



PLANNING COMMISSION
WORKSHOP & REGULARLY SCHEDULED MEETING
THURSDAY, MAY 26, 2016
6:00 – 9:00 PM
COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WA 98110

AGENDA

- 6:00 PM 2016 COMPREHENSIVE PLAN UPDATE:
UTILITIES AND CAPITAL FACILITIES ELEMENTS WORKSHOP**
Public Comment
- 7:30 PM BREAK**
- 7:40 PM CALL TO ORDER**
Call to Order, Agenda Review, Conflict Disclosure
- 7:45 PM PUBLIC COMMENT**
Accept public comment on off agenda items
- 7:50 PM PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE**
- 8:00 PM 2016 COMPREHENSIVE PLAN UPDATE**
DRAFT Housing Element
DRAFT Introduction
- 8:40 PM PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE**
- 8:55 PM NEW/OLD BUSINESS**
- 9:00 PM ADJOURN**

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

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

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



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM

DATE: MAY 26, 2016
TO: PLANNING COMMISSION
FROM: JENNIFER SUTTON, AICP
SENIOR PLANNER
SUBJECT: UTILITIES & CAPITAL FACILITIES ELEMENTS WORKSHOP
STUDY SESSION ON *HOUSING ELEMENT*

I. UTILITIES & CAPITAL FACILITIES ELEMENTS WORKSHOP

The Commission begins review of the Utilities and Capital Facilities Elements with a [Workshop](#); the workshop begins at 6:00 pm, right before the May 26 regular Planning Commission meeting. The existing elements are attached. Additional resources and background information regarding these Elements can be found on the [city's website](#). The Utility Advisory Committee (UAC) reviewed the Utilities Element over more than 20 meetings. The UAC has recommended policy changes- see the attached memo and draft policy changes.

Planning Commission Action: Take public comment on the Utilities and Capital Facilities Elements.

II. REVIEW DRAFT *HOUSING ELEMENT*

On April 28, the Commission provided direction that the DRAFT Element should support all of “housing tools” shown in the attached table. The DRAFT *Housing Element* has been amended and reorganized to reflect this policy direction, as well as updating out-of-date information. The City’s planning consultant, Joe Tovar, has prepared a more detailed memo, and attached articles about tiny houses and microunits to support the Commission’s discussion.

Previous City [affordable housing reports from 2004 and 2007](#) and the City's [Housing Needs Assessment](#) are available on the City's website.

Planning Commission Action: Discuss, review and confirm amendments to DRAFT *Housing Element*. The Commission should ask questions of staff about the information presented.

III. DRAFT COMPREHENSIVE PLAN INTRODUCTION

The "Consistency Check" of the Plan Elements reviewed to date begins with the DRAFT *Introduction*. A "clean" version of current *DRAFT Introduction* of the Comprehensive Plan, as recommended by the Planning Commission in 2015, is attached. In March 2016, Councilmember Ron Peltier forwarded to the Commission suggested revisions to the DRAFT *Vision* and *Guiding Principles* in the *Introduction*; his suggested changes are attached at end of the packet. Mr. Tovar, addresses Councilmember Peltier's suggestions in the attached memo.

Planning Commission Action: Discuss suggested changes to the DRAFT *Introduction*, and recommend any changes. The Commission should ask questions of staff about the information presented.

IV. NEXT STEPS

In June, the Planning Commission will continue the "Consistency Check" on the Comprehensive Plan Elements reviewed to date, and review the "red pin" placeholders in the DRAFT to date. The Commission's preliminary recommendation [DRAFT Elements, Introduction and Glossary](#) reviewed to date can be viewed on the [City's website](#).

At the June 9th meeting, the Commission will also debrief on the comments received during the May 26 Utilities and Capital Facilities Elements Workshop.

UTILITIES ELEMENT

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UTILITIES ELEMENT

INTRODUCTION

The Growth Management Act requires all comprehensive plans to include a utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including but not limited to electrical lines, telecommunication lines and natural gas lines (RCW 36.0A.010(1)). In Bainbridge Island, these utilities are provided by the City of Bainbridge Island, State regulated utilities, federally licensed communications companies and a municipally franchised cable television company.

The City of Bainbridge Island provides some sewer and water services. Other public and privately held water and sewer purveyors on the Island also provide services to residents of the City. Private households provide for a large percentage of the City's utility infrastructure with individual and on-site wells and septic systems. Water and sewer utilities and storm water infrastructure are discussed in detail in the Water Resources Element.

A private corporation based on the Island provides solid waste disposal and recycling services to residents and businesses and is regulated by the Washington Utilities and Transportation Commission (WUTC).

Regional telephone and electric utilities serve the City of Bainbridge Island. The electric and telephone utilities are regulated by the Washington Utilities and Transportation Commission (WUTC).

A variety of federally licensed cellular telephone communication companies currently serve the City. Cable television services are provided on Bainbridge Island by a regional provider and by one local company.

GOALS AND POLICIES

GOAL 1

Facilitate the provision of reliable utility service in a way that balances public concerns over the impacts of utility infrastructure, consumers' interest in paying a fair and reasonable price for utility products, the City's natural environment and the impacts that utility infrastructure may have on it, and the community's desire that utility projects be aesthetically compatible with surrounding land uses.

U 1.1

The City shall develop a comprehensive plan for the undergrounding of Island distribution and communication utility lines using an incremental approach that prioritizes the work and maximizes opportunities with new construction. Costs would be in accordance with rates, regulations and tariffs on file with the Washington Utilities and Transportation Commission.

U 1.2

The City shall require undergrounding:

- A. For distribution, service and communication lines within all new subdivisions and
- B. For new service lines on property where new construction or extensive remodeling is occurring and
- C. For new distribution and communication lines on existing rights-of-way where there are no existing overhead utilities.

Discussion: Utility lines include distribution lines, which are the main lines often located within public rights-of-way, and services lines, which feed off of the main or distribution lines and are often placed on private property.

U 1.3

The City shall encourage undergrounding of all existing utility lines, especially in residential areas, by the utility providers in accordance with applicable rates, regulations and tariffs. The City shall cooperate with the formation of local improvement districts (LIDs) to underground existing lines.

U 1.4

The City shall promote the location of compatible utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruptions to the public and to reduce the cost of utility delivery to the public.

U 1.5

The City shall require screening and/or architecturally compatible integration of all new above ground facilities (other than utility lines). Utility facilities shall be designed, constructed and used in a manner which minimizes visual incompatibility with adjacent land uses.

U 1.6

The City shall encourage pruning of trees and phased removal and replacement of improperly located vegetation planted in the right-of-way. Pruning and trimming of trees should be performed in an environmentally sensitive and aesthetically acceptable manner and according to professional arboricultural specifications and standards.

U 1.7

The City shall facilitate the conversion to cost effective and environmentally sensitive alternative technologies and energy sources.

U 1.8

The City shall facilitate and encourage conservation of resources.

U 1.9

The City shall require all utility facilities to be fully enclosed in buildings/structures, where appropriate, which are aesthetically compatible with the area in which they are placed and are landscaped accordingly.

U 1.10

Utilities Development and improvement of utilities shall be compatible with the natural constraints of slope, soil, geology, vegetation, wildlife habitat and drainage.

U 1.11

When adverse impacts to the environment are considered likely as a result of a utility project, the City shall use a preferred order of mitigation (avoid, minimize, rectify, etc.).

U 1.12

All utility projects shall consider the following criteria when siting new facilities:

- Land use compatibility.
- Plan designation for surrounding areas.
- Environmental impacts and opportunities to mitigate impacts.
- Effect on agricultural, forested timber lands, critical areas, historic, archaeological and cultural sites.
- Effect on designated open space areas.
- Indirect and cumulative impacts.
- Costs.
- Potential health impacts.
- Visual/aesthetic impacts.
- Property values.
- Screening/architectural compatibility.

U 1.13

The City shall periodically review the state of scientific research on EMF or other health concerns and make changes to policies if the situation warrants.

GOAL 2

Facilitate the development of all utilities to accommodate the growth that is anticipated to occur in the City of Bainbridge Island. Additions to and improvements of utility facilities should occur at a time and in a manner sufficient to serve planned growth.

U 2.1

The City shall ensure that development regulations are consistent with the public service obligations imposed upon utility providers by all laws.

U 2.2

□ility providers should provide the same level of service to all Bainbridge Island customers. Differences may occur based on technological or geographical circumstances.

GOAL 3

Process permits and approvals for utility facilities in a fair and timely manner and in accord with development regulations.

GOAL 4

When siting all utilities, providers shall comply with the overall goals of the Comprehensive Plan, ensuring timely notice and public involvement regarding any future projects.

U 4.1

The City shall re□uire the utility providers to solicit community input on the siting of proposed facilities prior to seeking City approval.

U 4.2

The City shall encourage utility providers to provide appropriate notice to the public of the potential location for future ma□or utility facilities.

U 4.3

The City and utility providers shall provide timely and effective notice to each other of the construction, maintenance of streets, roads, highways or other facilities, and coordinate such work to ensure that utility needs are appropriately considered.

GOAL 5

The City shall encourage cooperation with other jurisdictions in the planning and implementation of multi-jurisdictional utility facility additions, improvements and emergency response.

U 5.1

Decisions made regarding utility facilities shall be made in a manner consistent with and complimentary to regional demand and resources.

U 5.2

The City and PSE shall coordinate the formulation and periodic update of the utility element (and relevant implementing development regulations) with adjacent jurisdictions.

U 5.3

The City will work to facilitate communication and coordination between the appropriate jurisdictions and utility provider(s) for the timely restoration and provision of electric power services in the event of a major natural event or security concern.

GOAL 6

Encourage the joint use of utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice.

U 6.1

The City shall encourage the joint use of utility corridors as non-motorized trails in accordance with the City trails plan. The City and utility companies should coordinate the acquisition, use and enhancement of utility corridors for pedestrian, bicycle and equestrian trails and for wildlife corridors and habitat.

U 6.2

The City shall encourage the consolidation of utility facilities and communication facilities where feasible.

GOAL 7

The City shall continue to implement conservation measures within city-owned facilities.

Electrical Goals and Policies

GOAL 8

Ensure adequate, cost effective and reliable electric service to the citizens of Bainbridge Island.

E 1.1

The City shall recognize PSE's public service obligation to make additions to and improvements of electric utility facilities that provide adequate capacity for planned future growth.

E 1.2

The City and PSE shall encourage the conservation of electrical energy, especially during periods of peak usage.

E 1.3

The City shall encourage PSE to improve the reliability of electric service for City residents so that it attains the average level of reliability of the PSE system.

E 1.4

The City shall encourage PSE to improve the reliability of electric service for City residents by implementing the City's Electrical Reliability Plan, including pursuing planning and permitting for an 115 kV above-ground transmission line connecting the Winslow and Murden Cove substations in a manner which minimizes citizen exposure to EMF from the transmission line.

E 1.5

Encourage undergrounding new transmission lines, if and when the PSE changes its rates, regulations and tariffs in such a manner as to allow equitable distribution of undergrounding costs across its rate base.

Cellular Goals and Policies

GOAL 9

Encourage adequate and reliable cellular and/or wireless communication service to the citizens of Bainbridge Island.

C 1.1

The City shall require the placement of cellular and/or wireless communication facilities in a manner that minimizes the adverse impacts on adjacent and surrounding land uses.

C 1.2

Cellular and/or wireless communication facilities should utilize existing public and private structures where feasible.

C 1.3

The City shall provide for a regulatory review process for cellular and/or wireless communication facilities addressing criteria such as location, height and appearance of proposed facilities.

C 1.4

The City will undertake improvements to the regulatory environment for cellular and wireless facilities, Island-wide.

Discussion: Improvements to the regulatory environment could be allowing communication facilities as permitted uses in additional areas.

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- Figure 6: Cable Television Trunking Cables
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- Figure 8: Proposed Fiber Optic Facilities

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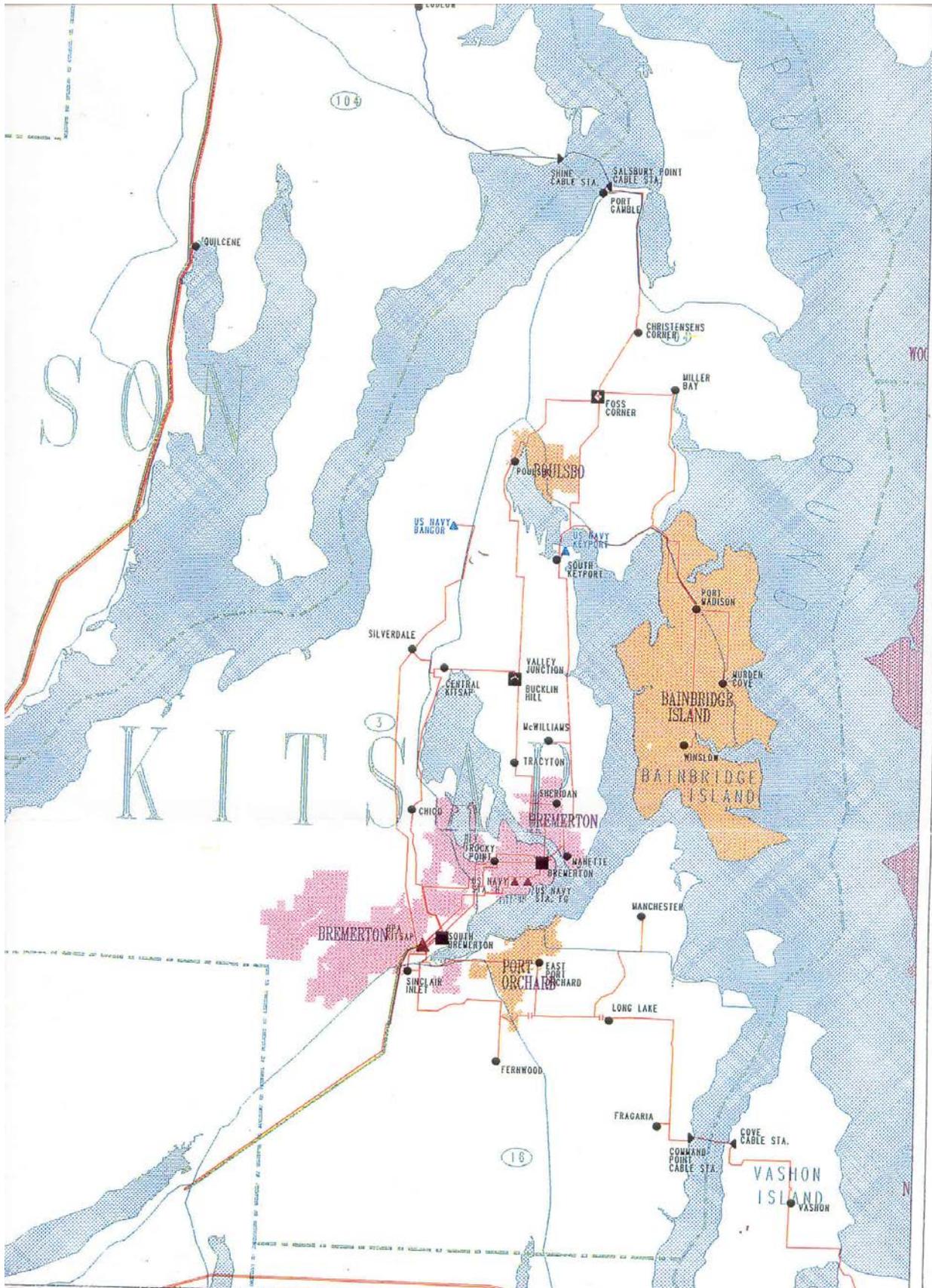
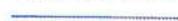


FIGURE 1

ELECTRICAL TRANSMISSION SYSTEM EXISTING FACILITIES KITSAP COUNTY

LEGEND EXISTING TRANSMISSION LINES

| | |
|---|-------------|
|  | BELOW 115KV |
|  | 115KV |
|  | 230KV |

STATIONS PUGET CSTMR OTHER

| | |
|---|--------------|
|  | TRANS SWITCH |
|  | TRANSMISSION |
|  | DISTRIBUTION |
|  | |
|  | |
|  | |
|  | CABLE |

CSTMR: Facility owned/operated by Puget Power customer.
OTHER: Facility owned/operated by utility other than Puget Power.

Notes:

This map schematically depicts facilities owned and operated by Puget Power, its customers and select other utilities. Actual facility locations may not have been field checked and may differ from those depicted. This map may not depict all facilities belonging to other utilities.

For further information contact: Rita Perstac at (206)462-3570
Puget Sound Power & Light Co., P.O. Box 97034 OBC-11N
Bellevue, WA 98009-9734

**PUGET
POWER** Land Planning GIS
December 1992



Not to scale

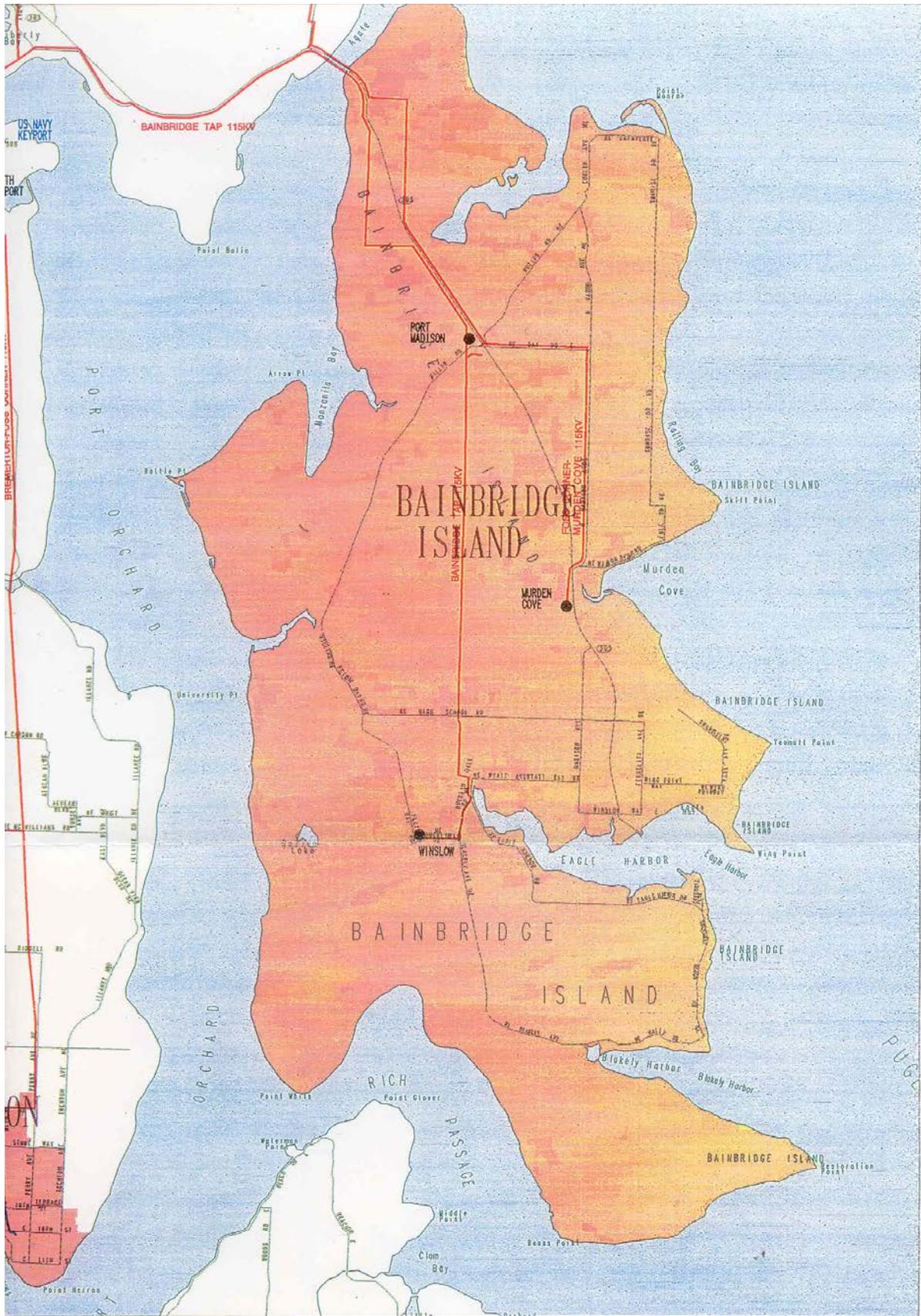


FIGURE 2

ELECTRICAL TRANSMISSION SYSTEM EXISTING FACILITIES BAINBRIDGE ISLAND

LEGEND EXISTING TRANSMISSION LINES

 BELOW 115KV
 115KV

STATIONS PUGET CSTMR

 TRANSMISSION
  DISTRIBUTION

CSTMR: Facility owned/operated by Puget Power customer.

Notes:

This map schematically depicts facilities owned and operated by Puget Power and its customers. Actual facility locations may not have been field checked and may differ from those depicted.

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**PUGET
POWER** Land Planning GIS
May 1994



Not to scale

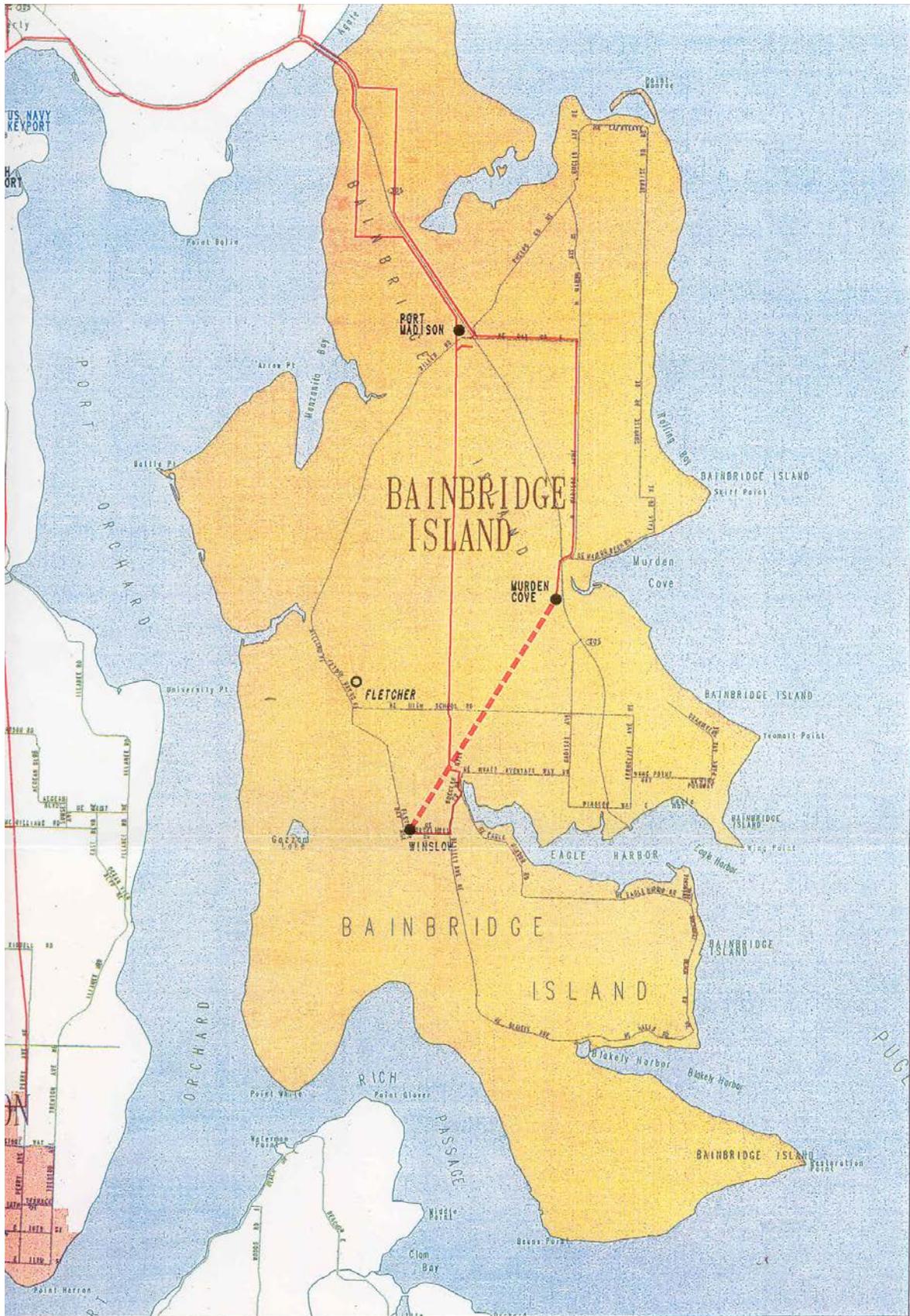
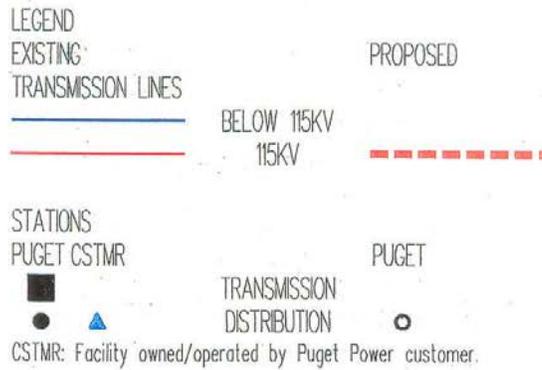


FIGURE 3

ELECTRICAL TRANSMISSION SYSTEM PROPOSED FACILITIES BAINBRIDGE ISLAND



Notes:
This map schematically depicts facilities owned and operated by Puget Power and its customers. Actual facility locations may not have been field checked and may differ from those depicted.

