winslow. Intersection congestion can also lead to delay for non-motorized users, in particular bicyclists where riders share the road with vehicles.
- ***Roadway and Intersection Safety*** – There are some Island locations where there has been a history of or a potential for accidents. The perception of these locations as unsafe may reduce the population willing to walk, bicycle, or ride (on a horse or in a wheelchair) because they want to avoid a roadway or intersection that is uncomfortable for walking or bicycling.
- ***Livability*** – Providing convenient active transportation choices provides for better public health and improved lifestyles both in the urban center of Winslow and outlying areas of the Island. Bikeable and walkable communities are becoming increasingly desirable and important to many Island residents. These aspects of the community are attractive to visitors as well and are an increasingly important element to creating a vibrant downtown business community.
- ***Community Character*** - There is a desire to retain the feel of the Island's existing

transportation system. Outside of Winslow and other designated neighborhood centers ~~more urban areas,~~ the tree-lined narrow roadways, open drainage ditches, and winding roads provide a more rural flavor that many consider important elements of the Island's character. However, these elements need to be balanced with the community's desire for safe roads that provide mobility options for all ages and abilities of Island residents without requiring a vehicle.

- ***Environmental impacts*** – The City contains many environmental qualities that should be maintained. As the City's population grows, developing alternative modes of transportation is desirable to reduce congestion and carbon emissions from motor vehicles.
- ***Storm water*** – Storm water drainage of roadways is an important environmental aspect. As storm water regulations evolve, the cost of roadway construction has increased exponentially.
- ***Regional coordination*** – The 2016 update of the Island Wide Transportation Plan (IWTP) and the Comprehensive Plan Transportation Element ~~update~~ is an opportunity to coordinate with WSDOT (WSF, Olympic Region), Kitsap Transit, and neighboring jurisdictions to ensure a more integrated transportation system.
- ***Financing*** – Solutions to many of the Island's transportation issues will cost money, a lot of money. Considering how best to pay for these improvements and who should pay (City, State, Federal) are key issues to this Plan.

Relationship of the Transportation Element to the Island Wide Transportation Plan

The primary purpose of the Transportation Element is to support and implement the Island's Vision and Guiding Principles as well as the Goals, and Policies set forth in the other Plan Elements. The "Island Wide Land Use Concept," described in the Land Use Element and depicted in Figure 1, calls for compact, walkable, mixed use centers within a much larger conservation landscape of open spaces, wildlife habitat, forested areas, agricultural, residential and recreational lands. The transportation improvements and programs called for the Plan are essential to meeting the objectives for both the centers and the surrounding conservation landscape.

The GMA's transportation requirements are met either in this Transportation Element or in the Island Wide Transportation Plan, which is hereby adopted by reference [Insert Hyperlink]. The Transportation Element provides consistency with other Plan Elements and over-arching policy direction, whereas the IWTP provides the technical support for those policy choices and a detailed guide for implementing and funding all transportation programs, projects and services.

Transportation Element Utilization [Note: this section was forward in the Element]

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

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

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

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

GOALS AND POLICIES

NOTE: TRANSPORTATION MOVED UP TO INTRODUCTION SECTION

~~TRANSPORTATION VISION~~

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

GOALS/POLICIES HAVE BEEN REORGANIZED (page 20)

~~GOAL 1: COMMUNITY CHARACTER~~

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

~~*TR 1.1 Scenic resource protection*~~

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

~~*TR 1.2 Road development guidelines*~~

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

~~*TR 1.3 Street design guidelines*~~

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

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

~~*TR 1.4 Street lighting guidelines*~~

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

~~*TR 1.5 SR 305 scenic character*~~

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

~~GOAL 2: ENVIRONMENT~~

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

TR 2.1 Environment sensitivity

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

TR 2.2 Utilities

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

TR 2.3 Air quality

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

TR 2.4 Wildlife corridors

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

Goal 3: neighborhoods

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

TR 3.1 Neighborhood cut-through traffic

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

TR 3.2 Neighborhood street development

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

TR 3.3 Neighborhood circulation

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

TR 3.4 Winslow street visualization plan

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

Goal 4: operations and mobility

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

TR 4.1 Road development guidelines

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

TR 4.2 Street design guidelines

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

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

TR 4.3 Roadway classifications

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

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

TR 4.4 Roadway LOS

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

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

> **Discussion:** Any effort to establish LOS standards for City transportation facilities must incorporate State and County facilities, the LOS designations for those facilities, the integration of the traffic patterns on those facilities and impact on City transportation facilities. The City will actively work to create the highest degree of consistency between LOS standards for all transportation systems and facilities. See also: Policy 6.1 (SR 305 LOS) and Policy 8.1 (Kitsap County Transit LOS).
>
> Context-Sensitive Design is a collaborative, inter-disciplinary approach to developing a facility that fits its physical setting while maintaining safety and mobility. The design of street improvements must consider the surrounding context and impacts, and materials and construction methods.
>
> The City will research tools for establishing industry-accepted LOS standards, including the current edition of the Institute of Transportation Engineers (ITE) System Manual, and work toward the highest degree of integration for all modes of transportation when developing level of service standards.