Proposed facilities shown on this map schematically depict general locations and possible alignments based on Electrical System demand forecasts and are subject to change as forecasts are updated. Proposed alignments appearing atop existing transmission lines indicate the rebuilding of those facilities.

Figure 4: Existing Telephone Service Facilities

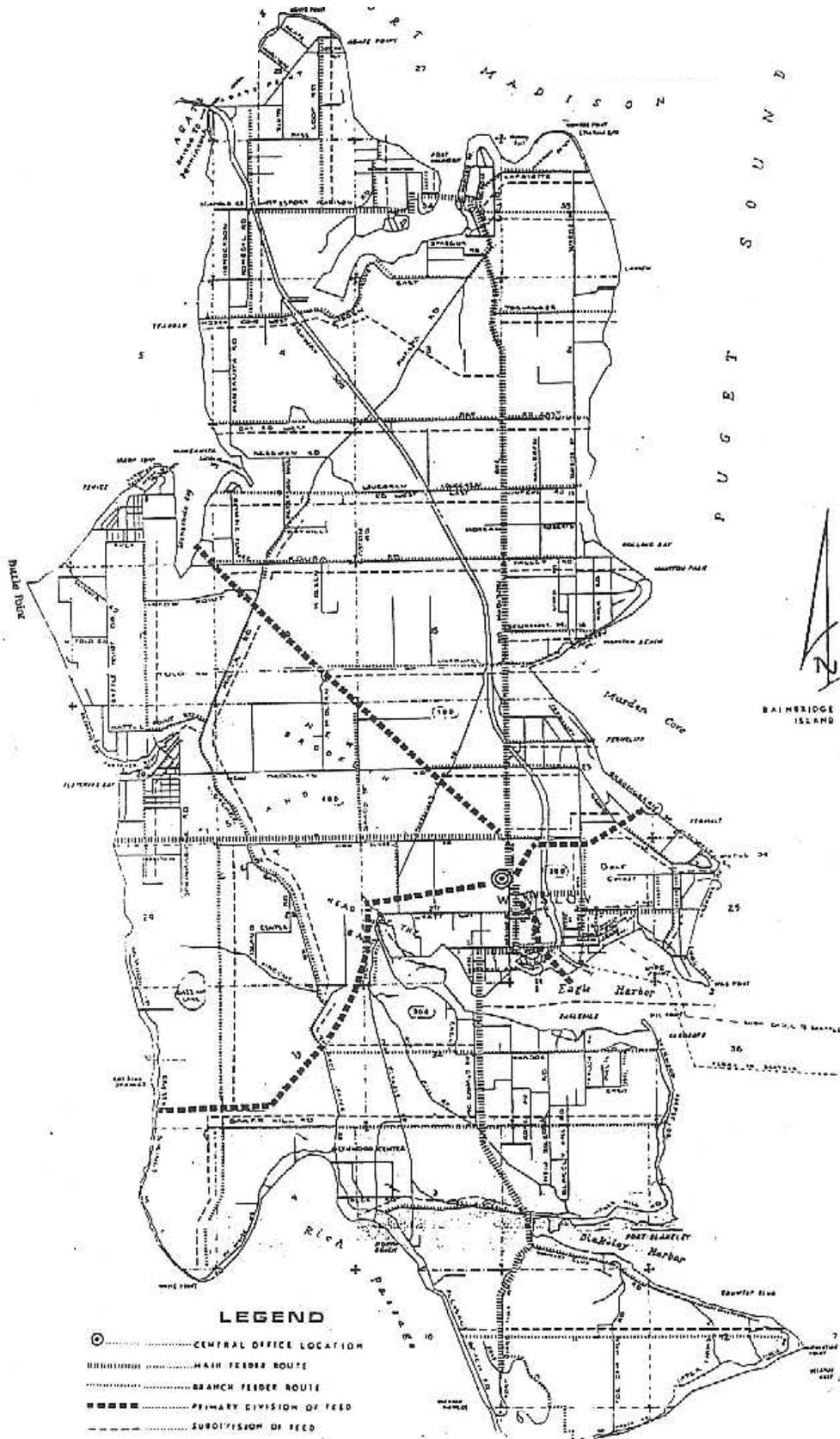


Figure 5: Proposed Telephone Service Facilities

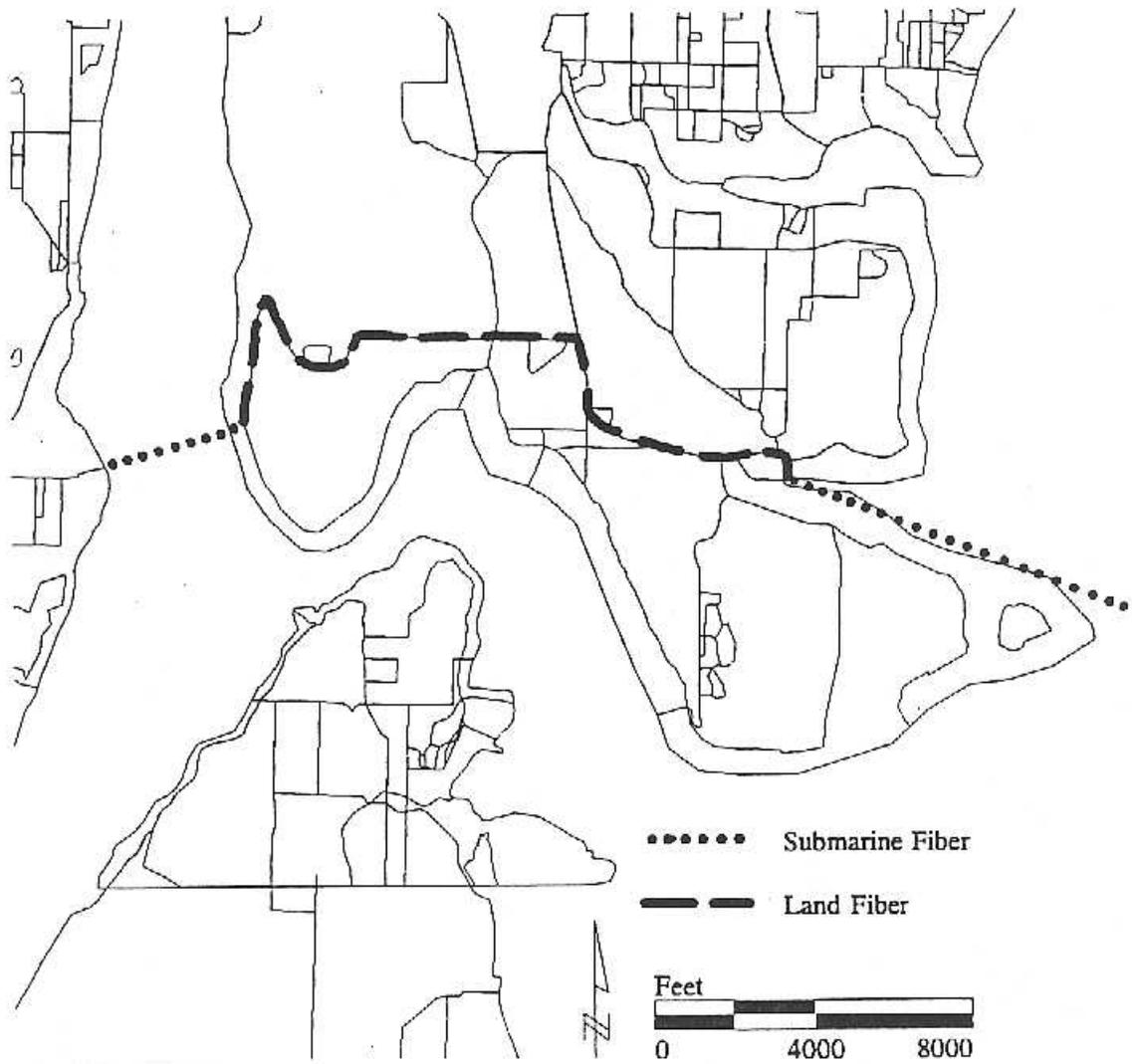
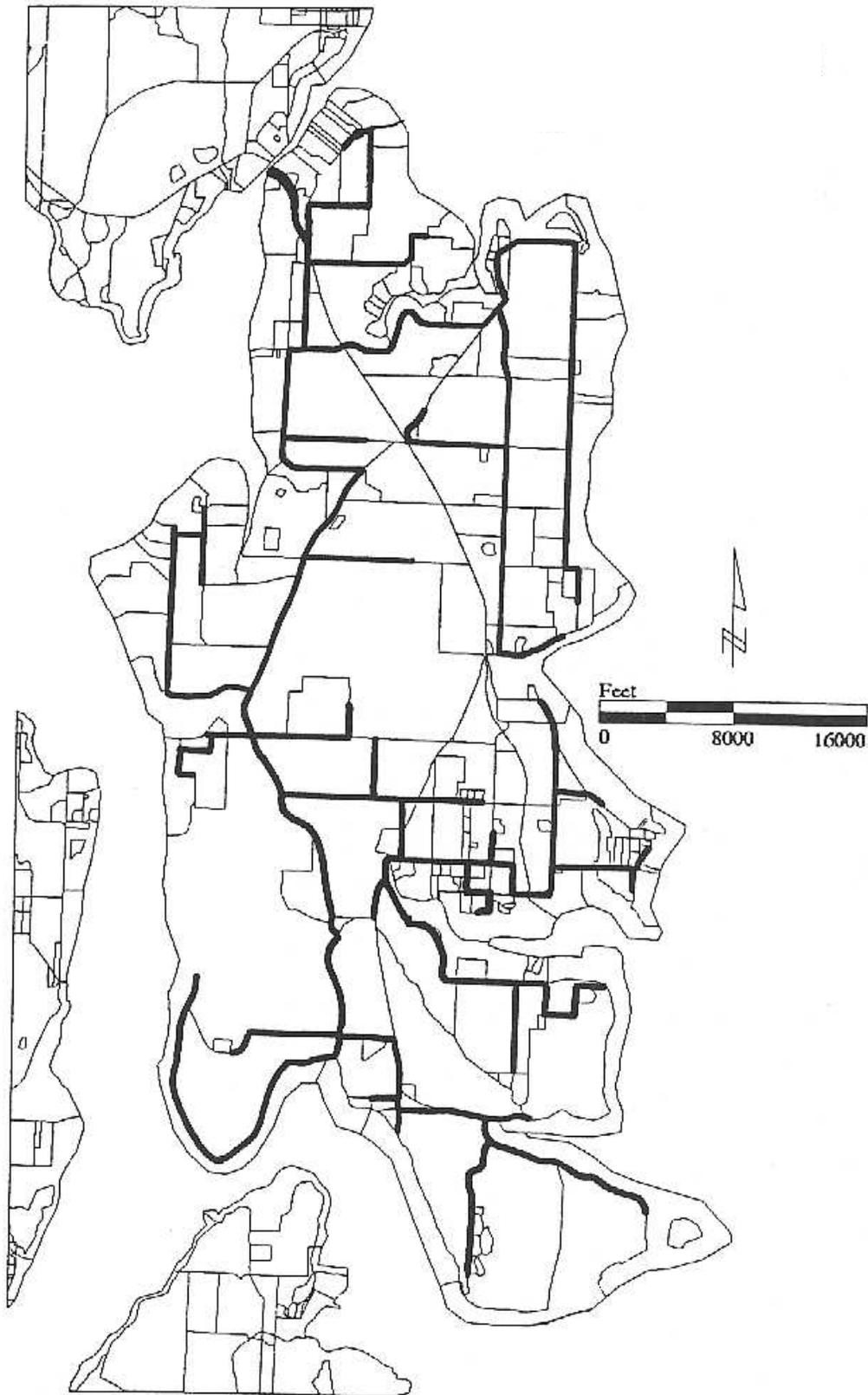
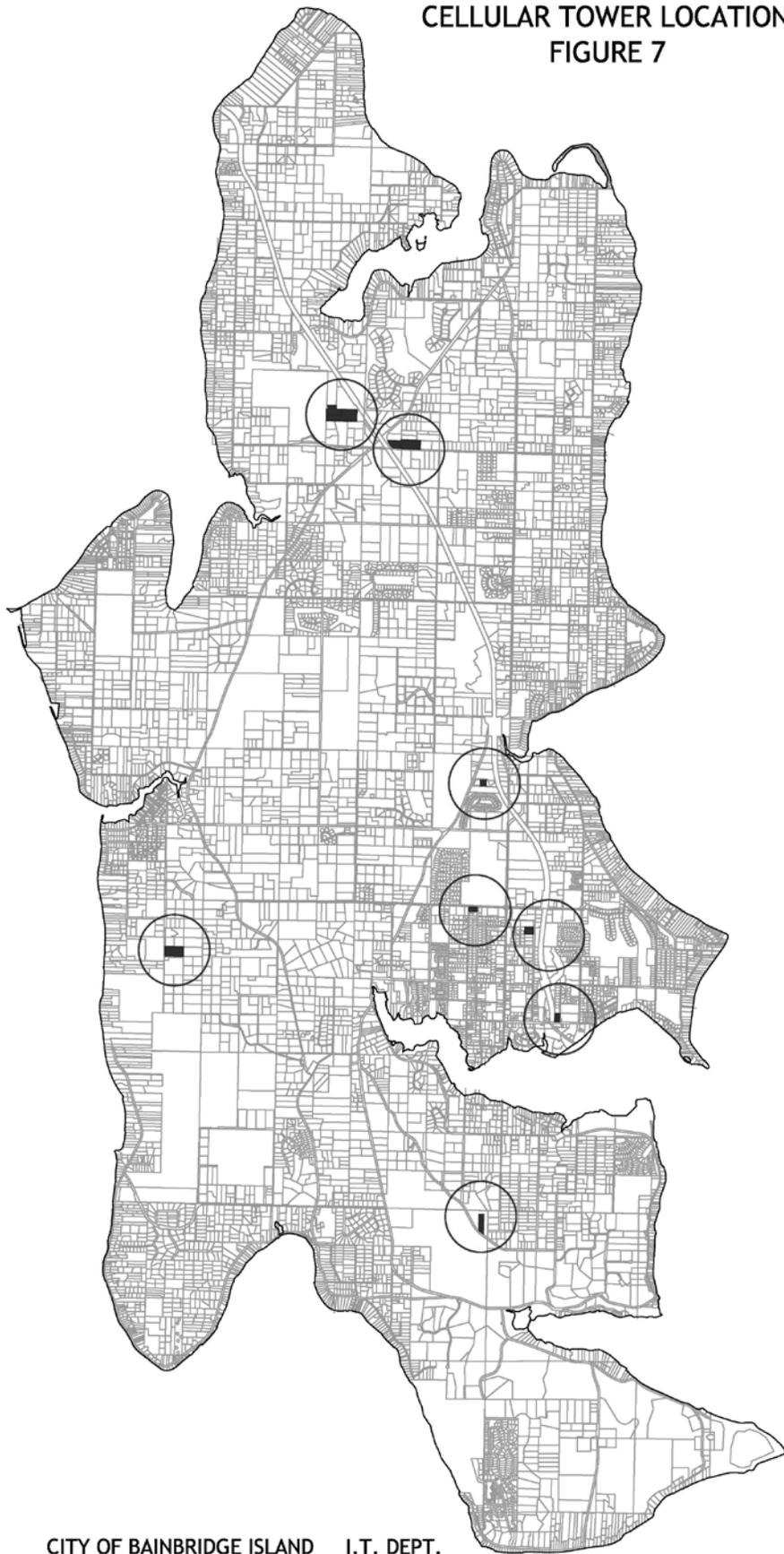


Figure 6: Cable Television Trunking Cables



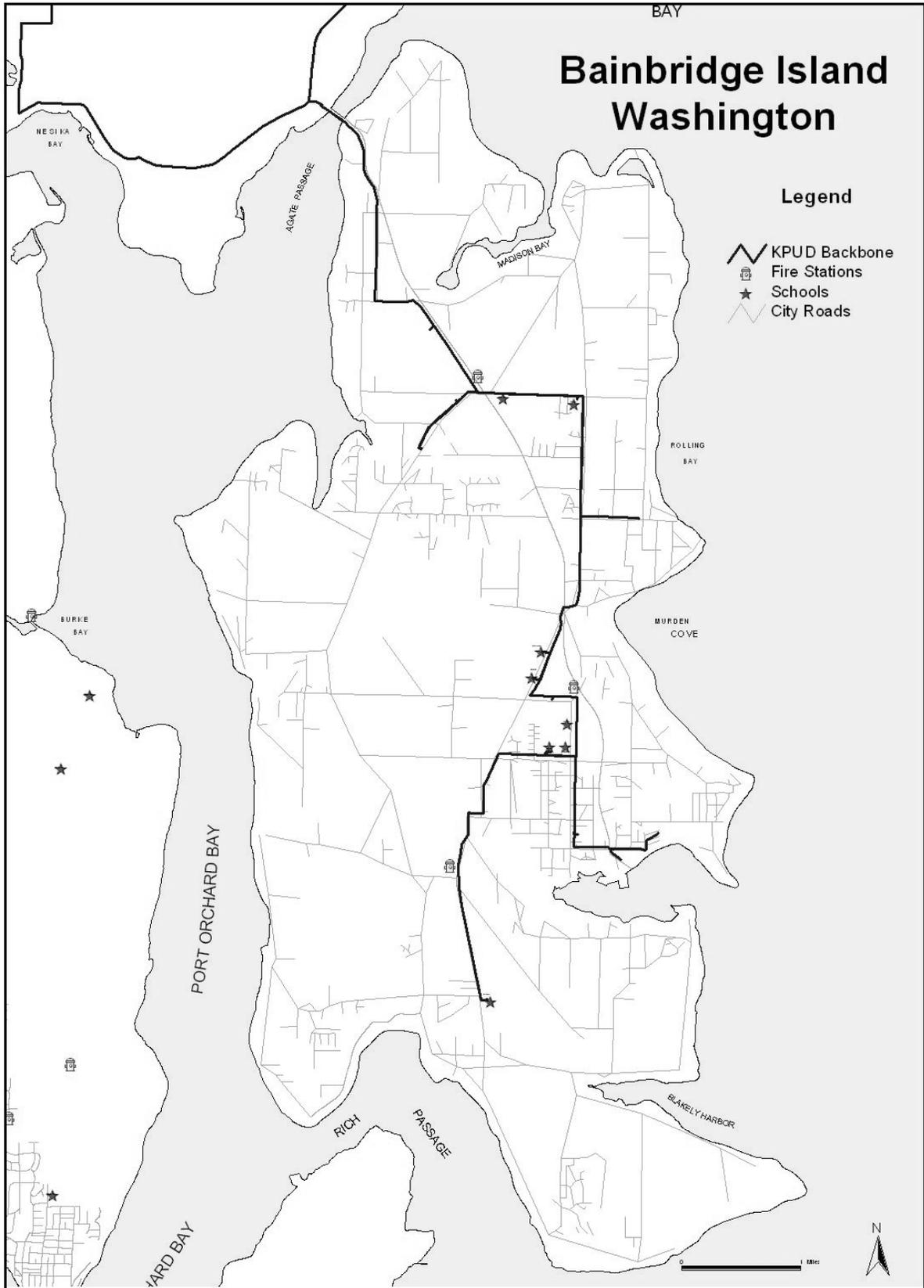
CELLULAR TOWER LOCATIONS
FIGURE 7



CITY OF BAINBRIDGE ISLAND I.T. DEPT.

SCALE: NTS
DATE: 12-31-03

Figure 8: Proposed Fiber Optic Facilities



ORDINANCE NO. 2014-27

AN ORDINANCE of the City of Bainbridge Island, Washington, adopting the 2015-2020 update of the six-year Capital Facilities Plan and amending the Capital Facilities Element of the Bainbridge Island Comprehensive Plan.

WHEREAS, in accordance with the Growth Management Act, the City of Bainbridge Island adopted a Comprehensive Plan on September 1, 1994, and revised it on December 8, 2004. The Plan contains a Capital Facilities Element that establishes goals and policies for the provision and financing of capital facilities for the citizens of Bainbridge Island; and

WHEREAS, the Growth Management Act requires that the six-year Capital Facilities Plan be updated at least biennially and adopted as an amendment to the Comprehensive Plan and Comprehensive Plan Policies CF 1.3, 1.4, and 1.5 require an annual update; and

WHEREAS, the 2015-2020 update of the six-year Capital Facilities Plan addresses all of the goals and requirements set forth in the Growth Management Act and the Bainbridge Island Comprehensive Plan; and

WHEREAS, the 2015-2020 update of the six-year Capital Facilities Plan is in accordance with the decision criteria for amendments of the Comprehensive Plan as set forth in BIMC Chapter 2.16.190; and

WHEREAS, the Planning Commission and the City Council have received, discussed, and considered testimony, written comments, and materials from the public; now, therefore,

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

Section 1. The 2015-2020 update of the six-year Capital Facilities Plan of the Capital Facilities Element of the Bainbridge Island Comprehensive Plan, attached as Exhibit A, is adopted as of November 10, 2014.

Section 2. In the event that there are instances where the dollar amounts or timing of capital projects included in this update differ from those in other sections of the Comprehensive Plan, the amounts and timing in this update shall prevail.

Section 3. This ordinance authorizes the reformatting of Exhibit A into a final edition for publication and the reformatting of information and the transmission of this information to the State of Washington as the City's annual State Transportation Improvement Program (STIP).

Section 4. The six-year 2014-2020 Capital Facilities Plan of the Bainbridge Island School District adopted on September 11, 2014 is adopted by reference.

Section 5. The six-year Comprehensive Plan of the Bainbridge Island Metropolitan Park & Recreation District adopted by Resolution No. 2014-14 on July 10, 2014 and the 2015 Capital Improvement Plan adopted on November 6, 2014 are adopted by reference.

Section 6. The 2013-2022 Strategic Plan of the Bainbridge Island Fire Department adopted in October 2013 is adopted by reference.

Section 7. The six-year Capital Facilities Plan of the Kitsap County Sewer District No. 7 for the years 2013-2018 are adopted by reference.

Section 8. The 2011-2017 Water System Plan of the Kitsap County Public Utilities District No. 1 for projects identified on Bainbridge Island is adopted by reference.

Section 9. If any section, sentence, clause or phrase of this ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 10. This ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as required by law.

PASSED by the City Council this 10th day of November 2014.

APPROVED by the Mayor this 10th day of November 2014.



Anne S. Blair, Mayor

ATTEST/AUTHENTICATE:


Rosalind D. Lassoff, CMC, City Clerk

| | |
|-----------------------------|-------------------|
| FILED WITH THE CITY CLERK: | October 1, 2014 |
| PASSED BY THE CITY COUNCIL: | November 10, 2014 |
| PUBLISHED: | November 14, 2014 |
| EFFECTIVE DATE: | January 1, 2015 |
| ORDINANCE NUMBER: | 2014-27 |



CITY OF BAINBRIDGE ISLAND

**2015-2020
CAPITAL FACILITIES PLAN
UPDATE**

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I. INTRODUCTION

Capital Facilities Plans (CFPs) are required under State law to identify capital facility deficiencies needed to serve our existing population, plan for capital facility improvements to meet the needs of our future population, and ensure that local governments have the fiscal capacity to afford to construct and maintain those capital facilities. The 2014~~5~~ CFP update includes an inventory of existing facilities, a 20-year forecast of capital facility needs, and a 6-year Capital Improvement Plan (CIP) for the years 2014~~5~~-2019~~20~~.

The Capital Facilities Plan includes summary details of the major capital projects of the City and a financial capacity analysis. As the general purpose government on Bainbridge Island, the City is required to analyze and integrate the capital facilities plans from special purpose districts (Schools, Parks, Fire, etc) into its Capital Facilities Plan. The City and the special purpose districts continue to work together to integrate their capital planning efforts to provide a more even tax impact and to prioritize their projects while still providing quality facilities and services for the citizens they serve. This is consistent with Goal 6 of the Framework of the Comprehensive Plan:

All government entities strive to cooperate and serve their constituents in a fiscally sound manner; and Policy CF1.10 of the Capital Facilities Element: The City shall coordinate with other public entities which provide public services within the City to ensure that the Capital Facilities Plans of each of these entities are consistent with the City's Comprehensive Plan.

This CFP update has been developed in accordance with the RCW 36.70A, the Growth Management Act (GMA), and WAC 365-196, the Procedural Criteria. It begins with a short review of some of the concepts behind the Capital Facilities Plan.

This Capital Facilities Plan is the product of many separate but coordinated planning documents and planning bodies. Each of the special districts (Schools, Parks, Fire, etc) has its own capital facilities or strategic plans, which are attached as appendices to this document. The City's Comprehensive Plan has various elements that relate land use and population growth management to water resources and transportation, which in turn have various adopted plans, including a Non-Motorized Transportation Plan, Water System Plan, a Sewer System Plan, a Storm and Surface Water Management Plan, and a Pavement Management System Plan – each providing an inventory of existing facilities, an analysis of deficiencies and future demand, and recommendation for capital improvements. Most facilities must be planned for years in advance, which means determining not only when a facility will be needed but how it will be financed. For facilities that are projected for four to six years in the future, capital costs are more estimates than actual. As the time for construction nears, actual costs are narrowed as design and engineering are completed. It is important to remember that capital facilities planning is not a once a year or once every two years effort, but an ongoing process requiring continual review as new information becomes available, conditions change, and priorities evolve.

The GMA requires that the Capital Facilities Element contain a financing plan that identifies the type and location of expanded or new capital facilities and the sources of funding that will be used to pay for them. There are two questions that must be satisfactorily answered:

- 1) What is the quantity of the public facilities that will be required during the six years? (identified in the inventory and needs analysis);
- 2) Is it financially feasible to provide the quantity of facilities that are required? (do we now, or will we, have the money to pay for them?)