TR 4.5 Concurrency management

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

> **Discussion:** The Public Works Department is responsible for the review of traffic studies that analyze the anticipated impacts for proposed land use actions. If the development will adversely affect the established LOS, the City Engineer will apply the required conditions necessary for infrastructure improvements that mitigate the anticipated impacts of the development. These conditions would then become part of the requirements for project approval.
>
> Cumulative impacts are the impacts on the environment which result from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions. Cumulative impacts should be considered as part of the concurrency review.

TR 4.6 Access management

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

TR 4.7 Truck corridors

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

TR 4.8 Island mobility

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

TR 4.9 Acquisition of transportation facilities

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

TR 4.10 LOS reassessment

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

Goal 5: safety and maintenance

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

TR 5.1 Maintenance is a priority

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

TR 5.2 Street lighting guidelines

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

Goal 6: SR 305 / through traffic

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

TR 6.1 SR 305 LOS standard

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

TR 6.2 Bridge restrictions to Island

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

TR 6.3 SR 305 improvements and safety

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

TR 6.4 Park-and-Ride facilities

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

TR 6.5 Impact to State facilities

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

TR 6.6 Improvements to off-Island State facilities

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

Goal 7: ferry service

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

TR 7.1 Parity of ferry services

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

TR 7.2 Ferry priority

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

TR 7.3 Passenger ferry options

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

Goal 8: transit

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

TR 8.1 Transit LOS

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

TR 8.2 Public transit ferry access

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

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

TR 8.3 Multiple-use park-and-ride lots

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

TR 8.4 Expansion of Island transit

Support the expansion of Island transit services that target:

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

Goal 9: non-motorized

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

TR 9.1 Non-Motorized mobility and connectivity

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

TR 9.2 Non-Motorized design and construction

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

TR 9.3 Non-Motorized safety and maintenance

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

TR 9.4 Non-Motorized community education

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

TR 9.5 Non-Motorized implementation

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

Goal 10: multimodal

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

TR 10.1 SOV parking restrictions

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

TR 10.2 HOV parking

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

TR 10.3 SOV reduction programs

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

TR 10.4 SOV avoidance evaluation

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

Goal 11: regional coordination

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

TR 11.1 Agency cooperation

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

TR 11.2 Regional planning

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

TR 11.3 Jurisdictional coordination

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

Goal 12: transporTation financing

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

TR 12.1 Developer LOS requirements

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

TR 12.2 Developer participation

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

TR 12.3 Funding from others

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

TR 12.4 Advance system planning

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

TR 12.5 Preservation of existing system

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

TR 12.6 Traffic Impact Fee

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

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

Goal 13: Community involvement

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

TR 13.1 Citizen involvement

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

TR 13.2 Participation in regional decision-making

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

TR 13.3 Public education

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

GOALS AND POLICIES

NOTE: GOALS & POLICIES IN BLUE REORGANIZED FROM CHAPTERS 2 & 7 IWTP
BLACK STRIKETHROUGH/UNDERLINE SHOWS ADDITIONS/DELETIONS TO IWTP TEXT

GOAL TR-1: MULTIMODAL

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

Policy TR 1.1
In accordance with complete streets practices and guidelines, new or rebuilt streets shall, as much as is practical, address the use of the right-of-way by all users.

GOAL TR-2: NON-MOTORIZED SYSTEM

Provide the citizens of Bainbridge Island with a non-motorized transportation system that is a planned and coordinated network of shoulders, sidewalks, trails, footpaths, bikeways, and multi- purpose trails that connect neighborhoods with parks, schools, the shoreline, the ferry terminal, and commercial areas. The non-motorized system should ~~in a way that~~ maximize~~s~~ mobility, provide~~s~~ a sense of safety and comfort for pedestrians, bicyclists, and equestrians, ~~while~~ respect~~ing~~ property owners' rights, protect the natural environment and complement the character of existing neighborhoods.

Policy TR 2.1 Non-Motorized mobility and connectivity
Provide a non-motorized transportation system ~~consistent with the policies of Goal 1 in Chapter 7 of this plan~~ that effectively serves the needs of people who walk, bike, or ride horses or in wheelchairs; encourages non-motorized travel; and provides a continuous network of attractive shoulders, sidewalks, footpaths, multi-purpose trails, and bikeways throughout the Island that are also connected to regional systems. See Goal 1 and associated policies in Chapter 7 of the IWTP.