Dependable revenue sources must be identified that equal or exceed the anticipated costs. If the costs exceed the revenue, the local government must reduce its level of service, reduce its costs (or increase revenue), or modify the land use element of its Comprehensive Plan to bring future development into balance with available or affordable facilities and services. This plan will examine each type of facility separately. The costs of all the facilities will then be added together in order to determine the financial feasibility of the plan. The Capital Facilities Plan is intended to be a planning document. It, therefore, does not contain the level of detail that the annual budget must contain. Some costs in the plan are estimated in order to give citizens a general idea of how much certain types of projects or facilities may cost.

Relationship of Capital Facilities Plan to the Budget

The Capital Facilities Plan and the City's budget serve different but related purposes. The budget authorizes the amount to be spent during the coming biennium; whereas the Capital Facilities Plan identifies needed capital facilities over a six year period. A requirement of the Capital Facilities Plan is that it show how the needed facilities will be paid for during at least a six-year period. Because State law requires that no money can be spent on capital projects which are not shown in the Capital Facilities Plan, it is important that the budget not authorize spending on capital facilities not in the Plan.

What is a Capital Facility?

Capital facilities are those public facilities, including utilities, which are necessary for a government to carry out its functions to provide services to its citizens. Examples are roads, public buildings, schools, parks, water and sewer systems, fire protection and police protection facilities, and libraries. Often the entire collection of these facilities is referred to as infrastructure. Studies or plans (e.g. transportation studies) are not capital facilities and are not included in the Capital Facilities Plan.

There are several categories of capital projects and a key distinction is whether new or expanded facilities will serve existing residents or future population growth. Projects may also be proposed to maintain or repair existing capital facilities (cure deficiencies). The categories are as follows and will be used to identify specific projects proposed in the Plan:

- (M) Major maintenance, repair, renovation, or replacement of an existing facility that do not add additional capacity.
- (E) New facilities or improvements to existing facilities that provide added capacity to serve the existing population.
- (N) New facilities or improvements to existing facilities that are built primarily to provide added capacity to serve future population or employment growth.

How are Capital Facility Projects Identified?

Capital facility projects are generally identified from a planning process for a particular type of facility (e.g. roads, sewer, water, schools, parks, etc) that includes an inventory of existing facilities, an analysis of existing and future demand for service, an analysis of existing or anticipated deficiencies in service (often based on adopted levels of service), and maintenance needs. This planning process is typically incorporated into a local government's Comprehensive Plan or a specific system plan which is then adopted as part of a Comprehensive Plan.

Levels of Service (LOS)

Levels of Service (LOS) are usually quantifiable measures of the amount and/or quality of public facilities or services that are provided to the community and are usually expressed as a ratio of amount of service to a selected demand unit. For example, sewer LOS is expressed as 100 gallon per capita per day, public school LOS may be expressed as the number of square feet available per student or as the number of students per classroom. Police or Fire protection may be expressed as the average response time for emergency calls. Parks LOS is often expressed as the number of acres of park per 1,000 population. Once the level of service is decided upon it can then be determined what capital improvements are necessary to 1) cure any existing deficiencies, and 2) maintain that level as the community grows.

Prioritizing Capital Projects

Since it is unlikely that there is adequate money and resources to implement every capital project in a one-year period, the City goes through a process to prioritize capital projects. The City uses a combination of criteria to prioritize and rank projects that are proposed in a Six-Year Capital Improvement Project (CIP) list, including consistency with the City's Comprehensive Plan, level-of-service deficiency, financial capacity, budgetary policies, and community need. A recommended Capital Facilities Plan is presented to the City Council for consideration and adoption. Public outreach and participation is integrated throughout this process.

II. CAPITAL FACILITIES INVENTORY & PLANNING

The following is the City's capital facilities inventory. The inventory is organized by category and includes a current inventory of facilities, a narrative providing a general background of the planning activities and some discussion of future plans, and a discussion of level of service (LOS), if applicable.

City Offices, Facilities, & Undeveloped Land

City offices are located at several sites due to space constraints at City Hall. Additional City buildings and facilities provide a variety of functions, including public works operations and house cultural and social services. In recent years, the City has also led an extensive effort to purchase open space and agricultural lands throughout the Island with revenue generated from an \$8 million bond approved by voters in 2001.

Table 1: City Land and Office Facility Inventory

| Building and Location | Land Area | | Building Area | | Owned or Leased | Uses |
|--|--------------|-----------|---------------|-------------|-----------------|--|
| City Hall | | | | | | Administration, Finance, Planning, & Engineering |
| - 280 Madison Ave. N | 1.92 | Ac | 24,107 | SqFt | Owned | |
| Police Station | | | | | | Police |
| - 625 Winslow Way E | 0.82 | Ac | 7,000 | SqFt | Owned | |
| Municipal Court | | | | | | Municipal Court |
| - 10255 NE Valley Rd. | n/a | | 2,289 | SqFt | Leased | |
| Subtotal Staff Office Space | 2.74 | Ac | 33,396 | SqFt | | |
| | | | | | | |
| Bainbridge Island Commons | | | | | | Social Services & Public Meetings |
| - 223 BJune Ave. | 0.38 | Ac | 4,975 | SqFt | Owned | Under renovation in 2012 |
| Bainbridge Performing Arts (land only) | | | | | | Land leased to BPA for \$1/yr through May, 2081 |
| - 200 Madison Ave. N | 2.45 | Ac | n/a | | Owned | |
| Public Works Facility | | | | | | O&M Offices, Shop, and |
| - 7305 NE Hidden Cove Road | 12.62 | Ac | 22,712 | SqFt | Owned | Covered Equipment Storage |
| Public Works Facility | | | | | | Covered Storage |
| - 7305 NE Hidden Cove Road | Included | | 1,524 | SqFt | Owned | |
| Public Works Facility | | | | | | Fueling Facility |
| - 7305 NE Hidden Cove Road | Included | | n/a | | Owned | |
| Land with City-owned utilities | 15.42 | Ac | n/a | | Owned | Wells, pump stations, etc. |
| | | | | | | |
| Total | 34.68 | Ac | 67,007 | SqFt | | |

Table 2: City Public Works Facilities Inventory

| Facility | Floor Area | | Function |
|---|---------------|--------|---|
| | | | |
| Portable office trailers (4) | 2,520 | SqFt * | Storage, safety & future parks buildings |
| Steel shop building | 2,400 | SqFt | Storage - holds telemetry |
| PW Facility - Wood Building | 100 | SqFt | Well house |
| PW Facility - Shop | 7,776 | SqFt * | Mechanics Shop / Equipment Maintenance |
| PW Facility - Covered Equipment Storage | 11,520 | SqFt * | Covered Equipment Storage |
| PW Facility - Office Trailer | 1,792 | SqFt * | O & M Office |
| Fueling Facility | | | Vehicle Fueling inside covered equipment storage building |
| | | | |
| Total | 26,108 | SqFt | |

*These facilities are also counted in the main office inventory above.

Table 3: City Undeveloped Land Inventory

| Location / Description | Land Area | | Owned or Leased | Uses |
|---|-----------------------------------|---------------|------------------|---|
| | | | | |
| High School Rd. near Madison | 1.42 | Ac | Owned | proposed surplus property |
| Head of the Bay | 30.77 | Ac | Owned | Wellhead protection |
| Lumpkin Property | 11.00 | Ac | Owned | Transferring to Park District |
| Suzuki Property | 13.83 15.00 | Ac | Owned | Potential surplus property |
| Salter Property | 5.00 | Ac | Owned | Transferring to Park District |
| Johnson Farm | 14.51 | Ac | Owned | Agricultural/Open space |
| Suyematsu Farm | 15.00 | Ac | Owned | Agricultural land |
| County Gravel Pit ("Lovgren Pit") | 15.54 17.00 | Ac | Owned | Transferring to Park District |
| Council Site ("Road Shed") | 2.00 | Ac | Owned | Proposed surplus property |
| Council Site ("Myers Pit") | 6.00 | Ac | Owned | Proposed surplus property |
| Vincent Road Landfill | 34.15 | Ac | Owned | Public Works Facility/open space |
| Manitou Property less tidelands | 1.36 | Ac | Owned | Open space |
| M & E Tree Farm | 13.00 | Ac | Owned | Open space/Agricultural |
| Morales Property | 4.74 | Ac | Owned | Agricultural land |
| Crawford Property | 2.30 | Ac | Owned | Agricultural land |
| Near Schel Chelb | 0.74 | Ac | Owned | Transferring to Park District |
| Ft. Ward Estates - 5 lots | 1.61 | Ac | Owned | Transferring to Park District |
| Ft. Ward Parade Ground - 2 lots | 0.28 | Ac | Owned | Transferring to Park District |
| Lost Valley Trail | 8.06 | Ac | Owned | Open space |
| Blossom - Pt White Drive | 0.88 | Ac | Owned | Transferring to Park District |
| Blossom - Sullivan Road | 3.32 | Ac | Owned | Transferring to Park District |
| Unocal Site <u>Waypoint Park</u> | 1.03 | Ac | Owned | <u>Open space-Park plans in development</u> |
| Strawberry Plant | 4.20 | Ac | Owned | Shoreline restoration and park |
| Bentryn Property | 11.50 | Ac | Owned | Agricultural land |
| Pritchard Park Phase II - East | 27.18 | Ac | Owned | Shoreline restoration and park |
| Meigs Farm (Cool) & Lowery | 24.85 | Ac | Owned | Transferring to Park District |
| Misc. unimproved land | 2.24 | Ac | Owned | No use specified |

| | | | | |
|---|------------------------|----|-------------------------|----|
| | | | | |
| Total | <u>256.06</u> 259.7 | Ac | | |
| | | | | |
| Open Space & Future Park Land Included in Above: | | | <u>149.46</u> 152.54 | Ac |

Parks & Trails

Most of the parks and trails on Bainbridge Island are owned and managed by the Bainbridge Island Metropolitan Park and Recreation District. The City has a few parks which are generally maintained (with the exception of Waterfront Park) by the Park District under contract to the City. During the past several years, the City has acquired or helped the Park District acquire a large amount of open space and park lands. A number of these parcels are being transferred to the Park District based on Resolution Number 2011-16. The City has adopted the Bainbridge Island Park and Recreation District Comprehensive Plan for 2008 to 2014, which establishes levels of service for park and recreation facilities for the Island as summarized below. Note on columns: NRPA is National Park & Recreation Association; RCO is Washington State Recreation & Conservation Office (formerly the Interagency for Outdoor Recreation); BI P& R is property and facilities owned by the Park and Recreation District; All is all properties and facilities on Bainbridge Island; Recommend is the recommended additional properties and facilities included in the plan.

Table 4: Park Facility Levels of Service

| | NRPA | RCO | BI P&R | All | Recmmd. |
|---|-------|------|--------|-------|---------|
| Acres of Park Land | | | 1413 | 2506 | 310 |
| Ratio per Thousand Population | 34.45 | | 62.5 | 110.9 | 95.48 |
| Waterfront - Freshwater | | | 1 | 1 | 0 |
| Ratio per Thousand Population | | | 0.04 | 0.04 | 0.03 |
| Waterfront - Saltwater | | | 15 | 20 | 0 |
| Ratio per Thousand Population | | | 0.66 | 0.88 | 0.68 |
| Kayaking and Canoeing Launch Sites | | | 4 | 4 | 7 |
| Ratio per Thousand Population | | | 0.18 | 0.18 | 0.37 |
| Boat ramps - saltwater | | | 1 | 2 | 0 |
| Ratio per Thousand Population | | 1.77 | 0.04 | 0.09 | 0.17 |
| Picnic Tables | | | 54 | 151 | 106 |
| Ratio per Thousand Population | | | 2.39 | 6.68 | 8.71 |
| Picnic Shelters | | | 7 | 10 | 8 |
| Ratio per Thousand Population | | | 0.31 | 0.44 | 0.61 |
| Multipurpose bike and hike trails (miles) | | | 18.7 | 20.6 | 20.7 |
| Ratio per Thousand Population | 0.50 | 0.13 | 0.83 | 0.91 | 1.40 |
| Beach Trail (miles) | | | 1.5 | 2.6 | 20.7 |
| Ratio per Thousand Population | | | 0.07 | 0.12 | 0.79 |
| Hiking trail (miles) | | | 28.5 | 34.7 | 28.1 |
| Ratio per Thousand Population | 0.50 | 0.14 | 1.26 | 1.54 | 2.13 |
| Off-leach dog parks | | | 1 | 1 | 4 |
| Ratio per Thousand Population | | | 0.04 | 0.04 | 0.17 |
| Playgrounds | | | 8 | 15 | 10 |
| Ratio per Thousand Population | | 0.53 | 0.35 | 0.67 | 0.85 |
| Skateboard courts | | | 1 | 1 | 9 |

| | | | | | |
|--|------|------|-------|-------|-------|
| Ratio per Thousand Population | | | 0.04 | 0.04 | 0.34 |
| Outdoor Basketball Courts | | | 2.5 | 9.5 | 12.0 |
| Ratio per Thousand Population | 0.30 | 0.09 | 0.11 | 0.42 | 0.73 |
| Tennis Courts | | | 5 | 16 | 6 |
| Ratio per Thousand Population | 0.50 | 0.22 | 0.22 | 0.71 | 0.75 |
| Soccer Fields - Youth | | | 3 | 7 | 0 |
| Ratio per Thousand Population | | | 0.13 | 0.31 | 0.24 |
| Soccer Fields - Adult | | | 2 | 4 | 0 |
| Ratio per Thousand Population | 0.10 | 0.29 | 0.09 | 0.18 | 0.14 |
| Baseball/softball fields - youth | | | 6 | 10 | 0 |
| Ratio per Thousand Population | | | 0.27 | 0.44 | 0.34 |
| Baseball/softball fields - youth | | | 5 | 6 | 0 |
| Ratio per Thousand Population | 0.40 | 0.49 | 0.22 | 0.26 | 0.20 |
| Swimming Pool – sq feet | | | 9400 | 16400 | 0 |
| Ratio per Thousand Population | 0.05 | 503 | 416 | 725 | 546 |
| Indoor Recreation Centers (Gymnasium) sq ft | | | 11000 | 70000 | 15000 |
| Ratio per Thousand Population | | | 487 | 3097 | 2881 |
| Indoor Rec Centers (physical conditioning) Sq Feet | | | 11000 | 34200 | 2400 |
| Ratio per Thousand Population | | | 487 | 1513 | 1240 |
| Teen Center – sq feet | | | 3000 | 3000 | 8000 |
| Ratio per Thousand Population | | | 133 | 133 | 373 |
| Senior Center – sq feet | | | 4800 | 4800 | 12000 |
| Ratio per Thousand Population | | | 212 | 212 | 570 |
| Golf Courses - holes | | | 0 | 27 | 0 |
| Ratio per Thousand Population | 0.13 | 0.43 | | 1.19 | 0.92 |
| Golf Driving Ranges | | | 0 | 2 | 0 |
| Ratio per Thousand Population | | | | 0.09 | 0.07 |

Table 5: Parks & Trails Inventory

| Park Site | Owner | Facilities | Size (Acres) |
|---|---------------|---|---------------------|
| <i>Resource Conservancy :</i> | | | |
| Meigs Park | Park District | None as yet | 67.0 |
| W. Port Madison Preserve | Park District | Trails, picnic shelters, beach access | 13.8 |
| Manzanita Park | Park District | Horse & pedestrian trails | 120.0 |
| The Grand Forest | Park District | Horse & pedestrian trails | 240.0 |
| Gazzam Lake Preserve (Close, Peters and Veterane) | Park District | Horse & pedestrian trails Beach Access | 444.6 |
| Battle Point Park, North | Park District | Fishing pond, trails, picnicking | 45.3 |
| Rockaway Beach Parcels | Park District | None as yet - undesignated | 0.5 |
| Hawley Cove Park (Eagle Harbor) | Park District | None as yet - undesignated | 11.7 |
| Ted Olson Park | Park District | Trails | 17.0 |
| <i>Athletic Parks/Playgrounds :</i> | | | |
| Battle Point Park, South | Park District | Sport courts, fields, play area, trails, horse arena, maintenance facility | 45.0 |
| Strawberry Hill Park | Park District | Sport courts, field sports, classrooms, skate park , picnicking, administrative offices | 17.8 |
| Aaron Tot Park | Park District | Children's play structure | 0.3 |

| | | | |
|----------------------------------|-------------------------------|--|-----------------|
| Eagledale Park | Park District | Sport courts, play structure, covered picnic shelter, art center | 6.7 |
| Gideon Park | Park District | Trail and playground | 2.5 |
| Hidden Cove Park | Park District | Ballfields and trails | 7.8 |
| Rotary Park | Park District | Ballfields & children's' play structure | 9.8 |
| Sands Road Park | School District | Ballfields | 10.0 |
| Resource Activity Parks : | | | |
| Camp Yeomalt | Park District | Multi-use bldg, trail, picnicking | 3.0 |
| Waterfront Park | City Park | Boat launch, picnicking, tennis courts, playground | 8.1 |
| T'Chookwop Park | Park District | Picnicking | 0.3 |
| Fay Bainbridge Park | Park District | Picnicking, camping, boat launch, volleyball, sandy beach | 16.8 |
| Fort Ward Park | Park District | Boat launch, picnicking, trails, beach access | 137.0 |
| Hidden Cove Park (Spargur) | Park District | Shoreline and boat access - to be designed | 6.1 |
| Pritchard Park | Park District & City | Shoreline access, WWII Japanese - American Memorial | 21.9 |
| Blakely Harbor Park | Park District | Picnicking, hand-carry boat access, shoreline | 39.0 |
| Recreation Centers : | | | |
| Island Center Park | Park District | Community hall, picnicking | 2.5 |
| Linear Park / Trail : | | | |
| Fairy Dell Trail Park | Park District | Trail and beach access | 2.5 |
| South End Trails | Park District | Trails, easements, trail implementation | 4 linear miles |
| Forest to Sky Trails | Park District | Trails, easements, trail implementation | 10.7 |
| Special Use Facility : | | | |
| B. I. Aquatic Center | Park District (leased) | Aquatic Center | 1.5 |
| Point White Dock | Park District | Dock, fishing, clamming | 0.3 |
| Other : | | | |
| City Open Space | City | None - Designated for Open Space / Ag | 163.72 |
| Total (Acres) | | | 1,470.72 |

Transportation Facilities (Roads, Bike Lanes, Sidewalks, Trails)

Of the many types of capital facilities that are constructed, operated and maintained by the City, the most costly and most familiar to citizens are the transportation facilities. Where there are facility needs that involve SR305 or the ferries, the Washington State Department of Transportation assumes the costs. Kitsap Transit pays for facilities that support transit service.

The transportation system outside of historic Winslow has suffered from "deferred maintenance." The Pavement Management System (PMS) [study studies periodically](#) conducted for the City [in 1992/1995](#) indicated the wearing surface of many of the roads to be at or near failure, especially the smaller suburban roads. Since many of the Island's roads were initially only scraped and then a thin layer of asphalt applied, the maintenance performed by the City is usually more extensive, and costly, than normal maintenance of "paved" roads. Many roads, having no

substantial base before placing asphalt, need considerable base preparation. The PMS study indicated a need for \$600,000 per year for 10-12 years in the annual roads maintenance and repaving program to maintain the roads at the then current status. The City Council recently committed to providing \$600,000 per year for the next 6 years to address annual roads maintenance, and is in the process of identifying additional road reconstruction project needs and associated funds.

A complete inventory of the Island's transportation facilities is contained in the Island-wide Transportation System Study and a complete inventory of the Island's non-motorized transportation facilities is contained in the Non-Motorized Transportation Plan. A summary of those facilities follows:

Table 6: Transportation Facilities Inventory

| Type of Facility | Description | Example | Length | |
|---|------------------------------------|-------------------|--------------|--------------|
| FRC 1 * | State Highway | SR305 | 6.8 | miles |
| FRC 2 * | Secondary Arterial | Miller Road | 35.2 | miles |
| FRC 3 * | Collectors | Oddfellows Road | 42.3 | miles |
| FRC 4 * | Residential Urban | Wood Avenue | 21.7 | miles |
| FRC 5 * | Residential Suburban | Spargur Loop Road | 38.3 | miles |
| FRC 6 * | Unimproved City Roads (gravel) | Walden Lane | 10.2 | miles |
| Subtotal | | | 154.4 | miles |
| Without SR305 & gravel roads | | | 137.5 | miles |
| Bike lanes** | Shared roadway on paved shoulders | High School Road | 23.5 | miles |
| Sidewalks | Paved walkway | Madison Ave. | 7.6 | miles |
| Trails | pedestrian, bike, equestrian, etc. | The Grand Forest | 6.9 | miles |

*FRC = Functional Road Classification; Source: Public Works Department, Pavement Management Program (Klohn Leonoff)

** With the exception of SR305, bike lanes on Bainbridge Island are three to five foot paved shoulders. Bike lanes are reported in lane miles. SR305 is included here.

Water

Domestic drinking water is supplied by the City of Bainbridge Island, Kitsap County P.U.D. No. 1, South Bainbridge Water Company, numerous smaller public water systems (2 or more hookups), and over 1,000 private single-dwelling wells.

The levels of service in the Water Element for water systems on Bainbridge Island are the minimum design standards and performance specifications provided in the 1992 Kitsap County Coordinated Water System Plan. Fire flow requirements were adopted by Ordinance 98-30 and Resolution 98-34 and are tiered based on zoning and type of construction. Residences can satisfy deficiencies by installing individual sprinkler systems. Levels of service are as follows:

Table 7: Water System Levels of Service

| | |
|-------------|--|
| Pressure | 30 psi residual |
| Pipe sizing | 8" diameter min. (where fire system is required) |
| Storage | "Sizing Guidelines for Public Water Systems" |
| Quality | Federal and State minimum standards |
| Fire Flow | Residential Zone R.04 & R.1 = 500 gpm or sprinkler |
| Fire Flow | Residential Other Zones = 1,000 gpm or sprinkler |
| Fire Flow | Commercial & LM = 1,000 gpm or don't build |

The Bremerton-Kitsap County Health District records indicate approximately 170 water systems on the Island that have 2 or more households connected. The number of Group A & B systems are listed below and following is a summary of systems with more than 100 connections.

Table 8: Group A & B Water Systems

| | | |
|-----------------|--------------------------|---------------------------|
| Group A systems | (15 or more connections) | 44 <u>39</u> |
| Group B systems | (under 15 connections) | 124 <u>145</u> |

Table 9: Waters Systems with over 100 Connections (2005/2006 2010-2013)

| System | # Connections | Capacity | | Storage |
|----------------------|---|--|---|---|
| | | (ERU) | (MGD) | Volumes (gal.) |
| Island Utility | 140 <u>197</u> | 455 | 0.43 | 400,000 |
| PUD #1 North Island | 1,688 <u>1767</u> | 2,028 | 0.365 | 860,000 <u>825,105</u> |
| PUD #1 Fletcher Bay | <u>102</u> | Unspec | Unspec | <u>0</u> |
| Meadowmeer (MWSA) | 279 <u>306</u> | 283 <u>335</u> | .45 | 200,000 <u>225,000</u> |
| South Bainbridge | 1,395 <u>1,241</u> | 1,415 <u>6</u> | 0.90 | 562,000 <u>807,000</u> |
| Lynwood Center Water | <u>115</u> | Unspec | Unspec | <u>50,000</u> |
| Winslow (City) | 2,184 <u>2,708</u> | 4,727 <u>Unspec</u> | 1.00 <u>Unspec</u> | 2,800,000 |
| Total | 3,791 <u>6,436</u> | 6,540 <u>Unspec</u> | 2.43 <u>Unspec</u> | 3,597,000 <u>5,107,105</u> |

Most existing water systems were established under state and local guidelines and generally provide high quality water at an adequate pressure and flow rate for residential use. However, because of the number of systems on the Island, it must be concluded that there are systems that may not be in compliance with Department of Health water quality requirements and may not meet minimum requirements of pressure and reliability. It is also concluded that most of the smaller systems have poor or nonexistent fire protection designed into their systems due to the cost of providing large diameter pipes and storage tanks.

Winslow Water System

The Winslow Water System is owned and operated by the City of Bainbridge Island under the direction and control of the Department of Public Works. It serves an area similar to the historic Winslow city limits plus Fletcher Bay and Rockaway Beach. The system gets all of its water from the eleven wells owned by the City as noted below. Water is pumped into the distribution system both directly from the well pumps and by booster pump stations. A detailed inventory is provided in the Winslow Water System Plan, which was accepted by the City Council in 2007. The next update of this plan ~~is required in~~ was scheduled for January of 2013. ~~However, however~~ an extension on this deadline is in process with the Department of Health approved an extension to this deadline in 2013.

Table 10: Winslow Water System Well Inventory

| Name | Capacity | | Depth | | Present Yield | |
|-----------------|----------|-----|-------|-----|---------------|-----|
| Head of Bay #1 | 50 | gpm | 135 | ft. | 32 | gpm |
| Head of Bay #1A | 150 | gpm | 145 | ft. | 135 | gpm |
| Head of Bay #2 | 215 | gpm | 50 | ft. | 184 | gpm |
| Head of Bay #3 | 100 | gpm | 50 | ft. | 270 | gpm |
| Head of Bay #4 | 138 | gpm | 150 | ft. | 115 | gpm |
| Head of Bay #5 | 96 | gpm | 160 | ft. | 111 | gpm |

| | | | | | | |
|----------------|--------------|------------|-------|-----|--------------|------------|
| Head of Bay #6 | 110 | gpm | 70 | ft. | 91 | gpm |
| Lower Weaver * | 80 | gpm | 135 | ft. | 47 | gpm |
| Fletcher Bay | 688 | gpm | 1,050 | ft. | 500 | gpm |
| Sands Ave. #1 | 288 | gpm | 1,055 | ft. | 365 | gpm |
| Sands Ave. #2 | 600 | gpm | 1,055 | ft. | 400 | gpm |
| Commodore Well | 100 | gpm | 190 | ft. | 47 | gpm |
| Taylor Avenue | 80 | gpm | 600 | ft. | 56 | gpm |
| Total | 2,615 | gpm | | | 2,297 | gpm |

*Not a potable source - used for construction

Under Washington law, water purveyors, including the City, need water rights in order to be assured that it can continue to provide water. The City has "primary" water rights for 2,054 acre-feet per years and "allocated instantaneous capacity" for 3,037 gpm (about 60% over the City's present capacity).