Policy TR 2.2 Non-Motorized design and construction
Develop non-motorized design standards that provide safe and efficient access, encourage use and mobility, and are appropriate to the location and needs of the immediate area. See~~,~~ ~~consistent with the policies of~~ Goal 2 and associated policies in Chapter 7 of the IWTP. ~~this plan.~~

Policy TR 2.3 Non-Motorized safety and maintenance
Promote the safety of non-motorized users through effective transportation improvements, maintenance operations and enforcement. See ~~following~~ the policy direction of Goal 3 in Chapter 7 of the IWTP. ~~this plan.~~

Policy TR 2.4 Non-Motorized community education

Improve the safe use of non-motorized and roadway facilities by non-motorized and motorized users through continuous community education of ~~NMTP g~~ Goal 4 in Chapter 7 of the IWTP. ~~this plan.~~

Policy TR 2.5 Non-Motorized implementation

Provide mechanisms for funding, prioritizing and implementing the non-motorized transportation system plan as described in Goal 5 in Chapter 7 of the IWTP. ~~this plan.~~

Policy TR 2.6

Provide safe and appropriately scaled, continuous non-motorized access that connects neighborhoods with Neighborhood Service Centers, Winslow, ferry terminal, schools, parks, recreation areas, shoreline road-ends, transit connections, and regional destinations.

Discussion: Transportation facility needs vary depending on the expected use, the type and volume of users, and volume and speed of vehicle traffic. Standards must reflect the specific needs and character of the immediate area while providing adequate, safe, and effective non-motorized transportation facilities. Needs may include wider sidewalks in areas with high pedestrian use (e.g., Winslow, ferry terminal), bicycle lanes or separated bicycle facilities along high use corridors (e.g., Madison Avenue, Olympic Drive, Wyatt Way), and shared facilities or shoulders where appropriate (areas with low vehicle, bicycle, and pedestrian volumes).

Policy TR 2.7

Provide pedestrian facilities of sufficient width to accommodate expected pedestrian use, including safe roadway crossings and, wherever feasible and appropriate, access provisions will accommodate people with the widest range of mobility.

Discussion: Attention should be paid to supporting people with a range of needs including those with visual impairments, and who require the use of wheelchairs, walkers and canes. An emphasis should be placed on the development of such travel routes in the Winslow area. The Non-motorized Advisory Committee should include an ADA advocate to review Non-Motorized Transportation projects for mobility issues (see NM 5.1).NM 1.4

Locate and design bicycle facilities that effectively accommodate all types of bicycle riders including adults and children commuting to work or school and riders using their bikes for transportation and recreation. The system shall include separated bicycle facilities, on-road bicycle lanes, paved shoulders, and shared use pathways.

Policy TR 2.8

Develop a system of trails for non-motorized use that connects Neighborhood Service Centers, the ferry terminal, schools, parks, road ends, shoreline trails and greenways of Bainbridge Island, including existing equestrian use trails. Encourage non-motorized travel by recognizing existing informal and private pathways as part of the overall pedestrian and bicycle network. Efforts shall be made to formalize and make these connections public. Realignment of existing trails may be necessary to accommodate both trail access and private development.

Discussion: Evaluate land uses, origins and destinations, existing and future non-motorized demand, and environmental critical areas to determine the appropriate type of trail and provide facilities that are appropriately sized for the anticipated demand. It may be appropriate to have paved shared use path facilities where demand is anticipated to include people walking, bicycling, and in wheelchairs.Informal and private pathways form a secondary system that is linked to the public system. This network of pathways provides direct connections between destinations, encouraging and allowing non-motorized travel. Where these short cuts occur, it is more likely that trips will be made by foot rather than by automobile.

Policy TR 2.9

Provide well-designed and constructed pedestrian and bicycle facilities within one mile of public schools that are safe and comfortable for children. Within at least one-half mile of public schools, provide sidewalks or separated pathways along arterials, collectors and some residential streets. Private schools will work with the City to provide safe, well-designed pedestrian and bicycle access from neighboring properties to the school. Retain school bus service where necessary to discourage students from crossing SR-305.

Discussion: The school district receives school bus funding for students who live outside a one-mile radius of a school location. The City and school district should coordinate efforts to develop non-motorized facilities along primary non-motorized travel routes within the one-mile radius.

Policy TR 2.10

Support regional connections with the phased development of the Sound to Olympics Trail and other improvement to provide a safe, non- motorized, multi-purpose, travel corridor between the Agate Pass Bridge and the Bainbridge Island ferry terminal.

Policy TR 2.10

The City will maintain a Non-Motorized Advisory Committee to advocate for the Transportation System Plan, in particular, non-motorized projects. The committee should consist of a minimum of five community members representing a broad range of interests, including an emphasis on pedestrian, bicyclists and equestrian users. Coordination efforts by the committee will include, but not be limited to: review of proposed transportation projects, including receiving and incorporating input from the public as required in Goal 6; project review for

system connectivity and use standards; and providing general guidance and recommendations to the City Council, Planning Commission and City staff regarding non-motorized facilities. The committee will also review grant applications and assist with non-motorized education for the community.