According to the existing Winslow Water System plan, the system's capacity is adequate to serve the needs of the potential build-out population under existing zoning and build-out to the highest density possible (to R-28) in the Land Use Element. The available sources are adequate to serve a potential population of approximately 7,900 or approximately 4,000 units. The system currently serves a population of 3,500 and approximately 3,500 residential equivalent units. There are, however, upgrades necessary to provide adequate fire flow in areas, more efficiently use existing storage capacity, rehabilitate existing wells, and improve system reliability.

Sanitary Sewage Disposal

The City of Bainbridge Island provides for the collection, treatment, and disposal of effluent in the Winslow service area. The Kitsap County Sewer District #7 treatment plant north of Fort Ward Park serving customers within the District's service area in Fort Ward and the City's sewer service areas in the Emerald Heights, Point White, North Pleasant Beach, and Rockaway Beach neighborhoods and Blakely School. All other residents not within the service areas of the above districts rely upon on-site septic systems that require approval from the Bremerton-Kitsap County Health District.

Levels of service for wastewater treatment systems are typically expressed as the number of gallons of flow per capita per day and the level of treatment provided by the treatment plant. The current and proposed level of service for the Winslow service area follow the Department of Ecology guidelines of 100 gallons per capita per day (flow) and secondary treatment. In areas not served by treatment plants, on-site septic systems must be built to Bremerton-Kitsap County Health District standards that consider combinations of lot size, soil type, infiltration capacity, depth to hardpan, and proximity to surface water among others.

The Winslow sanitary sewer system consists of two separate parts: the collection system, and the treatment plant.

Table 11: Winslow Sewer Facility Inventory

| | |
|-------------------|---|
| Collection system | 15 miles gravity sewer (pipes 8 inches to 12 inches diameter) |
| | 12 miles pressure sewer (pipes 4 inches to 12 inches diameter) |
| | 16 pumping stations (300 to 2,300 gallons per minute) |
| Treatment plant | Secondary treatment facility located on Donald Place NE (3.9 million gallon per day and 2642 ppd BOD) |

The existing system will be able to accommodate projected population growth in the Winslow area through approximately 2018 if maintenance and periodic facility upgrades are performed timely. The sewer system plan was last updated in 1994 and ~~should be updated, or a new sewer system plan should be prepared by the City within the coming 2 to 4 years to the City began working on the update to the General Sewer Plan in July, 2013. The City’s goal is to have the updated General Sewer Plan finalized by June, 2015; the updated plan will~~ document the existing system and needs for new facilities and replacement or upgrading existing facilities during the coming decade. The system plan or a separate study should be done to assess infiltration and inflow (I/I) in the collection system so that an I/I reduction program can be undertaken. All pumping stations are now connected to a Supervisory Control/Data Acquisition (SCADA) system that is operated by the City’s utility operations team. The SCADA system allows monitoring and operation of pumping equipment and response to alarms from a central station located at the Winslow Wastewater Treatment Plant (WWTP). Additionally, all of the City’s sewer pumping stations are now equipped with emergency generators so that operations continue during power interruptions.

The existing WWTP was designed for a population equivalent of 10,000 and began operation in 1978. The WWTP will have an excess “population equivalent” capacity (including commercial and multi-family customers converted to a level population equivalent) of approximately 1600 for flow and 4260 for BOD at the conclusion of the current improvements. The WWTP was upgraded in 1994 at a cost of \$2.5 million. An engineering assessment in 2003 identified a number of additional upgrades necessary to meet regulatory requirements for effluent disinfection, energy efficiency and for process reliability and redundancy. Some of the identified upgrades (replacing effluent pumps and controls, and conversion from chlorine-based to ultraviolet-based disinfection) were designed and constructed between 2004 and 2007. Engineering and construction documents for the remaining upgrades to the WWTP process, including enhanced odor control, was completed in 2007 and construction in early 2008. This work was completed in 2011 at a cost of approximately \$13.9 million, including engineering and construction management.

An engineering study of the WWTP outfall to Puget Sound was completed in 2008. Planning and decisions regarding future modification of the outfall and related decisions regarding additional WWTP process enhancements, including upgrading the WWTP process to produce Class A effluent and biosolids for discharge or re-use, are proposed future activities.

Surface & Storm Water Management

In the Winslow urban area and a few smaller areas, stormwater is managed by a combination of piped collectors, roadside ditches and natural stream channels. All other watersheds and sub-basins on the Island are drained by natural streams and roadside ditches only. The existing

natural drainage system consists of wetlands, streams, springs, ditches, and culverts crossing roadways and is labor intensive to maintain. Surface and storm water is managed by the City as a utility. A recent Surface and Stormwater Management Plan and ongoing system evaluation are used to identify capital projects. In addition, the City places priority on the improvement and restoration of natural stream channels, particularly undersized or perched culverts, for the improvement of fish passage and fish habitat.

III. FINANCIAL CAPACITY ANALYSIS/ SIX-YEAR CAPITAL IMPROVEMENT PLAN

Provided below is the Six-Year Financial Capacity Analysis and Capital Improvement Plan (CIP) for the City of Bainbridge Island. This CIP list shows the anticipated expense and timing of each project and contains a project description, if available, and the results of the Comprehensive Plan consistency review and level of service (LOS) deficiency analysis. The CIP lists for the special districts on Bainbridge Island are provided in the appendices attached to this document. The City conducts a financial capacity analysis in order to evaluate the City's ability to fund capital expenditures along with general operations. The financial capacity analysis is presented first with assumptions and the CIP list follows.

City of Bainbridge Island
Transportation CIP (2015 - 2020)

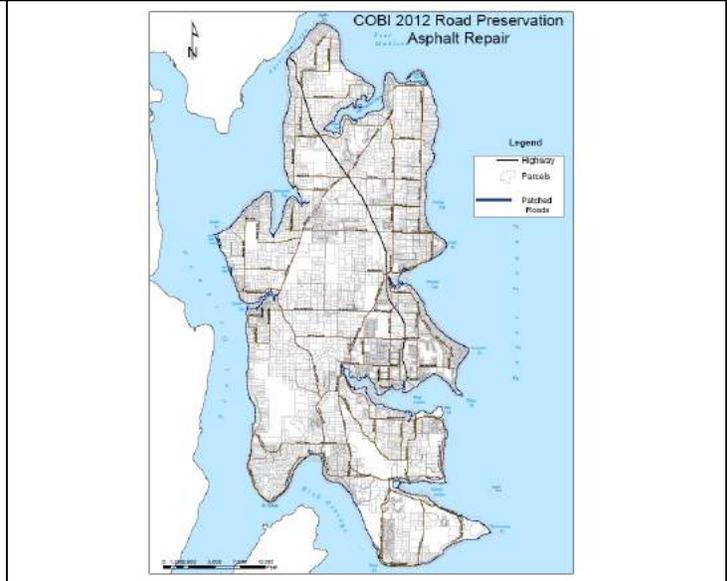
11/5/2014
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| Project | Location | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Strts Component | Wtr Component | Swr Component | SSWM Comp | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 - 2034 |
|--|---------------------------|----------------|---------------|-------------|--------------|-----------------|---------------|---------------|-----------|-------|------|-------|------|-------|-------|-------------|
| TRANSPORTATION PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | | |
| Annual Roads Preservation | | X | | 303 | Y | | | | | 918 | 624 | 637 | 649 | 662 | 676 | 9,464 |
| Annual Roads Preservation - Trans Benefit District | | | | | Y | | | | | 300 | | | | | | |
| Mountain View Reconstruction | Manitou to End | | | | Y | | Y | | | 20 | 66 | | | | | |
| Wyatt Way Reconstr. - Phase 1 | Madison to Lovell | X | | 2776 | Y | Y | Y | Y | | | | 150 | 120 | 1,330 | 2,100 | |
| Winslow Way Reconstr. -Ph 2 | Madison to Grow | X | | | Y | Y | Y | Y | | | | TBD | TBD | | | |
| Sportsman's Club/N-Brooklyn | Intersection Imprv. | X | | | Y | | | | | | 180 | 813 | | | | |
| Wardwell Rd Reconstr & Drain | Sportsman's to TCrown | X | | | Y | | | Y | | | | 100 | | | | |
| Country Club Rd Recon & Drain | Pst Toe Jam to Seawall | | | | Y | | | Y | | | | 175 | | | | |
| TRANSPORTATION PROJECTS - 20-YEAR CIP | | | | | | | | | | | | | | | | |
| Annual Gravel Roads Upgrade Program | | | | | Y | | | Y | | | | | | | | TBD |
| <i>Roadway Reconstruction Projects</i> | | | | | | | | | | | | | | | | |
| Old Mill Reconstruction | Blakely to Blakely Hill | | | | Y | | | Y | | | | | | | | TBD |
| Wyatt Way Reconstr. - Phase 2 | Ericksen - Madison | | | | Y | | | Y | | | | | | | | TBD |
| Blakely Hill Road Reconstr | Halls Hill to top of hill | | | | Y | | | Y | | | | | | | | TBD |
| Halls Hill Road Reconstr | Blakely to top of hill | X | | | Y | | | Y | | | | | | | | TBD |
| <i>Shoreline Road Stabilization Projects</i> | | | | | | | | | | | | | | | | |
| Manitou Beach Rd Stabilization | Falk to Skiff | | | | Y | | | | | | | | | | | TBD |
| Country Club Rd Stabilization | Shoreline frontage | | | | Y | | | | | | | | | | | TBD |
| Manitou Beach Rd Stabilization | Murden Cove - Falk | | | | Y | | | | | | | | | | | TBD |
| Crystal Springs Rd Stabilization | Baker to Pt White | | | | Y | | | | | | | | | | | TBD |
| <i>Intersection Improvement Projects</i> | | | | | | | | | | | | | | | | |
| Madison/ New Brooklyn | Intersection Imprv. | X | | | Y | | | | | | | | | | | TBD |
| Madison/ Wyatt | Intersection Imprv. | X | | | Y | | | | | | | | | | | TBD |
| Sportsman's Club/ High School | Intersection Imprv. | X | | | Y | | | | | | | | | | | TBD |
| TOTALS | | | | | | | | | | 1,238 | 870 | 1,875 | 769 | 1,992 | 2,776 | TBD |
| Grant Totals | | | | | | | | | | 303 | | 113 | 90 | 998 | 1575 | |
| City Funding | | | | | | | | | | 935 | 870 | 1,762 | 679 | 994 | 1,201 | TBD |

Amounts in thousands

City of Bainbridge Island – Capital Project Summary

Annual Roads Preservation Program



| | |
|-------------|---|
| DESCRIPTION | The Annual Roads Preservation Program consists of a combination of 1) grinding & patching roadways and/or 2) chip sealing. Grinding & patching the roadways is a maintenance operation and chip sealing adds a coating of asphalt oil and fine crushed rock over the existing pavement to preserve the street surface and to keep the roads in good drivable condition. |
| BENEFIT | Preservation and prolonged life of the roadway system. |
| SCHEDULE | Annual, preferably during warm weather construction season. |
| CATEGORY | Preservation 1A M;GC |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------|----------|----------|----------|----------|----------|----------|
| Design/permitting | in-house | in-house | in-house | in-house | in-house | in-house |
| ROW | | | | | | |
| Construction | 1218 | 624 | 637 | 649 | 662 | 676 |
| Sub-total | \$1,218 | \$624 | \$637 | \$649 | \$662 | \$676 |
| | | | | | | |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | \$615 | \$624 | \$637 | \$649 | \$662 | \$676 |
| Grant | 303 | | | | | |
| Trans Benefit District | 300 | | | | | |
| Sub-total | \$1,218 | \$624 | \$637 | \$649 | \$662 | \$676 |
| | | | | | | |

City of Bainbridge Island – Capital Project Summary

Mountain View Road Reconstruction Project

(From Manitou)



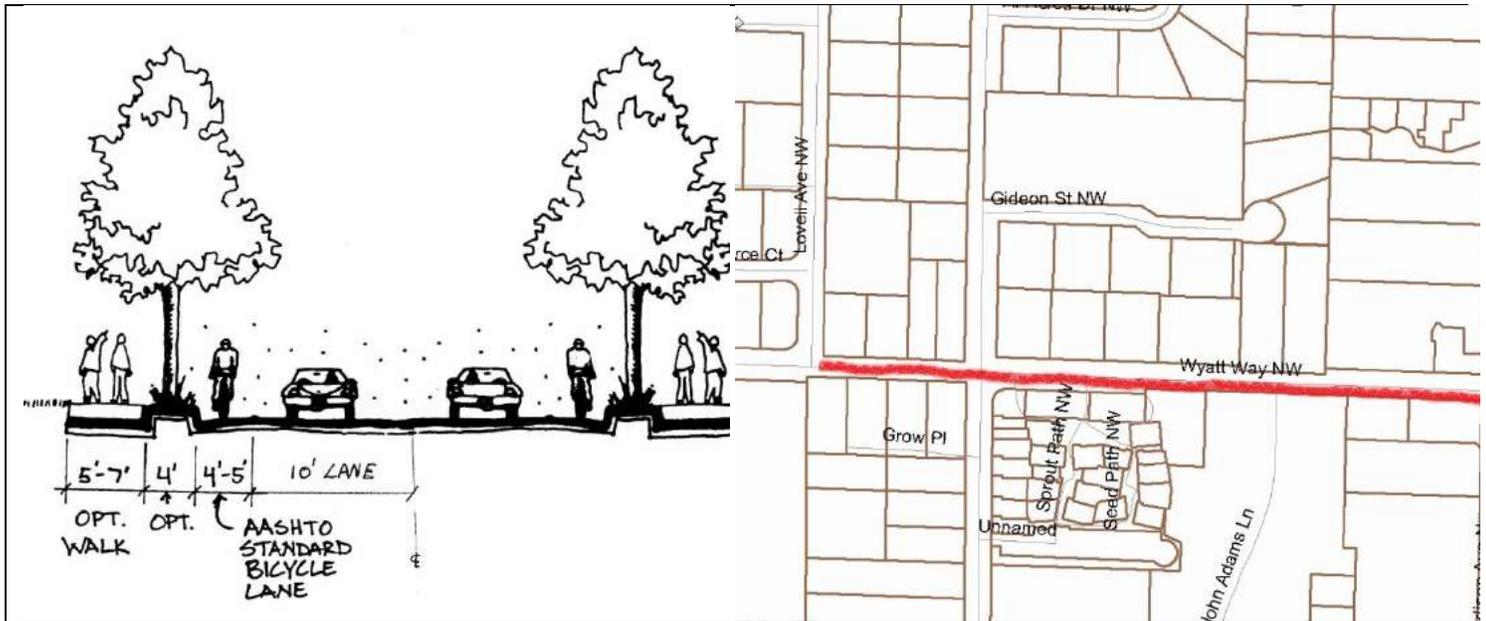
| | |
|-------------|---|
| DESCRIPTION | Provides for roadway surfacing reconstruction and storm drainage improvements on Mountain View. Work includes upgrading the inlet condition at the outfall to address a capacity deficiency. This work was identified in the 2012 Area Drainage Study performed by Brown Wheeler Engineering. Note that a significant portion of the work is associated with stormwater improvements. |
| BENEFIT | Provides for surfacing repairs. Currently the roadway lacks conveyances for storm water. The project provides for conveying storm water and improves the capacity of the existing outfall. Providing conveyances better accommodates fronting property owner stormwater drainage above Gertie Johnson Road and Rolling Bay Walk which has a history of slides. |
| SCHEDULE | Design to be completed in 2014. Construction delayed to 2015 due to staff resource issues. |
| CATEGORY | M/E, GC, Tier 1, Priority A |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------|--------|--------|--------|--------|--------|--------|
| Design/permitting | 32 | | | | | |
| ROW | 0 | | | | | |
| Construction | | 107 | | | | |
| Sub-total | \$32 | \$107 | 0 | 0 | 0 | 0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 19.8 | 66.2 | | | | |
| SSWM Fund | 12.2 | 40.8 | | | | |
| Grant | 0 | | | | | |
| Sub-total | \$32 | \$107 | 0 | 0 | 0 | 0 |

City of Bainbridge Island – Capital Project Summary

Wyatt Way Reconstruction – Phase 1

(From Madison to Lovell)



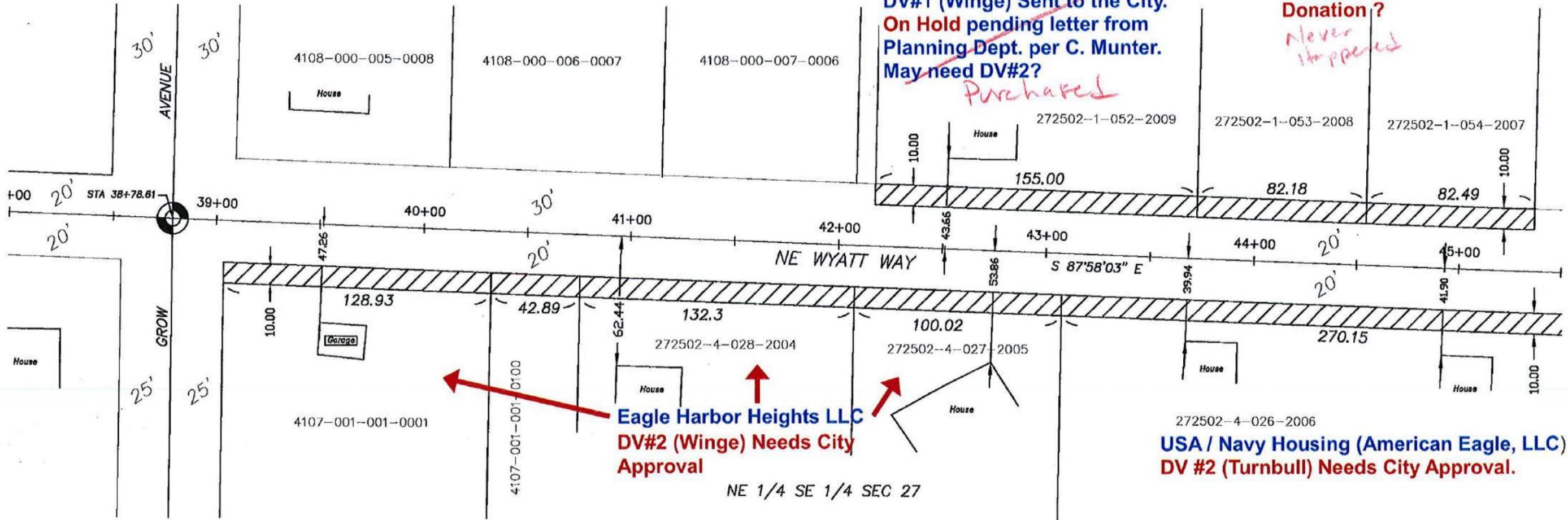
| | |
|-------------|--|
| DESCRIPTION | Capacity (level of service) improvements to the intersection of Madison and Wyatt. Current level of service D. Possibilities include round about or signalized intersection. Complete sidewalk and bicycle facilities on both sides of the street from Madison to Lovell. Reconstruct roadway surfacing and drainage. Additional right of way needed along frontage. Design 50% completed in 2006. Potential for Federal (STP) or State (TIB) grant funding. |
| BENEFIT | Relieve current and future intersection congestion and ensure mobility by implementing improvements prior to development. Address a gap in non-motorized facilities to improve mobility and safety. Support businesses and employment in the downtown area. |
| SCHEDULE | YR1 Preliminary Design and ROW, YR2/3 ROW & Permitting, YR4 Construction |
| CATEGORY | M/E, GC, Tier 1(Current Deficiency), Priority A. |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------|--------|--------|---------|---------|--------|--------|
| Design/permitting | 100 | 20 | 80 | | | |
| ROW | 50 | 100 | 1250 | | | |
| Construction | 0 | 0 | 0 | 2100 | | |
| Sub-total | \$150 | \$120 | \$1,330 | \$2,100 | \$0 | \$0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 37 | 30 | 332 | 525 | | |
| SSWM Fund | | | | | | |
| Water | | | | | | |
| Sewer | | | | | | |
| Grant (TIB?) | 113 | 90 | 998 | 1575 | | |
| Sub-total | \$150 | \$120 | \$1,330 | \$2,100 | \$0 | \$0 |

T25N R2E W.M. Meriam

DV#1 (Winge) Sent to the City.
On Hold pending letter from
Planning Dept. per C. Munter.
May need DV#2?
Purchased

Anderson, D
Donation?
Never happened



Eagle Harbor Heights LLC
DV#2 (Winge) Needs City
Approval

USA / Navy Housing (American Eagle, LLC)
DV #2 (Turnbull) Needs City Approval.

NE 1/4 SE 1/4 SEC 27


RIGHT-OF-WAY ACQUISITION



MONUMENTS

- 38+78.61 = BRASS CAP
- 48+65.31 = CALC'D POSITION
- 52+50 = COTTON SPINDLE

* TOTAL AREA BASED ON ASSESSOR DATA

| OWNERSHIPS | | | |
|-------------------|----------------------------|------------------|--------------|
| PARCEL NO. | NAME | *TOTAL AREA (SF) | R/W ACG (SF) |
| 272502-4-026-2006 | FAMILY HOUSING NEAR BANGOR | 236095 | 2701.91 |
| 272502-4-027-2005 | EAGLE HARBOR HEIGHTS LLC | 16553 | 999.19 |
| 272502-4-028-2004 | EAGLE HARBOR HEIGHTS LLC | 21780 | 1323.93 |
| 4107-001-001-0100 | EAGLE HARBOR HEIGHTS LLC | 6098 | 427.96 |
| 4107-001-001-0001 | EAGLE HARBOR HEIGHTS LLC | 18731 | 1290.55 |
| 272502-1-052-2009 | MERIAM, J | 21344 | 1550.0 |
| 272502-1-053-2008 | ANDERSON, D | 20038 | 821.8 |
| 272502-1-054-2007 | ANDERSON, D | 20038 | 824.89 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Parcel Notes Last Revised
12-18-06 by Paul Lovgren



12/11/06



Designed By
CDM
Drawn By
CDM
W.O. No.
Surveyed By
MS
Date
10-27-2006

0 50
SCALE: 1" = 50'
BAR MEASURES ONE INCH
ON ORIGINAL DRAWINGS

WYATT WAY (GROW TO MADISON)

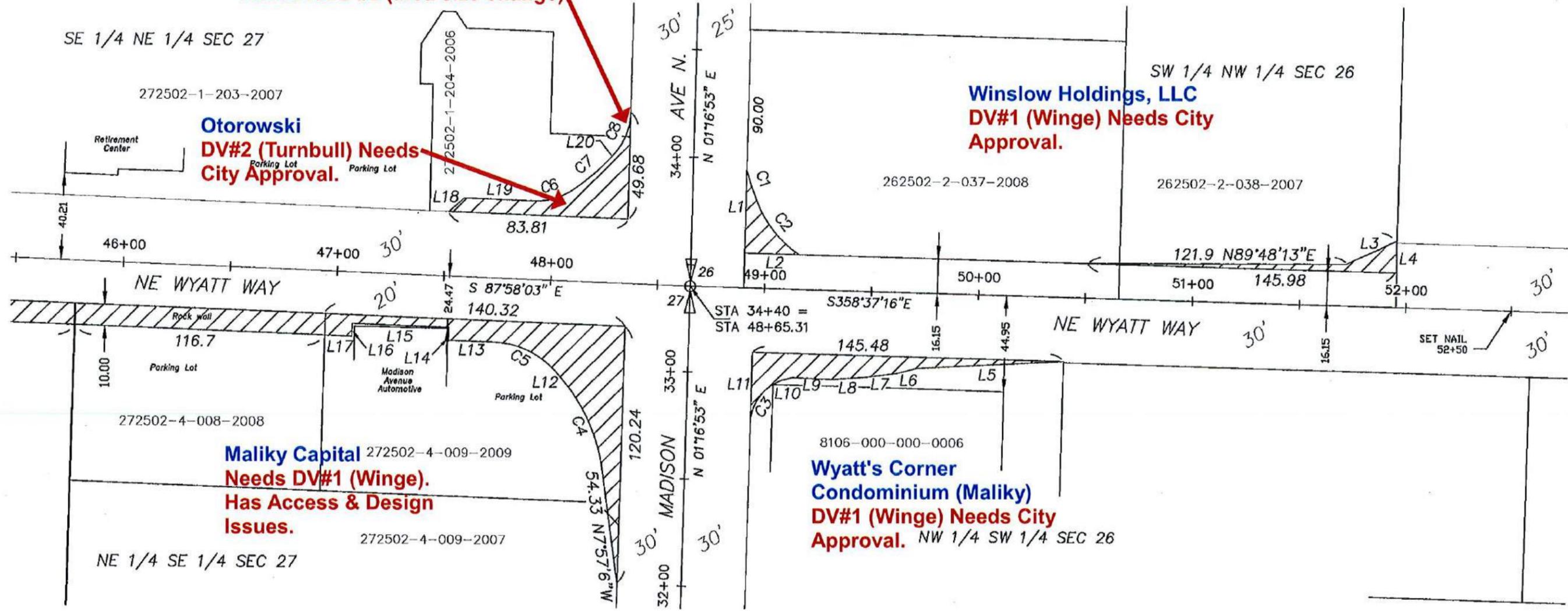
RIGHT-OF-WAY PLAN
(STA 39+00 TO STA 45+50)

Sheet No.
1 / 2
Of Total

G:\NEW CAPITAL PROJECTS\ACTIVE\WYATT_WY_GROW_MADISON\GROW_MADISON\RIGHT-OF-WAY\PLANS\RIGHT-OF-WAY\PLANS_FINAL.DWG 12/21/10 AM
 December 8, 2008 12:21:10 AM
 Control Monument
 Survey Date: Field By/Pg
 File Name: RightOfWayPlan_Final

Wyatt House Retirement Center LLC
Needs AOS #2 (area size change)

T25N R2E W.M.



LINE TABLE

| LINE | LENGTH | BEARING |
|------|--------|-------------|
| L1 | 38.49 | S01°13'55"W |
| L2 | 25.48 | S88°37'16"E |
| L3 | 26.24 | N65°46'44"E |
| L4 | 14.69 | S00°26'39"E |
| L5 | 68.79 | S87°02'20"W |
| L6 | 9.15 | S75°00'47"W |
| L7 | 15.71 | S82°41'15"W |
| L8 | 15.15 | S86°06'18"W |
| L9 | 18.55 | N87°49'43"W |
| L10 | 3.00 | S76°35'30"W |
| L11 | 32.86 | N01°20'10"E |
| L12 | 4.91 | N40°20'31"W |
| L13 | 21.72 | N87°58'03"W |
| L14 | 6.00 | N02°01'57"E |
| L15 | 45.36 | N87°58'03"W |
| L16 | 6.00 | S02°01'57"W |
| L17 | 12.61 | N87°58'03"W |
| L18 | 9.61 | N48°49'24"E |
| L19 | 32.53 | S87°58'03"E |
| L20 | 1.96 | N42°56'40"E |

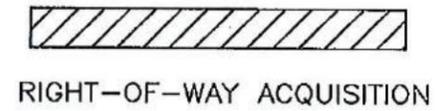
CURVE TABLE

| CURVE | DELTA ANGLE | RADIUS | LENGTH | TANGENT |
|-------|-------------|--------|--------|---------|
| C1 | 5°45'47" | 148.50 | 14.94 | 7.47 |
| C2 | 34°42'25" | 53.50 | 32.41 | 16.72 |
| C3 | 75°15'19" | 21.50 | 28.24 | 16.57 |
| C4 | 32°23'26" | 80.00 | 45.23 | 23.23 |
| C5 | 47°37'32" | 40.00 | 33.25 | 17.65 |
| C6 | 36°36'09" | 30.00 | 19.17 | 9.92 |
| C7 | 12°29'07" | 100.00 | 21.79 | 10.94 |
| C8 | 41°42'46" | 30.00 | 21.84 | 11.43 |

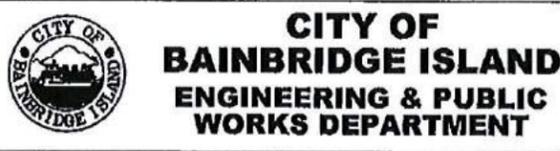
* TOTAL AREA BASED ON ASSESSOR DATA

OWNERSHIPS

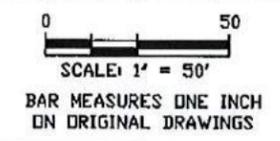
| PARCEL NO. | NAME | *TOTAL AREA (SF) | R/W ACQ (SF) |
|-------------------|-------------------------------|------------------|--------------|
| 262502-2-037-2008 | WINSLOW HOLDINGS LLC | 20909 | 353.97 |
| 262502-2-038-2007 | WINSLOW HOLDINGS LLC | 19602 | 421.01 |
| 8106-000-000-0006 | MALIKY CAPITAL LLC | 31363 | 1064.46 |
| 272502-4-009-2009 | MALIKY CAPITAL LLC | 11761 | 2564.85 |
| 272502-4-009-2007 | MALIKY CAPITAL LLC | 26136 | 74.14 |
| 272502-4-008-2008 | MALIKY CAPITAL LLC | 9583 | 1166.99 |
| 272502-1-203-2007 | WYATT HOUSE RETIREMENT CENTER | 43996 | 8.56 |
| 272502-1-204-2006 | OTDROWSKI, C & S | 6534 | 1033.51 |



Parcel Notes Last Revised
12-18-06 by Paul Lovgren



Designed By: CDM
Drawn By: CDM
W.O. No.:
Surveyed By: MS
Date: 10-27-2006



WYATT WAY (GROW TO MADISON)

RIGHT-OF-WAY PLAN
STA 45+50 TO STA 52+00

Drawing No. -
Sheet No. 2 / 2
Of Total

G:\NEW CAPITAL PROJECTS\ACTIVE\WYATT WAY - GROW MADISON (04)\1.0 DESIGN PHASE\1.1 DESIGN REPORTS\ROW PLANS\RIGHT-OF-WAY\PLANS - FINAL.DWG - 12/18/06
 File Name: RightOfWayPlan_Final
 Survey Date: 10-27-2006
 Field By: P/L
 Control Measurement:
 Date: December 8, 2006 2:02:37 PM
 Checked By:

City of Bainbridge Island – Capital Project Summary

Sportsman’s Club Road and New Brooklyn Road

(Intersection Improvements)



| | |
|-------------|---|
| DESCRIPTION | Capacity (level of service) improvements at intersection. Level of service C from 2004 study. Since that time the Sakai and Woodward schools have changed schedules resulting in impacts to the intersection. A roundabout is proposed. Estimated schedule and costs assume a right-of-way donation by the School District. |
| BENEFIT | Relieve current and future congestion. |
| SCHEDULE | YR1 Design and Permitting. YR2 Construction. |
| CATEGORY | M/E, GC, Tier 1(Current Deficiency), Priority A. |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------|--------|--------|--------|--------|--------|--------|
| Design/permitting | 180 | | | | | |
| ROW | 0 | | | | | |
| Construction | 0 | 813 | | | | |
| Sub-total | \$180 | \$813 | \$0 | \$0 | \$0 | \$0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | \$180 | 813 | | | | |
| SSWM Fund | | | | | | |
| Water | * | * | | | | |
| Sewer | * | * | | | | |
| Grant | * | * | 0 | 0 | 0 | |
| Sub-total | \$180 | \$813 | \$0 | \$0 | \$0 | \$0 |

City of Bainbridge Island – Capital Project Summary

Wardwell Road Reconstruction Project (From Short of Sportsman’s Club to Triple Crown)



| | |
|-------------|---|
| DESCRIPTION | Provides for roadway surfacing reconstruction and storm drainage improvements. The City completed design in 2014 with funds received from a DOE grant for water quality improvements. The City plans to apply for grant funding for the water quality related elements of the project in 2015. The culvert replacement at Woodward Creek listed separately may be combined with this project. Temporary construction easements may be needed. |
| BENEFIT | Provides for surfacing repairs. Currently the roadway lacks conveyances. The project provides for the construction of the conveyance system for the roadway to reduce ponding and improve water quality. Currently the Woodward Creek culvert overtops during storm events and does not provide for fish passage. The Grant allows the City to comprehensively address road repair and stormwater drainage at a reduced cost. |
| SCHEDULE | Design to be completed in 2014. Candidate for DOE grant funding application in 2015. |
| CATEGORY | M/E, GC, Tier 1, Priority A. |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------------|--------|--------|--------|--------|--------|--------|
| Design/permitting | 60 | | | | | |
| ROW | 0 | | | | | |
| Construction | 0 | | | 446 | | |
| Sub-total | \$60 | | | \$446 | | |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 0 | | | 100 | | |
| SSWM Fund | 0 | | | | | |
| DOE Grant | 60 | | | 346 | | |
| Sub-total | \$60 | | | \$446 | | |

City of Bainbridge Island
Non-Motorized Transportation CIP (2015 - 2020)

11/5/2014
12:00 PM

| Project | Location | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Strts Comp | Wtr Comp | Swr Comp | SSWM Comp | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 - 2034 |
|---|-------------------------------|----------------|---------------|-------------|--------------|------------|----------|----------|-----------|-------|------|-------|-------|------|------|-------------|
| NON-MOTORIZED PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | | |
| SR305/Olympic Drive NM | Harbor Dr. to Winslow Way | x | x | 1,092 | Y | | | | | 724 | | 618 | | | | |
| Sound to Olympic Trail Phase 2 | Winslow W. to Hi School Rd. | x | x | 1,254 | Y | | | | | 1,450 | | | | | | |
| Sound to Olympics Trail Phase 3 | STO Trail to Ericksen Ave. | x | | 2,427 | Y | | | | | 215 | 15 | 100 | 2,610 | | | |
| Sound to Olympics Trail Phase 4 | Vineyard Ln to High School Rd | x | | 692 | Y | | | | | 800 | | | | | | |
| Wing Point Way Non Motorized | Ferndale to Park | x | | 1,331 | Y | Y | Y | | | 1,539 | | | | | | |
| Islandwide Gaps ROW Acquisition | * Identifies Projects | | | | Y | | | | | TBD | TBD | TBD | TBD | | | |
| Wyatt Way Reconstr- Phase 1 | | x | | | Y | | | | | | | | | TBD | TBD | |
| Winslow Way Reconstr.- Phase 2 | Madison to Grow | x | | | Y | Y | Y | | | | | TBD | TBD | | | |
| Cave Ave. Sidewalk Improvements | | | | 8 | Y | | | | | 6 | 3 | 43 | 25 | | | |
| Connecting Pathways | | | | | Y | | | | | 25 | 25 | 25 | 25 | 25 | 25 | 350 |
| C40-Spot Projects | | | | | Y | | | | | 50 | 50 | 50 | 50 | 50 | 50 | 700 |
| Top 5 Road Safety Projects by NMTAC: | | | | | | | | | | | | | | | | |
| C40 - Miller Bay Road | Tolo to Pederson Hill | x | | 874 | Y | | | | | | | 113 | 897 | | | |
| C40 - Bucklin Phase 2 | Blakely - Fletcher Bay | x | | | Y | | | | | 31 | 16 | 252 | 281 | | | |
| C40 - Eagle Harbor - Phase 1 | Wyatt - Past Bucklin | x | | | Y | | Y | | | | | 50 | 20 | 7 | 360 | 275 |
| C40 - Eagle Harbor - Phase 2 | Pst Bucklin- McDonald | x | | | Y | | | | | | | | | | | 700 |
| C40 - Fletcher Bay Road | New Brooklyn to HS Rd | x | | 405 | Y | | | | | 2 | 468 | | | | | |
| C40 - Lynwood Center | Bucklin - Pt. White | x | | | Y | | | | | | | | | | 505 | |
| Transportation Projects - 20 Years CIP | | | | | | | | | | | | | | | | |
| Wyatt NM - Phase 2 | Ericksen - Madison | | | | Y | | | | | | | | | | | TBD |
| Wyatt Sidewalk Extension | E of Weaver - Weaver | | | | Y | | | | | | | | | | | TBD |
| Wyatt sidewalk Extension | Weaver to Gowen | | | | Y | | | | | | | | | | | TBD |
| Sound Olympics Trail Future Phases | Various | x | | | Y | | | | | | | | | | | TBD |
| C40 - Valley | N. Madison - Sunrise | | | | Y | | | | | | | | | | | TBD |
| Grow Ave NM Impr. | Winslow Way - Wyatt | | | | Y | | | | | | | | | | | TBD |
| Lost Valley Trail - Phase 1 | Carmella Lane | | | | Y | | | | | | | | | | | TBD |
| Madison Avenue NM Impr. | Wyatt to High School | | | | Y | | | | | | | | | | | TBD |
| C40 - Fletcher - Phase 2+ | Lynwood to High School | x | | | | | | | | | | | | | | TBD |
| C40 - Day | SR305 to N. Madison | x | | | | | | | | | | | | | | TBD |
| C40 - Blakely | Bucklin to Country Club | x | | | | | | | | | | | | | | TBD |
| C40 - Sportsman's Club | Wyatt to SR305 | x | | | | | | | | | | | | | | TBD |
| C40 - High School | Sportsman's to Fletcher Bay | x | | | | | | | | | | | | | | TBD |
| C40 - North Madison, Phase 3+ | Winther to Day | x | | | | | | | | | | | | | | TBD |
| TOTALS | | | | | | | | | | 4,842 | 577 | 1,251 | 3,908 | 82 | 940 | TBD |
| Grant Totals | | | | | | | | | | 4,090 | 405 | 463 | 2,387 | 0 | | |
| City Funding | | | | | | | | | | 752 | 172 | 788 | 1,521 | 82 | 940 | TBD |

City of Bainbridge Island – Capital Project Summary

SR305 – Olympic Drive Non-Motorized Improvement Project Harbor Drive to Winslow Way



| | |
|-------------|--|
| DESCRIPTION | Olympic Drive is a roadway with inadequate pedestrian and bicycle accommodations. This project provides improvements for pedestrians and cyclists along this heavily trafficked roadway. |
| BENEFIT | Non motorized level of service improvement, safety enhancement |
| SCHEDULE | Phase 1 Design in late 2013 and 2014, Construction in 2015. Phase 2 eligible for grant application in 2016. |
| CATEGORY | Deficiency 1B, E; SC |

| PROJECT COSTS (1000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|------------------------|--------|--------|--------|--------|--------|--------|
| Design / Permitting | 304 | 0 | 0 | 175 | | |
| ROW | 0 | 0 | 0 | 0 | | |
| Construction | 0 | 724 | 0 | 443 | | |
| Sub-total | \$304 | \$724 | \$0 | \$618 | \$0 | \$0 |
| FUND SOURCES (1000's) | | | | | | |
| Street Fund | 224 | 80 | 0 | 170 | | |
| Grant | 120 | 644 | 0 | 448 | | |
| Sub-total | \$344 | \$724 | \$0 | \$618 | \$0 | \$0 |

City of Bainbridge Island — Capital Project Summary

Sound to Olympics Trail, Phase 2

Winslow Way to High School Road

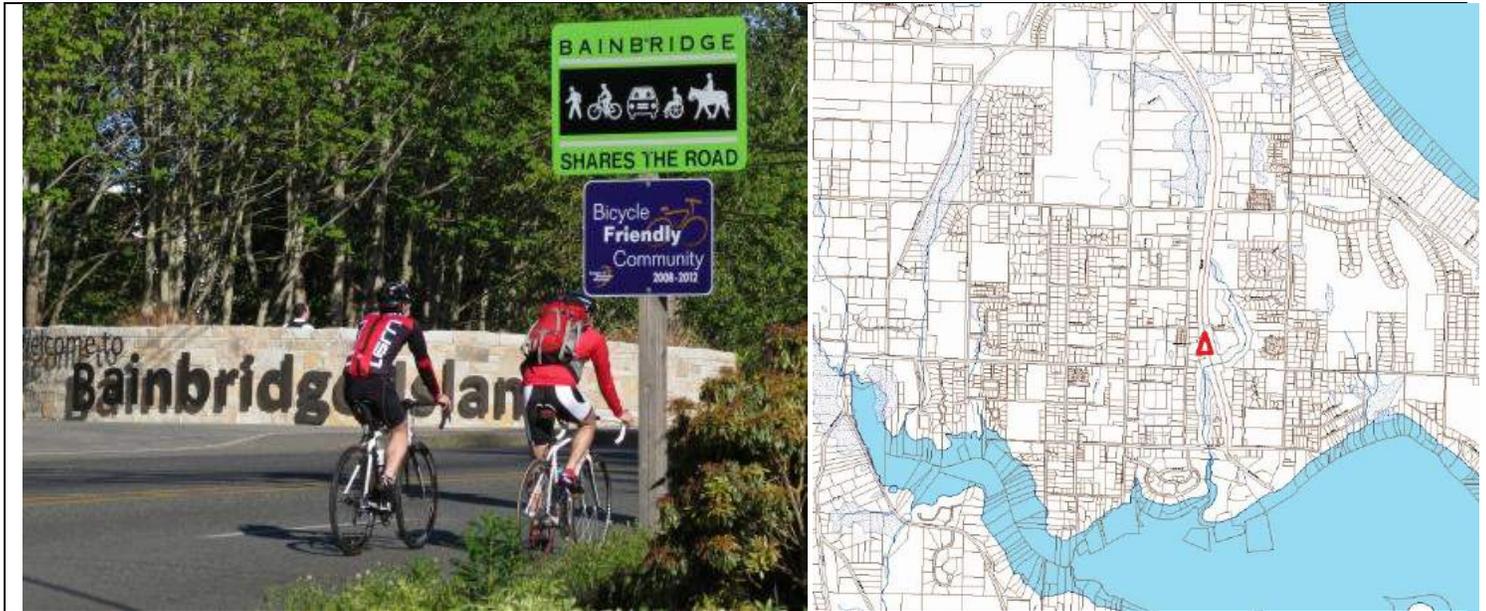


| | |
|-------------|--|
| DESCRIPTION | Design of Sound to Olympic trail and study of branch trails. Construction of separated pathway from Winslow Way to the existing Ravine Creek non motorized bridge. |
| BENEFIT | Non motorized level of service improvement, safety enhancement |
| SCHEDULE | Design in 2014 and construction in 2015 |
| CATEGORY | E/N, SC, Tier3, Priority C |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------|--------|---------|--------|--------|--------|--------|
| Design/permitting | 420 | | | | | |
| ROW | | | | | | |
| Construction | | 1,450 | | | | |
| Sub-total | \$420 | \$1,450 | \$0 | \$0 | \$0 | \$0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 57 | 196 | | | | |
| Grant | 363 | 1,254 | | | | |
| Sub-total | \$420 | \$1,450 | \$0 | \$0 | \$0 | \$0 |

City of Bainbridge Island – Capital Project Summary

Sound to Olympics Trail, Phase 3 (Connecting Wing Point Way to Wyatt Way)



| | |
|-------------|---|
| DESCRIPTION | Separated grade crossing to connect Ericksen Avenue near Wyatt to the STO trail near Vineyard. Application submitted for Pedestrian Bicycle Program Grant for design. Right-of-way Acquisition may be needed depending on location and configuration. |
| BENEFIT | Non motorized level of service improvement, safety enhancement |
| SCHEDULE | Design in 2015. |
| CATEGORY | E/N. SC, Tier 3, Priority A. |

| PROJECT COSTS (1000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|------------------------|--------|--------|--------|---------|--------|--------|
| Design / Permitting | 200 | 10 | 50 | 0 | | |
| ROW | 15 | 5 | 50 | 0 | | |
| Construction | 0 | 0 | 0 | 2610 | | |
| Sub-total | \$215 | \$15 | \$100 | \$2,610 | | |
| FUND SOURCES (1000's) | | | | | | |
| Street Fund | 46 | 15 | 100 | 352 | | |
| Grant | 169 | | | 2258 | | |
| Sub-total | \$215 | \$15 | \$100 | \$2,610 | | |

City of Bainbridge Island – Capital Project Summary

Sound to Olympics Trail, Phase 4

Vineyard Lane to High School Road



| | |
|-------------|--|
| DESCRIPTION | Construction of separated pathway from the existing Ravine Creek non motorized bridge to High School Road. |
| BENEFIT | Non motorized level of service improvement, safety enhancement |
| SCHEDULE | Design in 2014 and construction in 2015 |
| CATEGORY | E/N, SC, Tier3, Priority A |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------|--------|--------|--------|--------|--------|--------|
| Design/permitting | | | | | | |
| ROW | | | | | | |
| Construction | 800 | | | | | |
| Sub-total | \$800 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 108 | | | | | |
| Grant | 692 | | | | | |
| Sub-total | \$800 | \$0 | \$0 | \$0 | \$0 | \$0 |

City of Bainbridge Island – Capital Project Summary

Wing Point Way Non Motorized Improvement

(From Ferncliff to Park)



| | |
|-------------|---|
| DESCRIPTION | Reconstruct roadway surfacing and drainage. Provide sidewalk, on the downhill side, and shoulders, on the uphill side. Water and sewer utility repairs are also included. |
| POLICY | Project Identified in CIP. Council authorized grant accept. and Design Contract award August, 2013 |
| BENEFIT | Preservation, safety enhancement, & non-motorized level of service. |
| SCHEDULE | The City received grant funding for the design phase in the summer of 2013. The City contracted with HDR. Design began in late 2013 and continued with permitting in 2014. The City submitted application for grant funding in 2014 for the construction phase. |
| CATEGORY | M/E, GC, Tier 1(Current Deficiency), Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------|-------|------|---------|------|------|------|
| Design/permitting | 371 | | | | | |
| ROW | 0 | | | | | |
| Construction | 0 | | 3381 | | | |
| Sub-total | \$371 | 0 | 3381 | 0 | 0 | 0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 48 | | 208 | | | |
| Storm Drain Fund | 0 | | 0 | | | |
| Water | 10 | | 769 | | | |
| Sewer | 10 | | 1073 | | | |
| STP Grant | 303 | | 1331 | | | |
| Sub-total | \$371 | \$0 | \$3,381 | 0 | 0 | 0 |

City of Bainbridge Island – Capital Project Summary

Island-wide Right-of-Way Gaps Acquisition (Various locations)



| | |
|-------------|---|
| DESCRIPTION | Procure right-of-way for critical non-motorized improvement projects. Locations include Bucklin Hill from Blakely to Fletcher for the C40 Bucklin project, Cave Avenue for a sidewalk, Eagle Harbor Drive at Cooper Creek for C40 Eagle Harbor – Phase 1, Knetchel for a sidewalk, Wyatt between Grow and Lovell for the Wyatt Way Reconstruction Project, and adjacent to SR305 for the Sound to Olympics Trail. The project will provide for consulting services for right-of-way outreach and negotiations, appraisals, funding purchase of real property. Additionally where the City may apply for federal funding the project will provide for an agreement with WSDOT for oversight. |
| BENEFIT | Safety and Non Motorized Transportation Connectivity. |
| SCHEDULE | TBD based on CIP programming priorities. |
| CATEGORY | E, GC, Tier3, Priority C |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------------|--------|--------|--------|--------|--------|--------|
| Design/permitting | 0 | 0 | 0 | 0 | 0 | 0 |
| ROW | TBD | TBD | TBD | TBD | TBD | TBD |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | TBD | TBD | TBD | TBD | TBD | TBD |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | TBD | TBD | TBD | TBD | TBD | TBD |
| Storm Drain Fund | 0 | 0 | 0 | 0 | 0 | 0 |
| STP Grant | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | TBD | TBD | TBD | TBD | TBD | TBD |

City of Bainbridge Island – Capital Project Summary

Cave Avenue Sidewalk Improvements



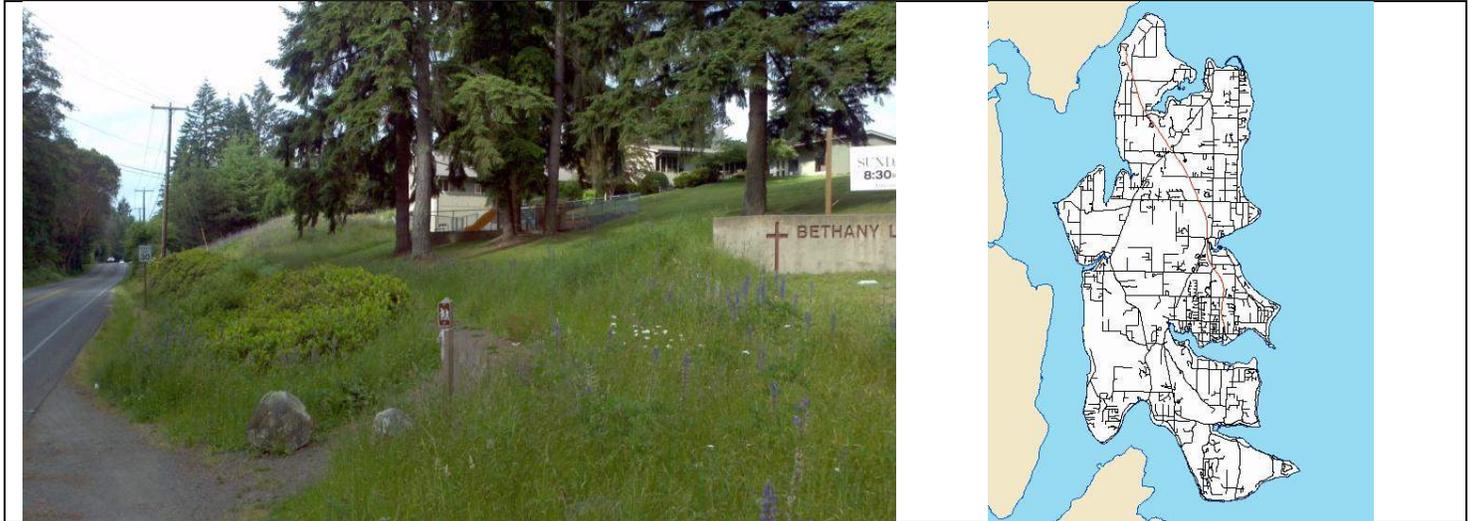
| | |
|-------------|--|
| DESCRIPTION | The City received a developer contribution in 2014 for the purpose of constructing a 330 linear foot section of sidewalk on the east side of the street fronting an undeveloped parcel. If not constructed within 5 years the contribution will be refunded. In order to construct the improvement the City needs to acquire right-of-way. |
| BENEFIT | Addresses a gap in the sidewalk on the east side of the roadway. |
| SCHEDULE | YR1: Preliminary design and ROW; Yr2&3; ROW, Yr 4; Design, Permit, Construct. |
| CATEGORY | M/E, GC, Tier 1(Current Deficiency), Priority B. |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Total |
|-------------------------|--------|--------|--------|--------|--------|--------|-------|
| Design/permitting | 0 | | | | | | 0 |
| ROW | 6 | 3 | 43 | | | | 52 |
| Construction | | | | 25 | | | 25 |
| Sub-total | \$6 | 3 | 0 | 0 | 0 | 0 | 9 |
| FUND SOURCES (1,000's) | | | | | | | |
| Street Fund | 6 | 3 | 43 | 17 | | | 69 |
| Storm Drain Fund | | | | | | | 0 |
| Water | | | | | | | * |
| Sewer | | | | | | | * |
| Contribution | | | | 8 | | | 8 |
| Sub-total | \$6 | 0 | 0 | 0 | 0 | 0 | 6 |