GOAL TR-3: Ferry Service

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

Policy TR 3.1 Parity of ferry services

Support efforts to equalize ferry services from Bremerton, Bainbridge, Kingston, and Southworth in order to optimize the use of each ferry service. Support actions that balance peak hour travel times and provide ferry capacity closer to users' origin and destination.

Policy TR 3.2 Ferry priority

Support the ferry system efforts to maximize the convenience of pedestrian, bicycle, transit, and HOV use on ferry runs through providing priority status and improvements to encourage non- single occupancy vehicle (SOV) use.

Policy TR 3.3 Passenger ferry options

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

GOAL TR-4: Bus Service

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

Policy TR 4.1 Transit Level of Service (LOS)

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

Policy TR 4.2 Public transit ferry access

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

- Improves public transit from the Seattle ferry terminal directly to popular destinations in Seattle metropolitan area, as well as Sea-Tac Airport.
- Promotes the availability of public transit service to ferry commuters and for special events.
- Adjusts bus schedules to meet ferry arrival and departure times and improve service throughout the day and during evening hours.
- Provides information on the ferry boats and at the ferry terminals regarding transit options.

Policy TR 4.3 Multiple-use P&R lots

Encourage park-and-ride use of multiple-use lots such as those located at churches or other locations, and promote the use of those lots to Island residents. Encourage park-and-ride lots to include areas, preferably covered, for bicycle parking users.

Policy TR 4.4 Expansion of Island transit

Support the expansion of Island transit services that target:

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

GOAL 5: Transportation Demand Management

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

Policy TR 5.1 SOV Parking restrictions

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

Policy TR 5.2 HOV parking

Develop parking and other programs that encourage High Occupancy Vehicle (HOV) use, including expanding carpool and vanpool parking.

Policy TR 5.3 SOV reduction programs

Encourage schools, the private sector and the public sector to adopt programs that reduce SOV use including telecommuting, and promote alternative modes of transportation, including HOV, non-motorized transportation, and transit use.

Policy TR 5.4 SOV avoidance evaluation

The development of transportation improvement program projects and the prioritization of those projects shall consider the inclusion of multimodal enhancements as a criterion.

GOAL TR-6: OPERATION AND MOBILITY

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

Policy TR 6.1 Road development guidelines
Construct, modify, and maintain roads to: 1) meet safety needs, 2) provide for transit and non- motorized users (including bicyclists, pedestrians, wheelchair users, and equestrians as appropriate), 3) correct LOS deficiencies, 4) improve connectivity and emergency response times, and 5) meet Comprehensive Plan goals.

Policy TR 6.2 Street design guidelines
Set street design guidelines which establish street widths, reflecting the desired vehicle speeds, accommodating bicycle, pedestrian, wheelchair, equestrian, and transit uses, and providing for emergency vehicle access and also considering community character.

Policy TR 6.3 Roadway classifications
Set appropriate roadway classifications that reflect existing and projected vehicle usage, traffic operations, including non-motorized and transit uses, and considers adjacent land uses and community character.

Policy TR 6.4 Roadway LOS
Establish Level of Service standards for Bainbridge Island, excluding SR 305, that measure the performance of the existing transportation system, quantify the traffic impacts of future development, and prioritize improvements to the transportation system.

Policy TR 6.5 Concurrency management
~~Follow~~Enforce the City's concurrency ordinance and monitor the expected transportation impact of proposed development on the available capacity of the roadway system. Before issuing development approval, ensure that there are adequate transportation facilities or that improvements are scheduled and funded for completion within six (6) years.

Policy TR 6.6 Access management
Develop access management programs to control the location and number of curb cuts. Control the location and spacing of commercial driveway entrances and the design of parking lots to avoid congestion near intersections, line of sight obstructions, confusing circulation patterns, and avoid traffic and pedestrian accidents.

Policy TR 6.7 Truck corridors
Designate truck corridors to allow the efficient movement of goods and freight within the transportation system.

Policy TR 6.8 Island mobility
Identify and support improvements that will improve vehicular and non-motorized connectivity across SR 305.

Policy 6.9 Acquisition of transportation facilities
Secure easements or other land dedication for transportation facilities through development mitigation, donation, tax incentives/exemption programs, or direct acquisition.

Policy TR 6.10 Level of Service (LOS) reassessment

If the adopted LOS standard cannot be maintained, due to funding shortfalls or other events, the City shall evaluate and revise the adopted LOS standard, restrict land use development as required, or institute other actions consistent with LOS reassessment strategy.