City of Bainbridge Island – Capital Project Summary

Connecting Pathways

(Various locations)



| | |
|-------------|--|
| DESCRIPTION | Annual funding to address trail opportunities such as easements and construction. Potential projects include Bucklin Hill trail near Hyla School, Sportsman’s Club Spine Trail (near Sportsman’s Club), Sportsman’s Club Spine Trail (north of Sakai School), Lost Valley starting at Carmela and on City parcel, Cave connector to STO trail, Woodward School (Sportsman’s to Wardwell) and Central Connecting Path Spine Trail (Wardwell to Koura) |
| BENEFIT | Safety and Non Motorized Transportation Connectivity. |
| SCHEDULE | As opportunities arise |
| CATEGORY | E, SC, Tier3, Priority C |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------------|--------|--------|--------|--------|--------|--------|
| Design/permitting | 0 | 0 | 0 | 0 | 0 | 0 |
| ROW | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 25 | 25 | 25 | 25 | 25 | 25 |
| Sub-total | \$25 | \$25 | \$25 | \$25 | \$25 | \$25 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 25 | 25 | 25 | 25 | 25 | 25 |
| Storm Drain Fund | 0 | 0 | 0 | 0 | 0 | 0 |
| STP Grant | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | \$25 | \$25 | \$25 | \$25 | \$25 | \$25 |

City of Bainbridge Island – Capital Project Summary

C40 Eagle Harbor Drive – Phase 1

(Wyatt to past Bucklin Hill)



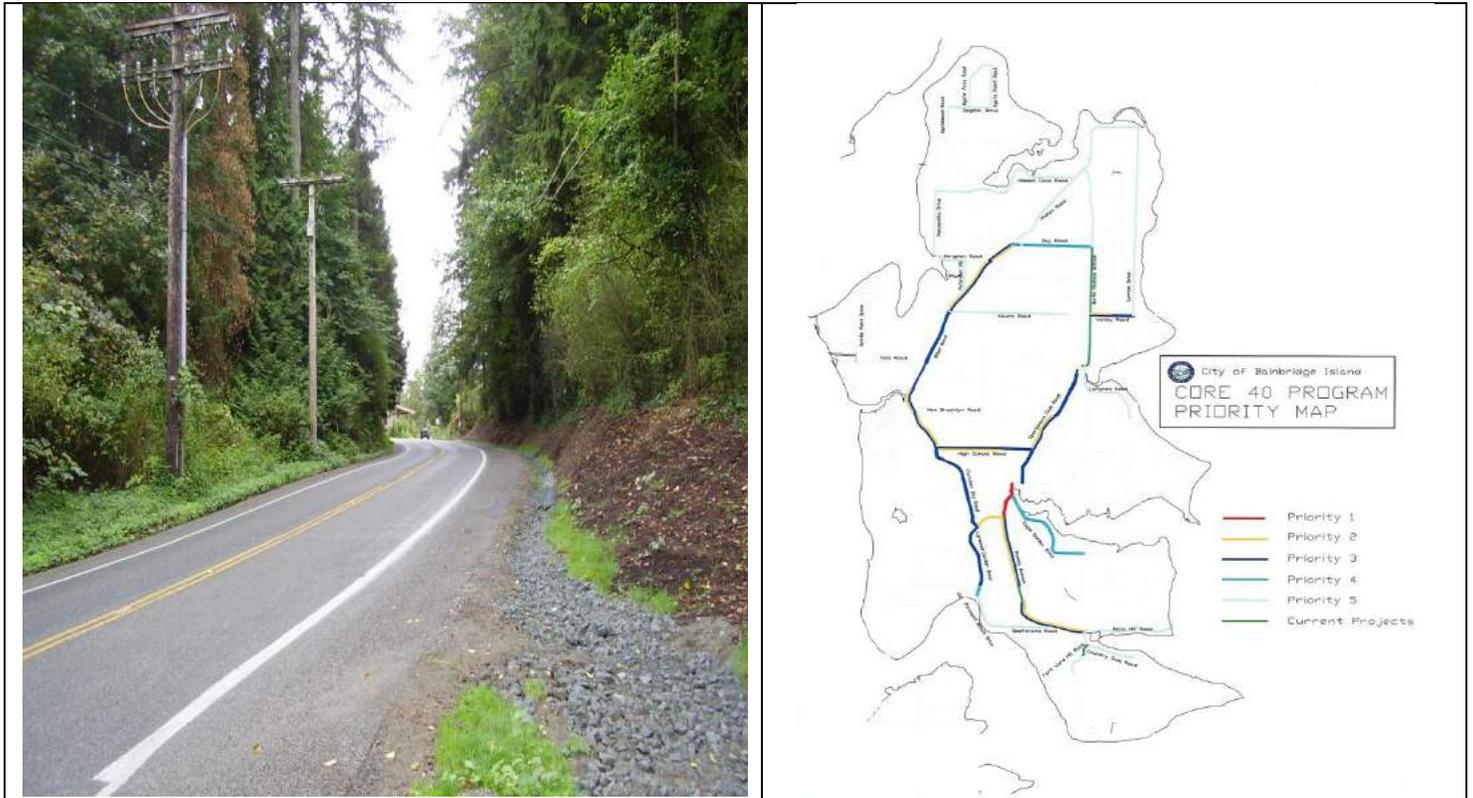
| | |
|-------------|--|
| DESCRIPTION | Current level of service E for Pedestrians and D for cyclists. Provides shoulder widening on both sides. Necessitates upgrading Cooper Creek Culvert to accommodate road widening. Involves ROW acquisition. Assumes additional land will be needed to mitigate displaced wetlands. Desirable to improve curb radius at bottom of Wyatt. |
| BENEFIT | Safety and Non Motorized Transportation Connectivity. |
| SCHEDULE | YR1 Preliminary Design, ROW, YR2 ROW, YR3/4 ROW, Permitting, Design, YR5 Construction. |
| CATEGORY | E/N, SC, Tier 3, Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR6 | Total |
|----------------------------|-------|------|------|------|------|-----|---------|
| Design/permitting | 80 | 30 | 10 | 50 | 0 | | \$170 |
| ROW | 30 | 15 | 5 | 750 | 0 | | \$800 |
| Construction | 0 | 0 | 0 | 0 | 610 | | \$610 |
| Sub-total | \$110 | 45 | 15 | 800 | 610 | | \$1,580 |
| FUND SOURCES | | | | | | | |
| (1,000's) | | | | | | | |
| Street Fund | 50 | 20 | 7 | 360 | 275 | | \$712 |
| Storm Drain Fund | 60 | 25 | 8 | 440 | 335 | | \$868 |
| STP Grant | 0 | 0 | 0 | 0 | 0 | | \$0 |
| Sub-total | \$110 | 45 | 15 | 800 | 610 | | \$1,580 |

City of Bainbridge Island – Capital Project Summary

C40 – Annual Spot Projects

(Various locations)



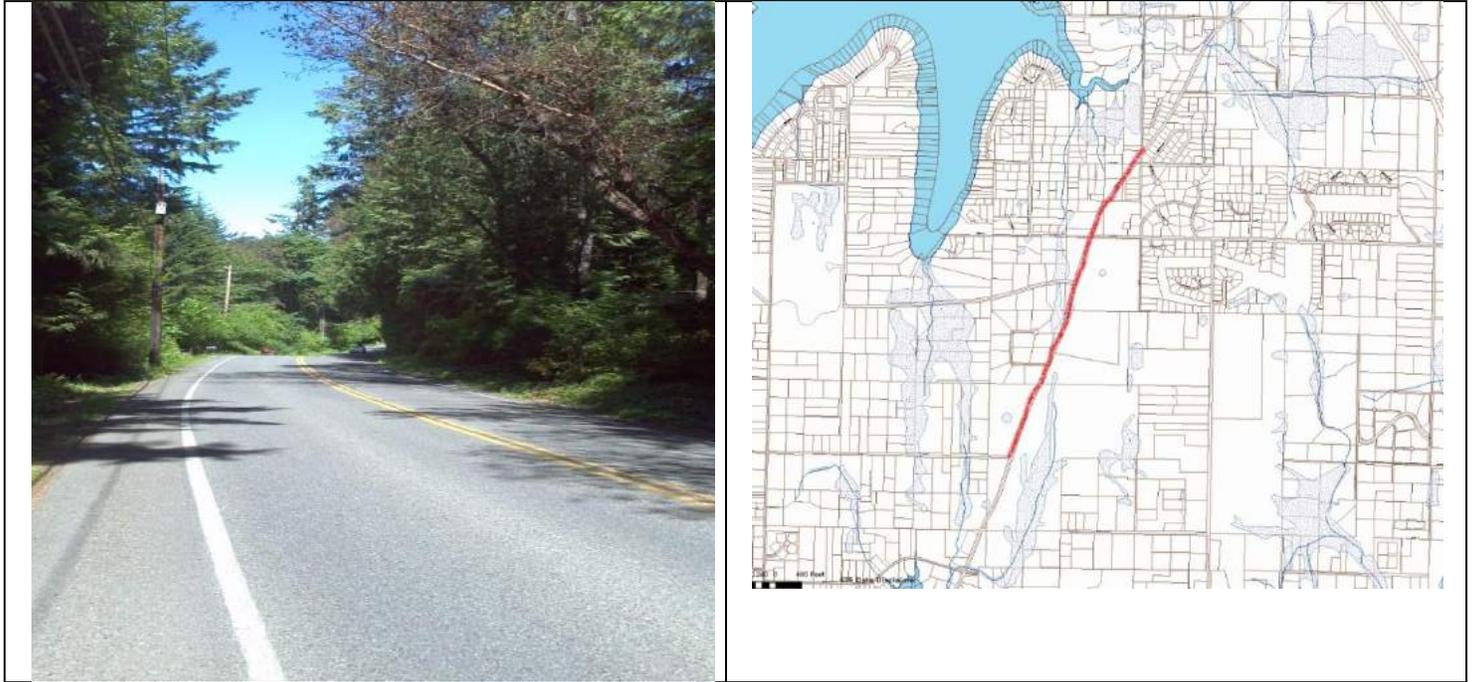
| | |
|-------------|---|
| DESCRIPTION | Add on to the Annual Roads Preservation Program to fund shoulder repairs and infill missing short segments. Potential projects include Wyatt (Weaver to Finch), Eagle Harbor (blind curve near McDonald), Finch (Wyatt to Sportsman’s), and Fletcher Bay (blind curve near Island Center Hall). |
| BENEFIT | Safety and Non Motorized Transportation Connectivity. |
| SCHEDULE | Constructed annually. |
| CATEGORY | E, SC, Tier3, Priority C |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------|--------|--------|--------|--------|--------|--------|
| Design/permitting | 0 | 0 | 0 | 0 | 0 | 0 |
| ROW | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 50 | 50 | 50 | 50 | 50 | 50 |
| Sub-total | \$50 | \$50 | \$50 | \$50 | \$50 | \$50 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 50 | 50 | 50 | 50 | 50 | 50 |
| Storm Drain Fund | 0 | 0 | 0 | 0 | 0 | 0 |
| STP Grant | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub-total | \$50 | \$50 | \$50 | \$50 | \$50 | \$50 |

City of Bainbridge Island – Capital Project Summary

C40 Miller Bay Road

(From Tolo Rd. to Peterson Hill Rd.)



| | |
|-------------|--|
| DESCRIPTION | Provide shoulder widening on both sides of Miller Bay Road from Tolo Road to Miller Bay Road. Assumes that no permanent ROW acquisition is needed. |
| BENEFIT | Safety and Non Motorized Transportation Connectivity. |
| SCHEDULE | Yr1; Design & Permit. Yr2; Construct. |
| CATEGORY | E/N, SC, Tier 3, Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR6 |
|----------------------------|-------|------|------|------|------|-----|
| Design/permitting | 113 | - | | | | |
| ROW | 0 | 0 | | | | |
| Construction | 0 | 897 | | | | |
| Sub-total | \$113 | 897 | - | 0 | 0 | |
| FUND SOURCES | | | | | | |
| (1,000's) | | | | | | |
| Street Fund | 15 | 121 | | | | |
| Storm Drain Fund | 0 | 0 | | | | |
| STP Grant | 98 | 776 | | | | |
| Sub-total | \$113 | 897 | 0 | 0 | 0 | |

City of Bainbridge Island – Capital Project Summary

C40 Bucklin Hill Road – Phase 2

(From Blakely to Fletcher)



| | |
|-------------|---|
| DESCRIPTION | Provide shoulder widening on both sides of Bucklin Hill Road and Lynwood Center Road from Blakely Avenue to Fletcher Bay Road. The project is planned to be designed by COBI staff w/ the support of a consultant for right-of-way acquisition. |
| BENEFIT | Safety and Non-Motorized Transportation Connectivity. |
| SCHEDULE | Yr1; Design to 30% and begin ROW acquisition. YR2&3; Following right of way acquisition, permitting and complete the design. YR4; Construct. |
| CATEGORY | E/N, SC, Tier 3, Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|----------------------------|------|------|------|------|------|------|
| Design/permitting | 1 | 1 | 2 | | | |
| ROW | 30 | 15 | 250 | | | |
| Construction | 0 | | | 281 | | |
| Sub-total | \$31 | 16 | 252 | 281 | 0 | |
| | | | | | | |
| FUND SOURCES (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
| Street Fund | 31 | 16 | 252 | 281 | | |
| Storm Drain Fund | 0 | | | | | |
| STP Grant | 0 | | | | | |
| Sub-total | \$31 | 16 | 252 | 281 | 0 | |

City of Bainbridge Island – Capital Project Summary

C40 Eagle Harbor Drive – Phase 1

(Wyatt to past Bucklin Hill)



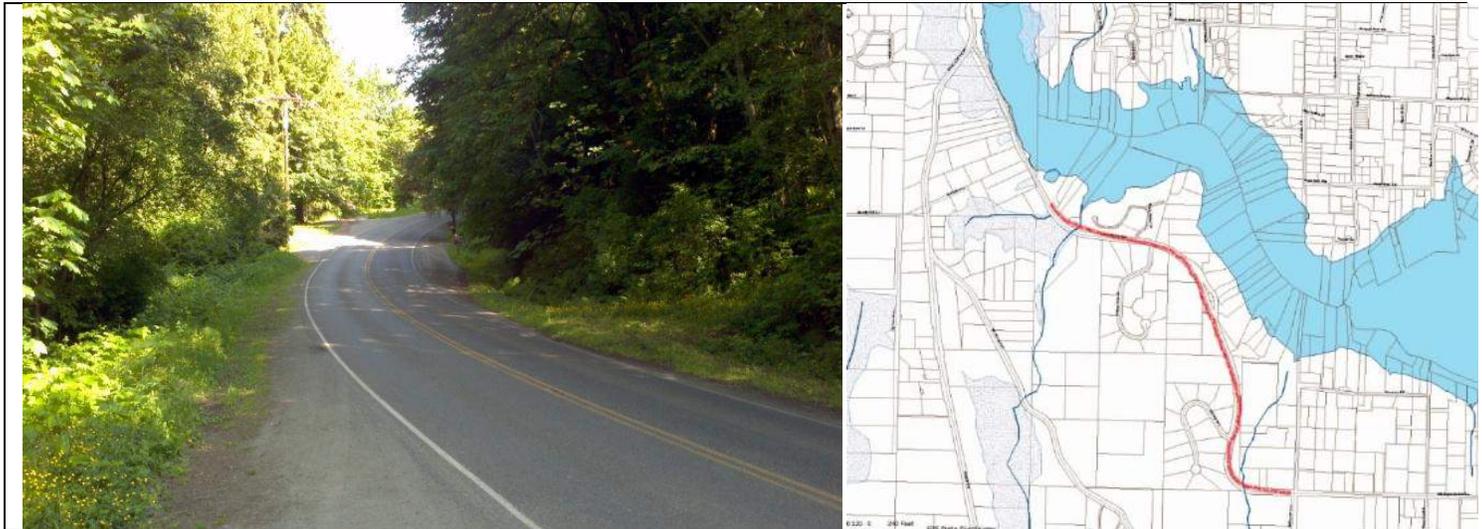
| | |
|-------------|--|
| DESCRIPTION | Current level of service E for Pedestrians and D for cyclists. Provides shoulder widening on both sides. Necessitates upgrading Cooper Creek Culvert to accommodate road widening. Involves ROW acquisition. Assumes additional land will be needed to mitigate displaced wetlands. Desirable to improve curb radius at bottom of Wyatt. |
| BENEFIT | Safety and Non Motorized Transportation Connectivity. |
| SCHEDULE | YR1 Preliminary Design, ROW, YR2 ROW, YR3/4 ROW, Permitting, Design, YR5 Construction. |
| CATEGORY | E/N, SC, Tier 3, Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR6 | Total |
|----------------------------|-------|------|------|------|------|-----|---------|
| Design/permitting | 80 | 30 | 10 | 50 | 0 | | \$170 |
| ROW | 30 | 15 | 5 | 750 | 0 | | \$800 |
| Construction | 0 | 0 | 0 | 0 | 610 | | \$610 |
| Sub-total | \$110 | 45 | 15 | 800 | 610 | | \$1,580 |
| FUND SOURCES | | | | | | | |
| (1,000's) | | | | | | | |
| Street Fund | 50 | 20 | 7 | 360 | 275 | | \$712 |
| Storm Drain Fund | 60 | 25 | 8 | 440 | 335 | | \$868 |
| STP Grant | 0 | 0 | 0 | 0 | 0 | | \$0 |
| Sub-total | \$110 | 45 | 15 | 800 | 610 | | \$1,580 |

City of Bainbridge Island – Capital Project Summary

C40 Eagle Harbor Drive – Phase 2

(From past Bucklin Hill to McDonald)



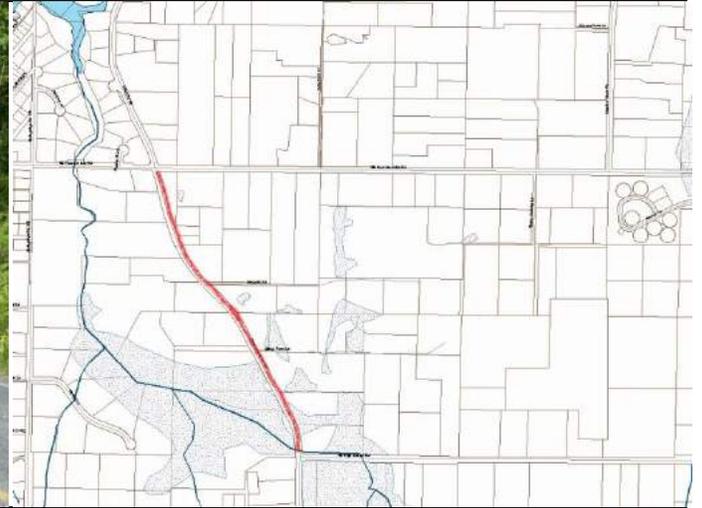
| | |
|-------------|---|
| DESCRIPTION | Provide shoulder widening on both sides. This project is planned to be designed by City Staff assuming no right-of-way acquisition is required. |
| BENEFIT | Safety and Non-Motorized Transportation Connectivity. |
| SCHEDULE | Yr1; Design and Permitting. Yr2; Construction. |
| CATEGORY | E/N, SC, Tier 3, Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR6 | Total |
|----------------------------|------|------|------|------|------|-----|-------|
| Design/permitting | - | - | | | | | \$0 |
| ROW | 0 | 0 | | | | | \$0 |
| Construction | 0 | 700 | | | | | \$700 |
| Sub-total | \$0 | 700 | - | 0 | 0 | | \$700 |
| FUND SOURCES | | | | | | | |
| (1,000's) | | | | | | | |
| Street Fund | | 95 | | | | | \$95 |
| Storm Drain Fund | 0 | 0 | | | | | \$0 |
| STP Grant | 0 | 605 | | | | | \$605 |
| Sub-total | \$0 | 700 | 0 | 0 | 0 | | \$700 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

City of Bainbridge Island – Capital Project Summary

C40 Fletcher Bay Road

(From High School to New Brooklyn)



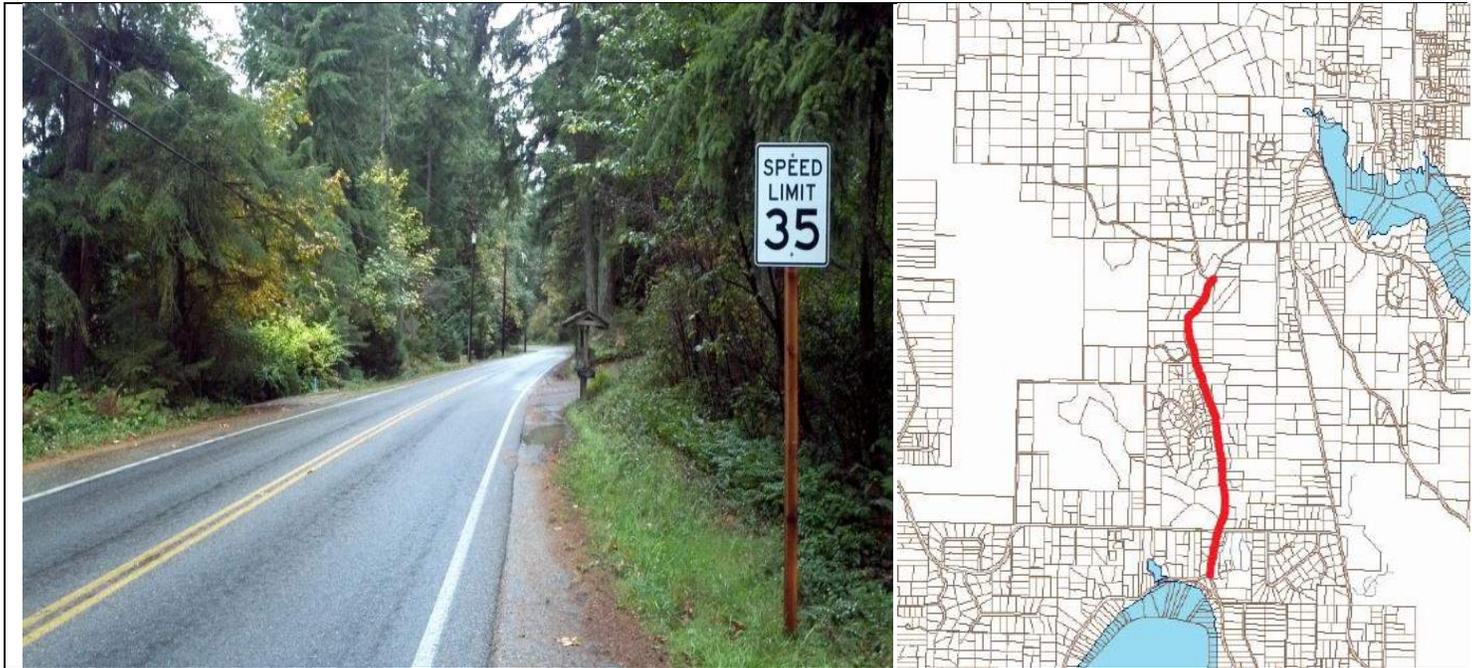
| | |
|-------------|--|
| DESCRIPTION | Provide shoulder widening on both sides of Fletcher Bay Road from Blakely High School Road to New Brooklyn Road. The project is planned to be designed by COBI staff. Assumes that no permanent ROW acquisition is needed. |
| BENEFIT | Safety and Non Motorized Transportation Connectivity. |
| SCHEDULE | Yr1; Design & Permit. Yr2; Construct. |
| CATEGORY | E/N, SC, Tier 3, Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR6 | Total |
|----------------------------|------|------|------|------|------|-----|-------|
| Design/permitting | 2 | - | | | | | \$2 |
| ROW | 0 | 0 | | | | | \$0 |
| Construction | 0 | 468 | | | | | \$468 |
| Sub-total | \$2 | 468 | - | 0 | 0 | | \$470 |
| FUND SOURCES | | | | | | | |
| (1,000's) | | | | | | | |
| Street Fund | 2 | 63 | | | | | \$65 |
| Storm Drain Fund | 0 | | | | | | \$0 |
| STP Grant | 0 | 405 | | | | | \$405 |
| Sub-total | \$2 | 468 | 0 | 0 | 0 | | \$470 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

City of Bainbridge Island – Capital Project Summary

C40 Lynwood Center Road

(From Fletcher Bay Rd. to Point White Dr.)



| | |
|-------------|--|
| DESCRIPTION | Provide shoulder widening on both sides. Assumes that no permanent ROW acquisition is needed. Assumes designed in house. |
| BENEFIT | Safety and Non Motorized Transportation Connectivity. |
| SCHEDULE | Yr1; Design & Permit. Yr2; Construct. |
| CATEGORY | E/N, SC, Tier 3, Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|----------------------------|------|------|------|------|------|------|
| Design/permitting | - | - | | | | |
| ROW | 0 | 0 | | | | |
| Construction | 0 | 505 | | | | |
| Sub-total | \$0 | 505 | - | 0 | 0 | |
| FUND SOURCES | | | | | | |
| (1,000's) | | | | | | |
| Street Fund | 0 | 68 | | | | |
| Storm Drain Fund | 0 | 0 | | | | |
| STP Grant | 0 | 437 | | | | |
| Sub-total | \$0 | 505 | 0 | 0 | 0 | |
| | | | | | | |
| | | | | | | |

City of Bainbridge Island
DRAFT Facilities CIP (2015- 2020)

11/5/2014
12:00

| Project | Location | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Strts Component | Wtr Component | Swr Component | SSWM Comp | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 - 2034 |
|--|-----------------------|----------------|---------------|-------------|--------------|-----------------|---------------|---------------|-----------|-------|-------|------|------|------|------|-------------|
| | | | | | | | | | | | | | | | | |
| FACILITIES PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | | |
| Waterfront Park Phase 1 Impr. | Waterfront Park | | | | Y | | | | | | | | | | | |
| Design/Permitting | | x | | | | | | | | 84 | | | | | | |
| Construction | | x | | | | | | | | 916 | | | | | | |
| City Dock Impr. | Waterfront Park | | | | Y | | | | | | | | | | | |
| Design/Permitting | | x | | | | | | | | 220 | | | | | | |
| Construction | | x | | 835 | | | | | | | 1,847 | | | | | |
| Police Station Replacement | Police Station | | | | Y | | | | | | | | | | | |
| Design | | | | | | | | | | 500 | | | | | | |
| Construction | | | | | | | | | | | TBD | | | | | |
| Court Facility Replacement | Court Facility | | | | Y | | | | | | | | | | | |
| Design | | | | | | | | | | TBD | | | | | | |
| Construction | | | | | | | | | | | TBD | | | | | |
| Downtown Parking Facility | Winslow | | | | Y | | | | | | | | | | | |
| Design | | | | | | | | | | TBD | | | | | | |
| Construction | | | | | | | | | | | TBD | | | | | |
| Pedestrian Bridge Reconstruction | WF Park Trail | | | | Y | | | | | 100 | | | | | | |
| Road End Improvements | Island Wide | | | | Y | | | | | 150 | | | | | | |
| RCM Lighting Upgrade | City Hall | | | | Y | | | | | | 25 | | | | | |
| HVAC System Equip. Upgrade | City Hall | | | | Y | | | | | 41 | 42 | 43 | 44 | | | |
| Fueling System Upgrade Design | Public Works Facility | | | | Y | | | | | | | | 15 | | | |
| HVAC System Equip. Upgrade | Public Works Facility | | | | Y | | | | | | | | | 14 | | |
| Fueling System Upgrade | Public Works Facility | | | | Y | | | | | | | | | 75 | | |
| FACILITIES PROJECTS - 20-YEAR CIP | | | | | | | | | | | | | | | | |
| City Farmland Infrastructure | Island Wide | | | | Y | | | | | | | | | | | TBD |
| SCADA Software Upgrade (HVAC) | City Hall | | | | Y | | | | | | | | | | | TBD |
| SCADA Software Upgrade (Security) | City Hall | | | | Y | | | | | | | | | | | TBD |
| TOTALS | | | | | | | | | | 2,011 | 1,914 | 43 | 59 | 89 | 0 | TBD |
| Grant Totals | | | | | | | | | | 0 | 835 | 0 | | | | |
| City Total | | | | | | | | | | 2,011 | 1,079 | 43 | 59 | 89 | 0 | |

Amounts in thousands

City of Bainbridge Island – Capital Project Summary

Waterfront Park Phase 1 Improvements

EAGLE HARBOR WATERFRONT PARK: EXISTING PHOTOS PAGE 2



| | |
|-------------|---|
| DESCRIPTION | This project provides for renovations and repairs to elements of the Waterfront Park. |
| BENEFIT | Maintain utility of public infrastructure associated with the City park. Ensure user safety is maintained. Enhance accessibility and utility for various user groups. |
| SCHEDULE | Design beginning in 2013; additional design and construction to continue in 2014 - 2016. |
| CATEGORY | |

| PROJECT COSTS (1,000's) | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|-------------------------|---------|--------|--------|--------|------|------|
| Park Phase 1 | | | | | | |
| Design/permitting | 84 | | | | | |
| Construction | 916 | | | | | |
| Sub-total | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FUND SOURCES (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | | |
| General Fund | \$1,000 | | \$0 | \$0 | \$0 | \$0 |
| Grant | 0 | 0 | | | | |
| Sub-total | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 |

City of Bainbridge Island – Capital Project Summary

Waterfront Park City Dock Replacement



| | |
|-------------|---|
| DESCRIPTION | This project provides for replacement of the Waterfront Park City Dock and expansion of the Boat Ramp. |
| BENEFIT | Maintain utility of public infrastructure associated with the City park. Ensure user safety is maintained. Enhance accessibility and utility for various user groups. |
| SCHEDULE | Design beginning in 2013; additional design and construction to continue in 2014 - 2016. |
| CATEGORY | |

| PROJECT COSTS (1,000's) | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|-------------------------------|-------|---------|------|------|------|------|
| Design/permitting | 220 | | | | | |
| Construction | | 1,847 | | | | |
| Sub-total | \$220 | \$1,847 | \$0 | \$0 | \$0 | \$0 |
| FUND SOURCES (1,000's) | | | | | | |
| General Fund | \$112 | \$1,120 | \$0 | \$0 | \$0 | \$0 |
| Grant | \$108 | \$727 | | | | |
| Sub-total | \$220 | \$1,847 | \$0 | \$0 | \$0 | \$0 |
| | | | | | | |
| | | | | | | |

City of Bainbridge Island – Capital Project Summary

Police Station Replacement Project

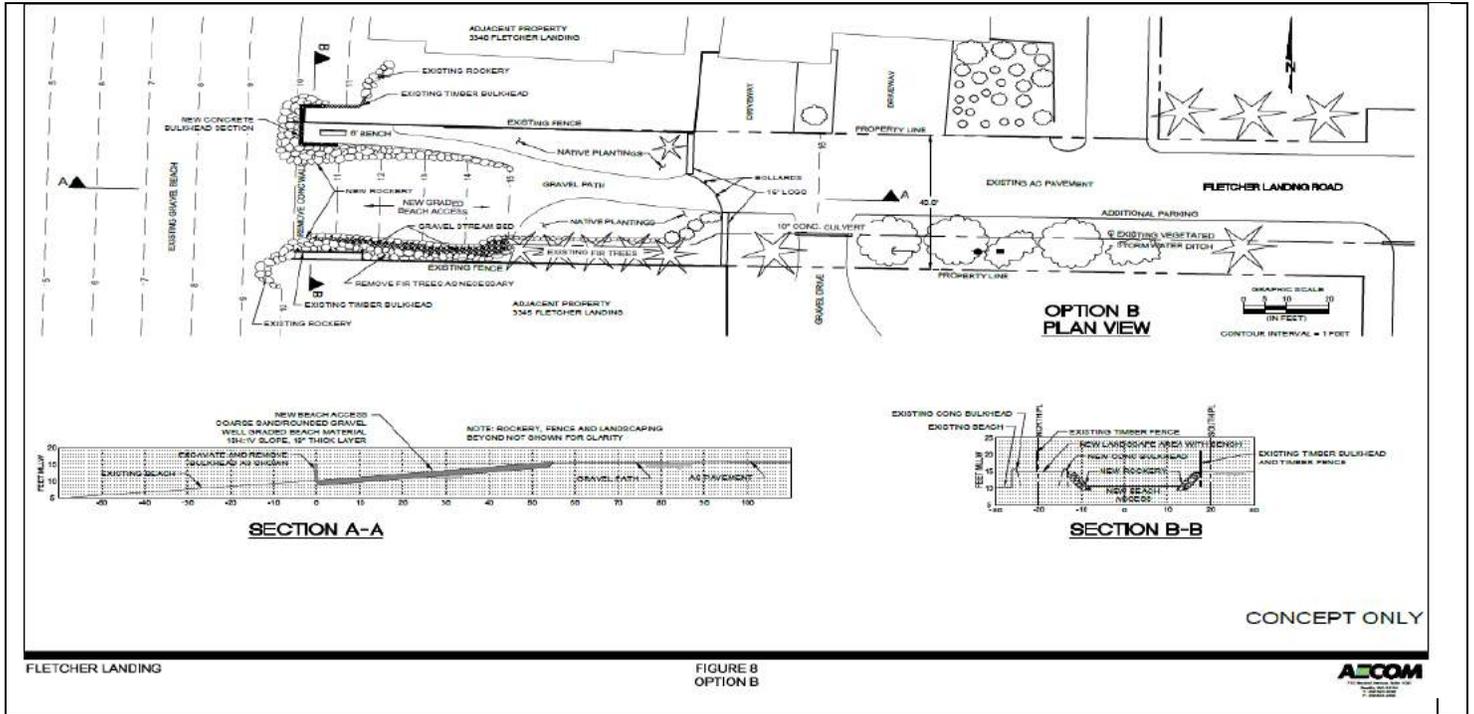
| | |
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| | |
|-------------|--|
| DESCRIPTION | This project provides for a replacement Police Station |
| BENEFIT | Replacement facility will provide adequate space for current and future departmental need, while correcting numerous space, structural, and security deficiencies in the current facility. |
| SCHEDULE | Design beginning in 2015; |
| CATEGORY | |

| PROJECT COSTS (1,000's) | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|-------------------------------|-------|------|------|------|------|------|
| Design/permitting | 500 | | | | | |
| ROW | | | | | | |
| Construction | | TBD | TBD | | | |
| Sub-total | \$500 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FUND SOURCES (1,000's) | | | | | | |
| General Fund | \$500 | TBD | \$0 | \$0 | \$0 | \$0 |
| Sub-total | \$500 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | | |
| | | | | | | |

City of Bainbridge Island – Capital Project Summary

City Road Ends Improvements (Island-Wide)



| | |
|-------------|--|
| DESCRIPTION | This project provides for infrastructure enhancements at various City-owned road ends. |
| BENEFIT | The project will enhance public access to the waterfront. Ensure user safety is maintained. Enhance accessibility and utility for various user groups. |
| SCHEDULE | Design and Construction in 2015 |
| CATEGORY | |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------|-------|------|------|------|------|------|
| Design/permitting | 0 | | | | | |
| ROW | 0 | | | | | |
| Construction | 150 | | | | | |
| Sub-total | \$150 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | |
| FUND SOURCES (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
| Street Fund | 150 | | | | | |
| Storm Drain Fund | 0 | | | | | |
| STP Grant | 0 | | | | | |
| Sub-total | \$150 | 0 | 0 | 0 | 0 | 0 |

City of Bainbridge Island – Capital Project Summary

HVAC System Equipment Upgrade

City Hall

280 Madison Avenue

| | |
|--|--|
| | |
|--|--|

| | |
|-------------|--|
| DESCRIPTION | The City Hall HVAC system upgrade project is based on the recommendation of the city's current HVAC service provider, Air Management Systems Inc. The City Hall is served by 21 individual heat pumps. The heat pumps are currently 13 years old and have an estimated life expectancy of 12 – 15 years. The heat pump that serves the Information Technology room will be replaced in 2013. The City Hall HVAC system upgrade project will replace 4 heat pumps each year from 2014 through 2018. This project will insure systems reliability and avoid costly unscheduled failures. |
| POLICY | |
| BENEFIT | Systems reliability. |
| SCHEDULE | Construct 2014, 2015, 2016, 2017, 2018 |
| CATEGORY | |
| | |

| PROJECT COSTS (1,000's) | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|-------------------------|------|------|------|------|------|------|
| Design/permitting | 0 | | | | | |
| ROW | 0 | | | | | |
| Construction | 40 | 41 | 42 | 43 | 44 | |
| Sub-total | \$40 | \$41 | \$42 | \$43 | \$44 | \$0 |
| | | | | | | |
| FUND SOURCES (1,000's) | | | | | | |
| General Fund | 40 | 41 | 42 | 43 | 44 | |
| | 0 | | | | | |
| | 0 | | | | | |
| Sub-total | \$40 | \$41 | \$42 | \$43 | \$44 | 0 |
| | | | | | | |

City of Bainbridge Island
FLEET and EQUIPMENT CIP (2015 - 2020)

11/5/2014
12:00 PM

| Project | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Strts Component | Wtr Component | Swr Component | SSWM Comp | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 - 2034 |
|-------------------------------------|----------------|---------------|-------------|--------------|-----------------|---------------|---------------|-----------|------|------|------|------|------|------|-------------|
| FLEET PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | |
| Police Vehicles (3) | | | | 152 | | | | | 152 | 156 | 161 | 166 | 170 | 176 | |
| Small Capital Equip <\$10,000 | | | | 10 | 10 | 10 | 10 | 10 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Roadside Mower | | | | | 77 | | | 19 | 96 | | | | | | |
| Medium Duty Pickup Truck | | | | 33 | 8 | | | | 41 | | | | | | |
| Motorcycle | x | | 10 | 30 | | | | | 30 | | | | | | |
| Police Computers for Cars | | | | 150 | | | | | | 150 | | | | | |
| Sweeper | | | | | 42 | | | 169 | | 211 | | | | | |
| Phone System | | | | 50 | | | | | | 50 | | | | | |
| Cab and Chassis | | | | | 88 | | | 88 | | | 176 | | | | |
| Medium Duty Pickup Truck | | | | 22 | 22 | | | | | | 44 | | | | |
| Roadside Mower | | | | | 83 | | | 21 | | | | 104 | | | |
| Chipper | | | | | 36 | | | | | | | 36 | | | |
| Commercial Lawn Mower | | | | 8 | | | | | | | | 8 | | | |
| Roller Compactor w Trailer | | | | | 35 | | | | | | | | 35 | | |
| Pup Trailer | | | | | 29 | | | 29 | | | | | 58 | | |
| Van | | | | | | 33 | 8 | | | | | | 41 | | |
| Light Duty Pick Up | | | | 7 | 7 | 7 | 7 | 7 | | | | | 35 | | |
| Emergency Generator | | | | | | | 60 | | | | | | 60 | | |
| Shoulder Gravel Conveyor | | | | | 37 | | | | | | | | 37 | | |
| Small Sander Attachment | | | | | 6 | | | | | | | | 6 | | |
| FLEET PROJECTS - 20-YEAR CIP | | | | | | | | | | | | | | | |
| Annual - Fleet Replacement | | | | x | x | x | x | x | | | | | | | TBD |
| Annual - IT Equipment Capital Items | | | | 350 | | | | | | | | | | | 350 |
| TOTALS | | | | | | | | | 369 | 617 | 431 | 364 | 272 | | 350 |

Amounts in thousands

**City of Bainbridge Island
Water CIP (2015- 2020)**

11/5/2014
12:00 PM

| Project | Location | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Strts Component | Wtr Component | Swr Component | SSWM Comp | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 - 2034 |
|-------------------------------------|-----------------|----------------|---------------|-------------|--------------|-----------------|---------------|---------------|-----------|------------|------------|------------|------------|------------|------------|--------------|
| WATER PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | | |
| Annual Preservation Program | | | | | | Y | | | | 147 | 148 | 151 | 154 | 157 | 160 | 2,170 |
| Wing Point Way | | | | | | Y | Y | Y | | 769 | | | | | | |
| Winslow Way Reconstr.-Ph 2 | Madison to Grow | | | | | Y | Y | Y | | | | TBD | TBD | | | |
| WATER PROJECTS - 20-YEAR CIP | | | | | | | | | | | | | | | | |
| Taylor Avenue Well | | | | | | Y | | | | | | | | | | TBD |
| Sands Well #2 | | | | | | Y | | | | | | | | | | TBD |
| High School Reservoir | | | | | | Y | | | | | | | | | | TBD |
| Fletcher Bay Well | | | | | | Y | | | | | | | | | | TBD |
| Wyatt High Zone Main | Madison - Grow | | | | | Y | Y | Y | | | | | | | | TBD |
| TOTALS | | | | | | | | | | 916 | 148 | 151 | 154 | 157 | 160 | 2,170 |

City of Bainbridge Island – Capital Project Summary

Water System Annual Preservation Program

(Water System Wide)



| | |
|-------------|--|
| DESCRIPTION | This project addresses system-wide water system preservation projects. Specific projects will be determined as identified during annual inspection and maintenance program. Typical projects include pipe replacement, water valve replacement/repairs, water meter replacement/repairs, pressure reducing station replacement/repairs, etc. |
| BENEFIT | Improved water system reliability and increased system life. |
| SCHEDULE | Design and Construction all years. |
| CATEGORY | Deficiency 1B,M, SC |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------------|-------|-------|-------|-------|-------|-------|
| Design/permitting | 0 | | | | | |
| ROW | 0 | | | | | |
| Construction | 147 | 148 | 151 | 154 | 157 | 160 |
| Sub-total | \$147 | \$148 | \$151 | \$154 | \$157 | \$160 |
| FUND SOURCES (1,000's) | | | | | | |
| Water Fund | \$147 | \$148 | \$151 | \$154 | \$157 | \$160 |
| Sub-total | \$147 | \$148 | \$151 | \$154 | \$157 | \$160 |

City of Bainbridge Island Sewer CIP (2015 - 2020)

11/5/2014
12:00 PM

| Project | Location and/or Phase | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Strts Component | Wtr Component | Swr Component | SSWM Comp | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 - 2034 |
|-------------------------------------|-----------------------|----------------|---------------|-------------|--------------|-----------------|---------------|---------------|-----------|--------------|------------|------------|------------|------------|------------|--------------|
| SEWER PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | | |
| Annual Preservation Program | | | | | | | | Y | | 149 | 152 | 155 | 158 | 161 | 161 | 2,240 |
| Wing Point Way Sewer | Wing Point | | | | | Y | Y | Y | | 1,073 | | | | | | |
| Winslow Way Reconstr.-Ph 2 | Madison to Grow | | | | | Y | Y | Y | | | | TBD | TBD | | | |
| SEWER PROJECTS - 20-YEAR CFP | | | | | | | | | | | | | | | | |
| Pump Station Upgrade - Various | Madison - Grow | | | | | Y | Y | Y | | | | | | | | TBD |
| Pump Station Upgrade - Village | Village | | | | | | | | | | | | | | | TBD |
| WWTP Upgrade - Various | Hawley | | | | | | | | | | | | | | | TBD |
| Extend Outfall | Wing Point | | | | | | | | | | | | | | | TBD |
| Lovell Pump Station Beach Mains | Lower Lovell | | | | | | | | | | | | | | | TBD |
| TOTALS | | | | | | | | | | 1,222 | 152 | 155 | 158 | 161 | 161 | 2,240 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Amounts in thousands

City of Bainbridge Island – Capital Project Summary

Sewer System Annual Preservation Program (Sewer System Wide)



| | |
|-------------|---|
| DESCRIPTION | This project addresses system-wide sewer system preservation projects. Specific projects will be determined as identified during annual inspection and maintenance program. Typical projects include pipe replacement, inflow/infiltration elimination, pump station repairs, manhole repairs, etc. |
| BENEFIT | Improved sewer system reliability and increased system life. |
| SCHEDULE | Design and Construction all years. |
| CATEGORY | Deficiency 1B,E/N; SC |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Design/permitting | 15 | 15 | 16 | 16 | 16 | 16 |
| ROW | 0 | | | | | |
| Construction | 134 | 137 | 139 | 142 | 145 | 145 |
| Sub-total | \$149 | \$152 | \$155 | \$158 | \$161 | \$161 |
| FUND SOURCES (1,000's) | | | | | | |
| Sewer Fund | \$149 | \$152 | \$155 | \$158 | \$161 | \$161 |
| Sub-total | \$149 | \$152 | \$155 | \$158 | \$161 | \$161 |

City of Bainbridge Island
Stormwater CIP (2015 - 2020)

11/5/2014
12:00 PM

| Project | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Strts Component | Wtr Component | Swr Component | SSWM Comp | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 - 2034 |
|---|----------------|---------------|-------------|--------------|-----------------|---------------|---------------|-----------|------|------|-------|------|------|-------|-------------|
| STORMWATER PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | |
| 2015-20 Annual Stormwater Preservation | | | | | Y | | | Y | 100 | 100 | 291 | 297 | 303 | 309 | 4326 |
| Wardwell Rd Reconstruction and Drainage Imp. | X | | 346 | Y | | | | Y | | | 346 | | | | |
| Wardwell Rd Culvert (Woodward Creek) | | | | | | | | Y | | | 45 | 200 | | | |
| Mtn. View Dr. Reconstruction and Drainage Imp. | | | | Y | | | | Y | 12 | 41 | | | | | |
| Yeomalt Area Drainage Improvements | X | | 383 | | | | | Y | | | 510 | | | | |
| Blakely Falls Creek Culvert (Halls Hill) | | | | | | | | Y | | | 150 | | | | |
| Waterfront Park Outfall Reconstruction | X | | 128 | | | | | Y | | | 45 | 125 | | | |
| Deep Culvert Preservation Assessment | | | | | | | | Y | 75 | | | | | | |
| Deep Culvert Preservation Program | | | | | | | | Y | | 50 | 200 | 250 | 200 | 250 | 2500 |
| Eagle Hrbr Dr. McDonald Creek Culvert Repair | | | | | | | | Y | | | | | 40 | 80 | |
| Eagle Hrbr Dr. Creosote Creek Culvert Repairs | | | | | | | | Y | | | | 50 | 150 | | |
| Rockaway Beach Rd. Outfall | | | | | | | | Y | 50 | 150 | | | | | |
| Country Club Rd. Reconstruction & Drainage Impr. | | | | Y | | | | Y | | | 75 | | | | |
| Blakely Avenue Drainage Improvements | | | | | | | | Y | | | | 45 | 30 | 250 | |
| C40 Eagle Harbor Dr. (Cooper Creek Culvert Repl) | | | | Y | | | | Y | | | 60 | 25 | 8 | 440 | 335 |
| Springbrook Creek Restoration and Culvert Replace | X | | 450 | | | | | Y | | | 600 | | | | |
| STORMWATER PROJECTS - 20-YEAR CIP | | | | | | | | | | | | | | | |
| <i>Culvert and Outfall Projects:</i> | | | | | | | | | | | | | | | |
| Miller Rd at Issei Creek Culvert Replacement | | | | | | | | Y | | | | | | | TBD |
| Yeomalt Outfall Improvements | | | | | | | | Y | | | | | | | TBD |
| Country Club Rd at Mac's Dam Creek Culvert Replace | | | | | | | | Y | | | | | | | TBD |
| Southbeach Drive Culvert & Outfall Impr. | | | | | | | | Y | | | | | | | TBD |
| <i>Area Drainage Projects:</i> | | | | | | | | | | | | | | | |
| Hansen Road Area Drainage Improvements | | | | | | | | Y | | | | | | | TBD |
| Park Avenue Area Drainage Improvements | | | | | | | | Y | | | | | | | TBD |
| Sunrise Drive Area Drainage Improvements | | | | | | | | Y | | | | | | | TBD |
| Manzanita Area Drainage Improvements | | | | | | | | | | | | | | | TBD |
| Battle Point Dr. and Skinner Rd Area Drainage Impr. | | | | | | | | Y | | | | | | | TBD |
| Venice Loop Area Drainage Improvements | | | | | | | | Y | | | | | | | TBD |
| <i>Puget Sound Partnership LIO Projects:</i> | | | | | | | | | | | | | | | |
| Management Reserve for Water Quality Projects | | | | | | | | | | | | | | | TBD |
| Salt Marsh and Creek Restoration | X | | | | | | | Y | | | | | | | TBD |
| WF Park Bulkhead Removal and Conveyance Retrofit | X | | | | | | | Y | | | | | | | TBD |
| Point Monroe Lagoon/ Faye Bainbridge Outfall | X | | | | | | | Y | | | | | | | TBD |
| Blakely Hill Road Drainage and Outfall Imp. | X | | | | | | | Y | | | | | | | TBD |
| Yeomalt Madrona Retrofits and Outfall Imp. | X | | | | | | | Y | | | | | | | TBD |
| Madison South and Winslow Way East Retrofits | X | | | | | | | Y | | | | | | | TBD |
| Euclid Culvert Replacement | X | | | | | | | Y | | | | | | | TBD |
| TOTALS | | | | | | | | | 237 | 341 | 2322 | 992 | 731 | 1329 | TBD |
| Grant Totals | | | | | | | | | 0 | 0 | 1213 | 94 | 0 | 0 | TBD |
| City Funding | | | | | | | | | 237 | 341 | 1,110 | 898 | 731 | 1,329 | TBD |

Amounts in thousands

City of Bainbridge Island – Capital Project Summary

Annual Stormwater Preservation (Location: Island-wide)



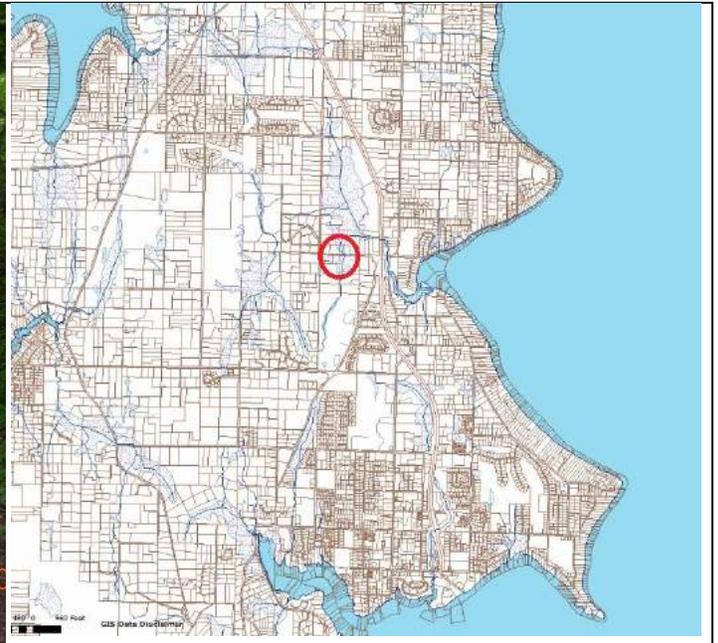
| | |
|-------------|---|
| DESCRIPTION | This program provides for on-going repair or replacement of conveyance structures such as cross culverts, catch basins & underground storm piping. The program typically funds projects with construction costs less than \$100K and with less complex design and permitting. As of 2013 95 of the city's 1180 cross culverts are in need of repair/ replacement. |
| BENEFIT | Preservation |
| SCHEDULE | Study Year 1 |
| CATEGORY | M/E, GC, Tier 1 (Preservation), Priority A. |

| PROJECT COSTS <small>(1,000's)</small> | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|--|-------|------|------|------|------|------|
| Design/permitting | 100 | 100 | 291 | 297 | 303 | 309 |
| ROW | | | | | | |
| Construction | | | | | | |
| Sub-total | \$100 | 100 | 291 | 297 | 303 | 309 |
| FUND SOURCES <small>(1,000's)</small> | | | | | | |
| Street Fund | | | | | | |
| Storm Drain Fund | 100 | 100 | 291 | 297 | 303 | 309 |
| Grant | | | | | | |
| Sub-total | \$100 | 100 | 291 | 297 | 303 | 309 |