GOAL TR-7: State Route (SR) 305~~/Through Traffic~~

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

Policy TR 7.1 State Route 305 LOS standard
Adopt the Level of Service standard for SR 305, as established by WSDOT in the State Highway Plan. Under the current plan, the LOS standard is "D-mitigate", where actions are taken to mitigate congestion when operations drop below LOS D.

Policy TR 7.2 Bridges to the Island
Oppose any proposal to construct any new bridges to Bainbridge Island. Support planning efforts for the eventual replacement/ refurbishment of the Agate Pass Bridge including potential capacity improvements for transit and non-motorized modes.

Policy TR 7.3 SR 305 improvements
Support the construction of spot improvements for SR 305 to reduce congestion, increase permeability across the corridor and improve safety for through traffic, local traffic, and non-motorized and transit users.

Policy TR 7.4 Sound to Olympics (STO) Trail
Support the construction of the STO and its branch trails.

Policy TR 7.5 Park & Ride facilities
Encourage the development of park-and-ride lots near commuters' points of origin throughout Kitsap County in order to minimize traffic impacts along SR 305.

Policy TR 7.6 Impact to State facilities
Evaluate the Comprehensive Plan's land use designations to assess their impact on all roadways, including State-owned facilities, and include as part of the Transportation Element.

Policy TR 7.7 Improvements to off-island State facilities
Encourage off-Island projects that will mitigate on-Island congestion to SR 305.

Policy TR 7.8
Develop a vegetation management master plan for the SR 305 corridor to balance the objectives of maintaining the treed character, providing safe visibility,

GOAL TR-8 Neighborhoods

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

Policy TR 8.1 Neighborhood cut-through traffic
Protect residential neighborhoods from the impacts of cut-through motor vehicle traffic by providing appropriate connecting routes and impact-minimizing design features for new developments and applying appropriate traffic-calming measures to control vehicle volumes while maintaining emergency vehicle response times.

Policy TR 8.2 Neighborhood street development
Establish roadway standards to enhance the character of neighborhoods by providing appropriate street width, lighting for safety, curb cuts, pedestrian and bicycle facilities as consistent with the Comprehensive Plan.

Policy TR 8.3 Neighborhood circulation
Develop a circulation and access management plan for neighborhoods and neighborhood service centers so that as properties develop, vehicular and non-motorized connectivity and circulation are maintained, cut-through vehicle traffic is discouraged, and appropriate speeds are encouraged, while maintaining access and response times for emergency vehicles.

GOAL TR- 9 Safety and Maintenance

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

Policy TR 9.1 Maintenance is a priority
Include transportation projects and adequate operation and maintenance funding to ensure that the vehicular and non-motorized transportation system infrastructure is maintained in a safe and usable condition.

Policy TR 9.2 Roadway Network Traffic Control Evaluation
Conduct traffic studies in areas of the Island's roadway network that have experienced significant traffic changes due to development periodically at the discretion of the City Engineer to ensure that appropriate traffic control devices are employed to ensure the safety of the traveling public. Consider opportunities to improve the non-motorized infrastructure as a means to facilitate additional mobility options to the roadway network.

Policy TR 9.3 Roadside Safety Program
Periodically evaluate roadside conditions of the City's secondary arterial network and higher volume collectors, at the discretion of the City Engineer, to evaluate the condition of existing roadway elements, the need for new elements, and prioritize repairs and improvements to ensure the safety of the traveling public.

Policy TR 9.4 Street lighting guidelines
Provide street lighting to address safety issues. Light design and placement should minimize

glare and light spillage, and maximize visibility of pedestrians and bicyclists.

GOAL TR- 10 Parking

The availability of public parking is an asset to commercial districts and a benefit to island residents and visitors. On-street parking is a vital element of the core commercial district that includes the City's "Main Street" community on Winslow Way. On-street parking may be a benefit environmentally in urban areas as it may require less developed impervious surface than off-street parking.

]

Policy TR 10.1

Encourage on-street parking in urban zoned areas. Development of street frontages in urban commercial areas should maximize on-street parking to the extent practical. Development projects in urban residential areas should consider on- street parking in favor of off-street parking.

Policy TR 10.2

Preserve on-street parking in the Core commercial district of Winslow.
City projects in commercial districts should maximize parking to the extent practical within the existing rights of way. Note that "*Complete Streets*" projects must also balance other functions such as non-motorized uses. Seek opportunities to expand public parking.
The City should look to maximize public parking on City-owned properties in addition to maintaining convenient parking for visitors and staff at City facilities.

Policy TR 10.3

Prioritize parking in the urban center of Winslow for short-term use.
Continue to manage City public parking in ~~the urban center of~~ Winslow so that commuter parking for ferry commuters is not practical and short-term parking is prioritized for the Waterfront Park, Senior Center, and patrons of downtown businesses.

Policy TR 10.4

Support parking programs for customers in retail/ service areas and employees of local businesses in the Main Street area of ~~the urban center of~~ Winslow.
Work with business owners toward the goal of limiting employee parking to off street facilities to optimize available/ convenient parking for patrons. Continue to manage City public parking to maximize close in parking for patrons of local businesses and assist in providing some daily off- site parking for employees at walkable outlying locations.

Policy TR 10.5

Encourage bicycle parking in the ~~urban town~~ designated neighborhood centers and at public facilities. ~~Seek opportunities to accommodate bicycle parking.~~ Consider providing bicycle parking at locations convenient to businesses providing goods and services and for employees who commute to work by bicycle. Provide bicycle storage at transit facilities.

GOAL TR-11 Community Character

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

Policy TR 11.1 Scenic resource protection
Protect the Island's unique scenic resources along ~~non-urban transportation~~ corridors outside designated centers; require broad greenbelts and trees to screen parking and unwanted views and buffer noises between the roadway and development as identified in the Land Use element.

Policy TR 11.2 Road development guidelines
~~Encourage~~ Manage the appearance and safety of winding, narrow roadways in ~~non-urban~~ areas outside designated centers through the provision for and retention of appropriate roadside vegetation and trees, and following of the natural topography whenever possible.

Policy TR 11.3 Street design guidelines
~~Reflect the more urban nature of roadways~~
Create safe, attractive, and functional pedestrian and bicycle circulation within Winslow ~~Planning Area~~ and designated ~~within~~ neighborhood centers through the design and implementation, ~~encouraging,~~ where appropriate, of the following:

- speed limits of 20 to 25 mph, with effective signage and enforcement
- crosswalks and sidewalks
- street trees and landscaping
- traffic calming strategies and devices
- on-street public parking
- accommodations for transit stops and facilities
- bike facilities
- street lighting, with an emphasis on maximizing pedestrian and bicycle visibility
- facilities that meet ADA requirements

Policy TR 11.4 Street lighting guidelines
Minimize the use of street lighting outside of Winslow, except to address safety issues design lighting to minimize glare and light spillage.

Policy TR 11.5 SR 305 scenic character
Retain the scenic character of SR 305 by minimizing the placement of signs, discouraging new access points, and maintaining vegetation pursuant to a corridor Master Plan ~~buffers~~. See Policy TR 7.8.

GOAL TR-12 Environment

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

Policy TR 12.1 Environment sensitivity
Minimize impacts of road construction on environmentally sensitive areas; minimize damaging runoff and pollution from road use and maintenance; implement programs that encourage the planting of low-maintenance, vegetated groundcover and trees along roadways.

Policy TR 12.2 Utilities
Where possible, the City shall require the undergrounding of overhead utilities to reduce the need for removal and maintenance of roadside vegetation.

Policy TR 12.3 Air quality
Develop transportation plans and programs that reduce travel demand, improve traffic flow, and consider the impact to air quality and support County, regional, and state air quality goals and requirements.

Policy TR 12.4 Wildlife corridors
Minimize transportation impacts to identified wildlife corridor crossings so that adequate linkages for animal movement between habitat areas are maintained.

GOAL TR-13 Community Involvement

Ensure involvement and input from the citizens at all stages of significant transportation projects and decision-making that affect Bainbridge Island. Using the theory and practices of Context Sensitive Solutions seek to refine the goals of the Comprehensive Plan for the context of the site in the development of the design of transportation projects.

Policy TR 13.1 Citizen involvement
Provide citizen opportunities for reviewing transportation plans and documents to give an opportunity for public comment and ensure consistency with the community vision.

Policy TR 13.2 Participation in regional decision-making
Insist on early and full City participation in regional transportation decisions affecting the Island. Such participation should include City and community representation in the decision making process and public meetings on the Island.

Policy TR 13.3 Public education
Educate and inform the public on the proposed methods and potential alternatives that address identified transportation issues.

Policy TR 13.4

The City will coordinate with the City police department, the Kitsap County Health District, the school, parks, and fire districts, and other civic groups to develop and sponsor outreach programs. The programs are intended to inform specific segments of the community, including but not limited to, motor-vehicle drivers, school-age children, non-motorized commuters, cyclists, recreational users, private property owners with or adjoining non-motorized facilities, and the general public.

The following public education programs should be provided to Island citizens:

- pedestrians and non-motorized vehicle safety
- rights and responsibilities of non-motorized facility users
- rights and responsibilities of property owners

Discussion: Squeaky Wheels, Cascade Bicycle Club, the Bicycle Alliance of Washington, and The League of American Bicyclists or other bicycle organizations are good resources of information on skill development and safety education for bicyclists.

GOAL TR-14 Regional Coordination

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

Policy TR 14.1 Agency cooperation

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

Policy TR 14.2 Regional planning

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

Policy TR 14.3 Jurisdictional coordination

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

Policy 14.4

Coordinate planning and implementation with Kitsap County, Kitsap Transit, Washington Department of Transportation, Kitsap Coordinating Council, the Puget Sound Regional Council,

and other planning / advocacy groups to further non-motorized goals. This includes trails and access to transit in Kitsap County, the Olympic Peninsula, and the greater Puget Sound region.

Policy 14.5
Pursue joint funding opportunities with the School District, Park District, Washington State Department of Transportation and other agencies to meet high priority needs.

Discussion: Joint projects with multiple agency participation is an efficient way to leverage limited funds of each participant and enhance grant applications.

GOAL TR-15 Transportation Financing

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

Policy TR 15.1 Developer LOS requirements
Require all new and expanded development to maintain the adopted Transportation LOS standard. The pro-rated cost of any improvements needed to maintain the adopted LOS shall be the responsibility of developers.

Policy TR 15.2 Developer participation
Require new and expanded developments to construct, or participate in the funding, to upgrade unimproved roadways to City standards.

Policy TR 15.3 Funding from others
Aggressively seek available County, State, and Federal money to fund projects that help meet the Island's ~~overall Island's~~ transportation objectives.

Policy TR 15.4 Advance system planning
Ensure that the Island's transportation improvement plan accounts for forecasted population and employment growth and has revenue sources sufficient to build and maintain it.

Policy TR 15.5 Preservation of existing system
Mandate the maintenance and repair of the existing transportation system ~~is~~ as a high priority when making funding allocation decisions.

Policy TR 15.6 Traffic Impact Fee
~~Adopt and~~ Periodically update ~~a~~ traffic impact fee~~s~~ ~~for mitigating~~ to mitigate the impacts of future development.

~~Transportation Element Utilization~~ [NOTE MOVED TO BEGINNING OF ELEMENT]

~~The Transportation Element is a tool for the City to aid in decision-making in all aspects of transportation planning, scheduling, and budgeting. The Transportation Element will guide the City in making decisions regarding public expenditures, improvements, and~~

~~developments. City staff will use the Transportation Element to establish budgets and plan improvement projects. The Transportation Element will also be used to ensure consistency between land use actions and the City's transportation plans and policies.~~

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

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

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

Requirements for a Transportation Element

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

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

~~In 2001, the firms of Johnson, Davies and Lathrop, LLP, TModel Corporation, and Cascade~~

~~Design Collaborative were hired as the consultant team to help develop an *Island-Wide Transportation Study* (*IWTS*) that would provide the information required for and is the basis of the Transportation Element in this 2004 Comprehensive Plan update.~~

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

[NOTE: everything after this point is shown with strikethrough since it is to be updated and addressed in the 2016 Island Wide Transportation Plan.]

~~Intergovernmental Coordination~~

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

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

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

~~The City participates in a variety of regional planning groups both on the Kitsap and Seattle sides of Puget Sound to reflect the City's unique position between the two areas. Specifically, staff participates in the Puget Sound Regional Council (PSRC) on transportation issues. The PSRC is the four-county entity in the Puget Sound area responsible for regional transportation planning, including distribution and management of federal transportation funds. Staff also participates on several PSRC committees, notably the Regional Project Evaluation Committee, and elected officials serve at the executive level. Parallel to and providing information to the PSRC is the Kitsap Regional Coordinating Council (KRCC). Staff serves on the committees and elected officials serve on the board of this organization as well. This is where county-wide issues are discussed and planning policies developed. In addition, Kitsap County is part of Peninsula Regional Transportation Planning Organization~~

(PRTPO) serving the four counties on the Olympic and Kitsap peninsulas. Although the City is not eligible for funding through this entity (receiving funds through PSRC), it provides an opportunity to coordinate transportation issues with the Olympic Peninsula counties. Through these and other efforts, the City shares information and coordinates planning with federal, state, county, other city, and transit agencies.

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

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

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

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

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

Other regional plans utilized in the development of the City's Transportation Element include

the Kitsap Transit Plan and the Transportation Demand Management Program, along with Countywide Planning Policies. By integrating the Kitsap Transit Plan and the Transportation Demand Management (TDM) Program improvements, the City can encourage higher levels of transit and ridesharing as well as help improve the operating environment for transit.

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

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

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

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

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

These efforts include:

PSRC Transportation Plan, the Metropolitan Transportation Plan (MTP), including both Vision 2020 and Destination 2030

Kitsap County Greenways Plan

Bainbridge Island Ferry Terminal Zone Plan

Kitsap Transit Long Range Plan

WSDOT Washington's Transportation Plan (WTP)

SR 305 Corridor Analysis Study

The Statewide System Plan (component of the WTP)

Kitsap County Transportation Plan

WSDOT Puget Sound Investment Program

Ferry Terminal Study

EXISTING CONDITIONS AND FUTURE NEEDS

Facility Inventory

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

Roadway Inventory

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

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

Transit Service

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

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

Washington State Ferry Operations

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

Air Transportation

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

Land Use/Transportation Linkage

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

Land Use Forecasts (2008 and 2022)

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

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

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

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

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

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

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

Level of Service

Locally Owned Arterials

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

The LOS for locally owned arterials are as follows:

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

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

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

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

State Route 305

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

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

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

Seattle-Bainbridge Island Ferry

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

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

According to WSF's *2001 Boat Wait Measurements Technical Memorandum*, the average boat wait for 2001 at the Seattle-Bainbridge Island run during a weekday p.m. peak hour for autos is 0.7 boats (33 minute wait). This is comparable with the Edmonds-Kingston wait of 1.7 boats (27 minute wait), and with the less frequently scheduled Seattle-Bremerton run 0.5 boats (37 minute wait). All of the runs fall within the LOS standard adopted by the State.

Action to Sustain Level of Service on Local Facilities

Forecast

2008 Traffic Forecasts

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

Programmed Improvements (2002-2008)

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

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

- Madison Avenue/SR 305 – The intersection control will be changed to a signal. Turn lanes for left turning movements will be added for the northbound, southbound, and eastbound approaches.

- Winslow Way/Madison Avenue – The intersection channelization will be revised to allow a dedicated right turn on the westbound approach. This will change the westbound left turn lane to a share left-through lane.

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

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

LOS Forecast

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

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

- Northbound State Route 305 – Northbound from Lovgren Road to Suquamish Road

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

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

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

2022 Traffic Forecast

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

Programmed Improvements (2008-2022)

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

LOS Forecast

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

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

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

Future Need

City Mitigation 2002-2008

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

- Wyatt Way/Madison Avenue – An intersection control improvement such as a signal or a roundabout would improve the intersection LOS to A. The intersection will be studied to determine what specific improvement should be constructed.

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

~~SR 305 Mitigation 2002-2008~~

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

~~City Mitigation 2022~~

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

- ~~Winslow Way/Madison Avenue – An intersection control improvement such as a signal or a roundabout would improve the intersection LOS to D. The intersection will be studied to determine what specific improvement should be constructed. At a minimum a northbound right-turn lane would be required on Madison.~~

- ~~Wyatt Way/Grow Avenue – Intersection channelization to provide turning movement separation on all approaches is proposed for this location. The improvement would result in LOS D at this location.~~

- ~~New Brooklyn Road/Miller Road – A northbound left-turn lane on Miller Road is proposed for this location. The improvement would result in LOS C at this location.~~

- ~~Wyatt Way/Finch Road – An intersection control improvement is proposed for this location. The intersection will be studied to determine what specific improvement should be constructed. The improvement would result in LOS B at this location.~~

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

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

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

~~SR 305 Mitigation 2008-2022~~

~~Continue mitigation that is planned in 2002-2008.~~

Transportation Demand Management

Bainbridge Island Programs

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

Agency-Based Programs

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

Examples of TDM Programs promoted by these agencies include:

- **Ferry Terminal Parking Restrictions** – The City has a limited amount of parking at the ferry terminal and charging an hourly or daily fee reduces the number of persons who drive to access the ferry. As parking becomes more difficult or expensive, fewer drivers will desire to use the parking areas. On the other hand, restricted parking may increase the amount of drop-off/pick-up activity at the terminal or encourage parking in adjacent neighborhoods.

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

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

Employer-Based Programs

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

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

Concurrency

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

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

Funding

Funding Capabilities

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

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

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

Proposed Sources of Funding

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

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

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

~~*Reassessment Strategy*~~

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

1. ~~Phase proposed land developments that are consistent with the City's land use plan until such time as adequate resources can be identified to provide adequate transportation improvements.~~

2. ~~Reassess the City's transportation financing strategy to identify additional funding opportunities with federal and regional grants and funding programs, and through the development of new partnerships with WSDOT, Kitsap County, and the private sector.~~

3. ~~Reassess the City's adopted roadway LOS standards to reflect service levels that can be maintained under the known financial resources.~~

RCW 36.70A.070 (6) A transportation element that implements, and is consistent with, the land use element.
(a) The transportation element shall include the following subelements:
(i) Land use assumptions used in estimating travel;
(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
(iii) Facilities and services needs, including:
(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters **47.06** and **47.80** RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;
(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;
(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter **47.06** RCW;
(iv) Finance, including:
(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW **35.77.010** for cities, RCW **36.81.121** for counties, and RCW **35.58.2795** for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW **47.05.030**;
(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;
(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
(vi) Demand-management strategies;
(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW **36.70A.040**, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.