City of Bainbridge Island – Capital Project Summary

Wardwell Road Culvert

(Woodward Creek Fish Passage Culvert)



| | |
|-------------|---|
| DESCRIPTION | Woodward Creek overtops Wardwell Road during storm events and backs up, flooding private property. Recommend replacement of a failing culvert with a new fish passage culvert. This project may be combined with the Wardwell Road Reconstruction and Drainage Project. Temporary construction easements may be needed. |
| BENEFIT | Replaces an undersized culvert and addresses fish passage. The project furthers the water quality and habitat goals of the Murden Cove Watershed Nutrient and Bacteria Reduction Project. |
| SCHEDULE | Y1 Design and Permitting, Y2 Construction. |
| CATEGORY | M/E, GC, Tier 1, Priority B |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------------|------|-------|------|------|------|------|
| Design/permitting | \$45 | | | | | |
| ROW | 0 | | | | | |
| Construction | 0 | 200 | | | | |
| Sub-total | \$45 | \$200 | 0 | 0 | 0 | 0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 0 | | | | | |
| Storm Drain Fund | \$45 | \$200 | | | | |
| DOE Grant | 0 | | | | | |
| Sub-total | \$45 | \$200 | 0 | 0 | 0 | 0 |

City of Bainbridge Island – Capital Project Summary

Yeomalt Area Drainage Improvements Project

(Area bordered by Cherry, Yeomalt Drive, Madrona, and Wing Point Way)



| | |
|-------------|---|
| DESCRIPTION | Provides for storm drainage improvements in the Yeomalt area. The City completed design in 2014 with funds received from a DOE grant for water quality improvements. This work was identified in the 2013 Area Drainage Study performed by Browne Wheeler Engineering. The City plans to apply for grant funding for this project in 2015 and anticipates that a local match of 25% will be required. |
| BENEFIT | Much of the Wing Point area above Yeomalt Point was developed before regulations required conveyance systems. Currently there are drainage problems in many areas and or existing conveyances are lacking or inadequate. |
| SCHEDULE | Design to be completed in 2014. Candidate for grant funding application in 2015. |
| CATEGORY | E/N, GC, Tier 1, Priority A. |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------------|--------|--------|--------|--------|--------|--------|
| Design/permitting | 60 | | | | | |
| ROW | | | | | | |
| Construction | | | | 510 | | |
| Sub-total | \$60 | | | \$510 | \$0 | \$0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | | | | 0 | | |
| SSWM Fund | | | | 128 | | |
| DOE Grant | 60 | | | 382 | | |
| Sub-total | \$60 | | | \$510 | \$0 | \$0 |

City of Bainbridge Island – Capital Project Summary

Waterfront Park Outfall Reconstruction (East of Dock)



| | |
|-------------|---|
| DESCRIPTION | Provides for a removal of an old deep water outfall and a water quality structure. The Department of Natural Resources has required that the outfall be removed from the aquatic land habitat and conservancy. The City Council authorized a Grant Application for the project on May 15, 2013. The City did not receive funding in 2013. |
| BENEFIT | Addresses obligation by the City and provides water quality improvement for a conveyance receiving significant run off from parking areas. |
| SCHEDULE | Design and Construction upon grant receipt. |
| CATEGORY | M/E, GC, Tier 1, Priority C. |
| | |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------------|------|-------|------|------|------|------|
| Design/permitting | 45 | 0 | | | | |
| ROW | 0 | 0 | | | | |
| Construction | 0 | 125 | | | | |
| Sub-total | \$45 | \$125 | 0 | 0 | 0 | 0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 0 | | | | | |
| Storm Drain Fund | 11 | 31 | | | | |
| Grant | 34 | 94 | | | | |
| Sub-total | \$45 | \$125 | 0 | 0 | 0 | 0 |

City of Bainbridge Island – Capital Project Summary

Deep Culvert Preservation Program (Location: Island-wide)



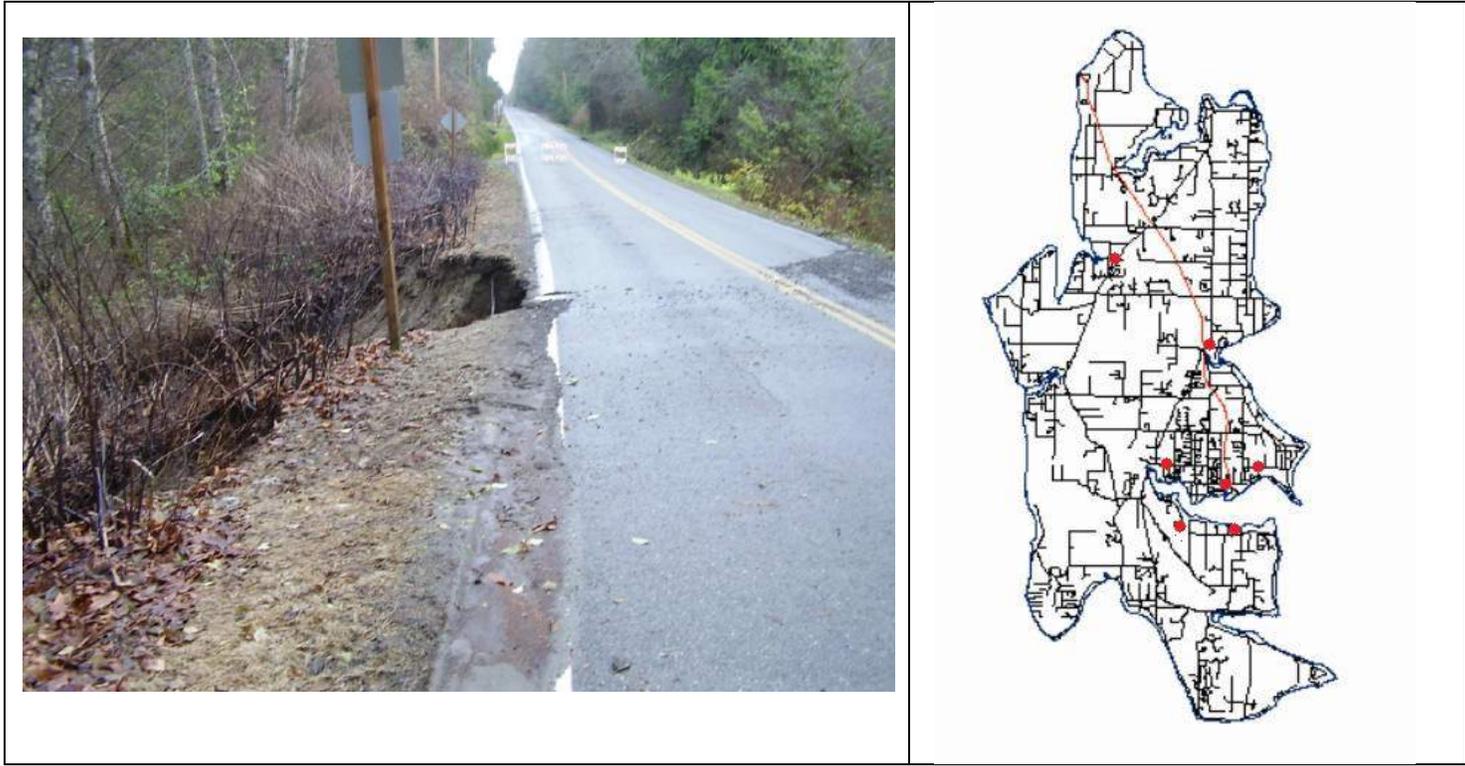
Note: Green dots – Repair/Replace, Red dots - Evaluate

| | |
|-------------|--|
| DESCRIPTION | Provides for the repair of culverts in deep fill sections island-wide. Assumption: culverts can be repaired using trenchless technologies, no ROW acquisition (limited to temp construction easements), repair one culvert per year over next 6 years. |
| BENEFIT | Preservation. Cost benefit in that repairs are far less expensive than replacements. |
| SCHEDULE | Study Year 1 |
| CATEGORY | M/E, GC, Tier 1 (Preservation), Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------|------|-------|-------|-------|-------|-------|
| Design/permitting | 50 | 50 | 50 | 50 | 50 | 50 |
| ROW | | | | | | |
| Construction | | \$150 | 200 | 150 | 200 | 150 |
| Sub-total | \$50 | \$200 | \$250 | \$200 | \$250 | \$200 |
| | | | | | | |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | | | | | | |
| Storm Drain Fund | 50 | 200 | 250 | 200 | 250 | 200 |
| Grant | | | | | | |
| Sub-total | \$50 | \$200 | \$250 | \$200 | \$250 | \$200 |

City of Bainbridge Island – Capital Project Summary

Deep Culvert Preservation Assessment (Location: Island-wide)



| | |
|-------------|--|
| DESCRIPTION | Many culverts in deep ravines are deteriorating. This project will identify and inspect deep culverts, assess conditions, and provide repair recommendations. Providing repairs extends service life and avoids more costly replacements. Most of the Island’s deep culverts were constructed of concrete pipe in the 50’s and 60’s or corrugated metal pipe in the 60’s and 70’s. Many deep culverts are showing signs of failure such as settlement, heavy corrosion, separations, and dropped sections. Failures have occurred in recent years (Hidden Cove Rd at Coho Creek, Sunrise Drive at Rolling Bay Creek) and this program will help mitigate risk of potential catastrophic failures at deep culverts. |
| BENEFIT | Preservation |
| SCHEDULE | Study Year 1 |
| CATEGORY | M/E, GC, Tier 1 (Preservation), Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------------|------|------|------|------|------|------|
| Design/permitting | 75 | | | | | |
| ROW | | | | | | |
| Construction | | | | | | |
| Sub-total | \$75 | 0 | 0 | 0 | 0 | 0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | | | | | | |
| Storm Drain Fund | 75 | | | | | |
| Sub-total | \$75 | 0 | 0 | 0 | 0 | 0 |

City of Bainbridge Island – Capital Project Summary

Eagle Harbor Drive at McDonald Creek Culvert Replacement (5530 Eagle Harbor Drive)



| | |
|-------------|---|
| DESCRIPTION | The existing concrete culvert is perched at its outlet and a section of pipe has dropped. Shoulder settlement is an indicator there may be separations. The project provides for the repair of existing concrete culvert assuming trenchless methods can be employed to line culvert. |
| BENEFIT | Preservation. Avoid much more costly replacement. Mitigate failure risk. |
| SCHEDULE | Preliminary budget and schedule information pending Island-wide Deep Culvert Assessment. |
| CATEGORY | M, GC, Tier 1, Priority A |

| PROJECT COSTS (1,000's) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|-------------------------------|--------|--------|--------|--------|--------|--------|
| Design/permitting | 40 | | | | | |
| ROW | | | | | | |
| Construction | | 80 | | | | |
| Sub-total | \$40 | \$80 | \$0 | \$0 | \$0 | \$0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | | | | | | |
| SSWM Fund | 40 | 80 | | | | |
| ? Grant | | | | | | |
| Sub-total | \$40 | \$80 | \$0 | \$0 | \$0 | \$0 |

City of Bainbridge Island – Capital Project Summary

Country Club Road Reconstruction and Drainage Improvement

(From Toe Jam Hill Road to the Seawall)



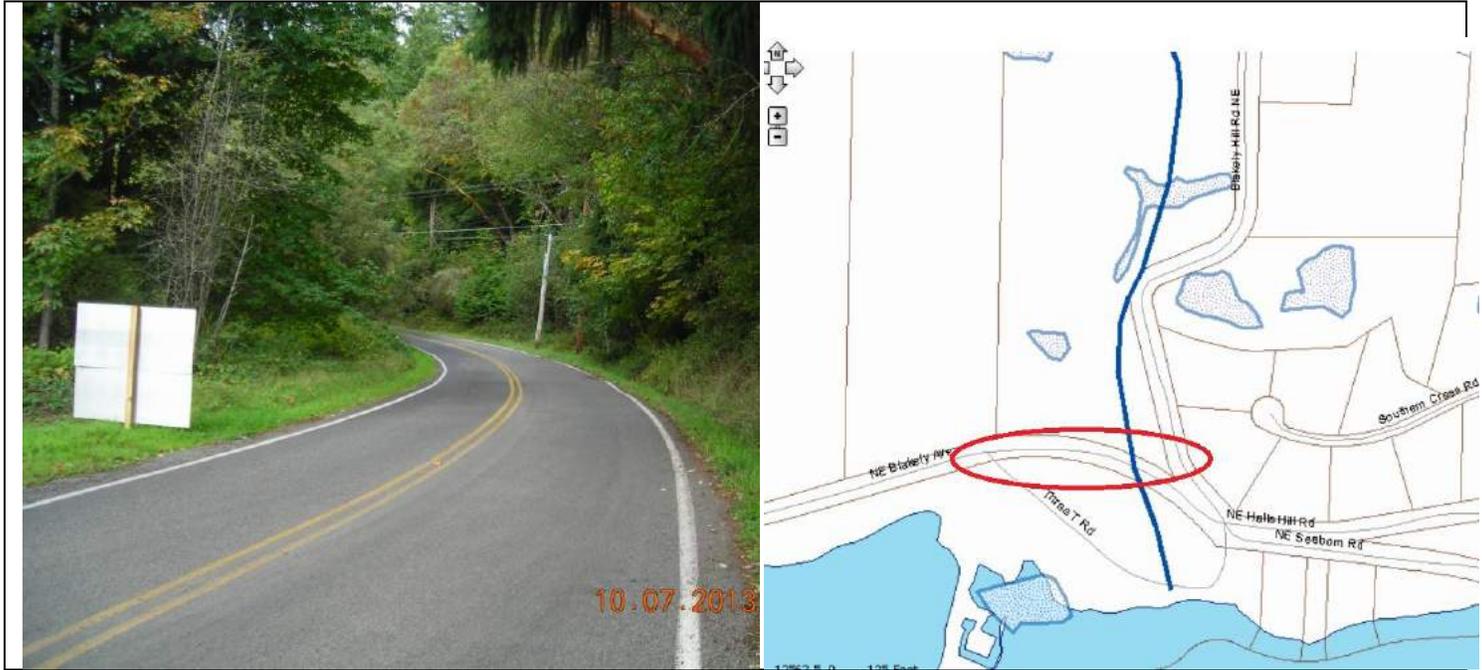
| | |
|-------------|---|
| DESCRIPTION | The current roadway and fronting properties flood. The roadway surfacing is in poor condition. The project provides for raising the roadway to a higher elevation, reconstructing roadside ditches to flow, and restoring the surfacing. Temporary construction easements are needed for adjusting driveway elevations. The project design, permitting, and easement acquisition is envisioned to be performed in house by Engineering Staff. |
| BENEFIT | Addresses surfacing repair and flooding. |
| SCHEDULE | Design, Permit, Easements year 1, Construct year 2. |
| CATEGORY | M/E, GC, Tier 1, Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------------|-------|------|------|------|------|------|
| Design/permitting | 0 | | | | | |
| ROW | * | | | | | |
| Construction | 250 | \$0 | | | | |
| Sub-total | \$0 | \$0 | 0 | 0 | 0 | 0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | 175 | 0 | | | | |
| Storm Drain Fund | 75 | 0 | | | | |
| Grant | | 0 | | | | |
| Sub-total | \$250 | \$0 | 0 | 0 | 0 | 0 |

City of Bainbridge Island – Capital Project Summary

Blakely Ave. Drainage Improvements

(In the vicinity of Blakely Hill and Halls Hill intersection and BIMPD Parklands)



| | |
|-------------|---|
| DESCRIPTION | Blakely Avenue in the vicinity of the head of Blakely Harbor and the adjacent Park lands flood. Also there are drainage problems at the bottom of Blakely Hill road that often contribute to water on the roadway and the potential for icing at the intersection. The project will provide for drainage improvements. Portions of the improvements would be located outside of the ROW and on Park property. |
| BENEFIT | Addresses water on roadway and poor drainage. |
| SCHEDULE | Design, Permit, ROW year 1, Construct year 2 |
| CATEGORY | M/E, GC, Tier 1, Priority A. |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------------|------|------|-------|------|------|------|
| Design/permitting | 45 | 30 | | | | |
| ROW | | * | | | | |
| Construction | | | 250 | | | |
| Sub-total | \$45 | \$30 | \$250 | 0 | 0 | 0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | | | | | | |
| Storm Drain Fund | 45 | 30 | 250 | | | |
| Grant | | | | | | |
| Sub-total | \$45 | \$30 | \$250 | 0 | 0 | 0 |

City of Bainbridge Island – Capital Project Summary

Springbrook Creek Restoration and Culvert Replacement

(Vicinity of High School and Fletcher Intersection)



| | |
|-------------|---|
| DESCRIPTION | Upgrade old culverts to fish passage culverts and restore section of creek that has been degraded. This project has been identified as a high priority by the LIO, and there may be an opportunity to obtain grant funds. |
| BENEFIT | Culvert Preservation, Environmental – Water Quality, Habitat |
| SCHEDULE | 3 to 4 years to design, acquire easement, permit, and construct. |
| CATEGORY | M, GC, Tier3, Priority C. |
| | |

| PROJECT COSTS (1,000's) | YR 1 | YR 2 | YR 3 | YR 4 | YR 5 | YR 6 |
|-------------------------------|-------|------|------|------|------|------|
| Design/permitting | * | * | * | | | |
| ROW | | * | * | | | |
| Construction | 600 | | | * | | |
| Sub-total | * | * | * | * | 0 | 0 |
| FUND SOURCES (1,000's) | | | | | | |
| Street Fund | | | | | | |
| Storm Drain Fund | 150 | | | | | |
| DOE Grant | 450 | * | * | * | | |
| Sub-total | \$600 | * | * | * | 0 | 0 |

**CITY OF BAINBRIDGE ISLAND
MEMORANDUM**

TO: COBI Planning Commission

FROM: COBI Utility Advisory Committee

DATE: May 16, 2016

SUBJECT: Proposed Utility Element of Comprehensive Plan

In July 2015, the City Council tasked the Utility Advisory Committee (“UAC”) with reviewing the Utilities Element and Water Resources Element of the 2004 Comprehensive Plan, and developing recommendations to the Planning Commission for the 2016 Update to the Comprehensive Plan

Since then, the UAC has spent a significant amount of time outside of and in 24 meetings focusing on the Comprehensive Plan. The result is a new proposed Utilities Element, which is enclosed. This memorandum provides background regarding the UAC’s work, and summarizes key features of the proposed Utilities Element.

Utilities on Bainbridge Island

There are eight services typically considered to be “utilities.” They are owned and operated on Bainbridge Island in different ways. They are:

- Water – There are 28 Group A water systems (over 15 connections) and approximately 120 Group B water systems (between 3-14 connections) on the Island. Some of the larger systems are owned and operated by governments (the City and Kitsap Public Utility District), while others are operated by private for-profit companies or private not-for-profit organizations. One or two persons using a single well are not considered “utilities.”
- Sewer – There are two governmental sewer systems, one owned by the City and the other owned by Kitsap Sewer District No. 7.
- Stormwater – This is operated by the City.
- Solid waste – This utility is owned and operated by Bainbridge Disposal, a private for-profit company.

- Electricity – This utility is owned and operated by Puget Sound Energy, a private for-profit company.
- Telecommunications – Several private for-profit companies operate telecommunications businesses, such as telephone, cell phones, and internet.
- Cable TV – There is one private for-profit cable company operating on the Island, and several satellite television companies.
- Natural gas – There is no natural gas utility on the Island.

2004 Comprehensive Plan

The current Utilities Element of the Comprehensive Plan contains goals and policies. Goals 1-7 are applicable to all utilities; Goal 8 applies to electrical service; and Goal 9 addresses cellular telecommunications services.

The current Water Resources Element contains goals and policies applicable to water, sewer, and stormwater utilities. The Water Resources Element also contains goals and policies dealing with on-site septic systems and groundwater protection related to real estate development, which do not directly apply to utilities.

There are no goals and policies in the Comprehensive Plan specifically applicable to solid waste, other types of telecommunications besides cellular (i.e., telephone and internet), cable TV, and natural gas. Arguably, the general goals and policies in the Utilities Element are applicable to these utilities.

Summary of UAC Recommended 2016 Update to Utilities Element

At the outset, the UAC concluded that the goals and policies for all types of utilities should be in the Utilities Element, and thus has moved water, sewer, and stormwater from the current Water Resources Element to the Utilities Element.¹ Also, the UAC has concluded that the Utilities Element should include goals and policies for solid waste and other forms of telecommunications besides cellular phones, and thus has drafted them.

¹ The UAC understands that the remainder of the Water Resources Element is being revised by the City's Environmental Technical Advisory Committee.

The key features of the UAC's recommended Utilities Element are as follows:

- 1) **All utilities**: The UAC simplified and modified previous goals applicable to all utilities. The UAC also proposes a new, significant Goal 9, which is to ensure the City allocates sufficient resources to implement its utilities goals/policies and to periodically conduct meaningful reviews of all utility services.
- 2) **Potable water**: The current Comprehensive Plan does not separately address potable water utilities, but rather includes references to drinking water service providers in the Water Resources Element. The UAC has transferred policies for water purveyors to the Utilities Element. Most existing policies are included in the new Element, and new policies focus on cooperation, integration, and consolidation of water utilities to ensure a reliable long term resource. A new policy was also added calling for differential fire flow requirements in urban and rural areas so small water systems are able to make less costly system upgrades.
- 3) **Public Sewer**: This section is also moved from the Water Resources Element to the Utilities Element. The UAC removed language regarding the now defunct plan to provide sewer service to Point Monroe in cooperation with the State Parks department, and clarified the current relationship between the two sewer providers on the Island, the City and Sewer District #7. A new goal of ensuring adequate, reliable sewer service was added, and other sections were cleaned up. The UAC also included PS 1.7 calling for a study to investigate cooperation and/or consolidation of the two sewer providers.
- 4) **Storm and surface water**: This section is moved from the Water Resources Element to the Utilities Element. The goal was expanded to include managing stormwater to protect life and habitat and to channel runoff to minimize impact on daily activities. Old SD 1.3 through SD 1.8 were retained with only minor modifications as SS 1.2 through SS 1.6
- 5) **Electrical**: The overall goal and first 4 policies are slightly modified from the current Comprehensive Plan, with draft policy E 1.4 consolidating several statements on undergrounding of electrical lines. New draft policies were developed: E 1.5 encourages carbon neutral generation and innovative technologies; E 1.6 covers periodic

comparative evaluations of service and alternative providers; and E 1.7 encourages use of carbon free energy for new taxpayer-funded buildings.

- 6) **Solid Waste**: The current Comprehensive Plan does not contain a Solid Waste section; the UAC recommends that this utility be included in the new Plan. This newly proposed section follows the same general format as all the other utilities and thus includes a general statement about the current provider of services on the island and the government agency charged with oversight of the utility. Similarly, a general goal requiring "adequate, cost effective, reliable and environmentally responsible solid waste and recycling" has been incorporated into this new subsection. All four of the policies listed in this section are similarly new, but follow many of the important policies generally found in other cities' comprehensive plans, including policies addressing hazardous waste (SW 1.1), outreach and education (SW 1.2), periodic reviews by the City (SW 1.3), and a forward thinking environmental policy that seeks to encourage reduction of solid waste and potential conversion of solid waste to energy (SW 1.4).

- 7) **Telecommunications**: The current Telecommunications section of the Utilities Element required updating and the inclusion of some advancing telecommunications technologies. The first 3 policies (TT 1.1 and TT 1.2 and TT1.3) mirror or slightly modify language already contained in the current Utilities Element. The last 6 policies are new, but generally follow policies in other cities' comprehensive plans. They are: equal service to all parts of the City (TT 1.4), periodic evaluation of facility capacity to meet future demand (TT 1.5), high standard internet capability (TT 1.6), a statement that new developments shall install underground conduits (TT 1.7), and a provision of emergency communications services for all citizens (TT 1.8). Moreover, the final section includes a requirement of periodic City review to evaluate opportunities to obtain improved services and providers when possible (TT 1.9).

Approved by the UAC at an open public meeting on May 16, 2016, by a 5-0 vote.

 Andrew W. Maron, chair

Members T. Jones, J. Kanter, A. Maron, N. Nolan, E. Sato
Members absent - S. Johnson, J. Thrash

UTILITIES ELEMENT

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ALL UTILITIES

In Bainbridge Island, utility service is provided by the City of Bainbridge Island, special purpose governments, State regulated utilities, federally licensed communications companies, and a municipally franchised cable television company.

The City shall for city-managed and, to the extent possible, for non-city managed utility services:

GOAL 1

Ensure that reliable utility services are available to all Bainbridge Island residents. [Modified Goal 1]

GOAL 2

Ensure that the utility services are comparable in terms of cost, quality, and technology to services available in similar jurisdictions in the Puget Sound region. [New]

GOAL 3

Ensure that utility services are adequate to meet current demands, and that utility providers plan for future demands. [Modified Goal 2]

GOAL 4

Ensure that the provision of utility services is environmentally responsible and sustainable, and encourage utility services that are carbon neutral and do not contribute to climate change. [Modified Goal 1]

Utilities Element to the Comprehensive Plan Proposed by the Utilities Advisory Committee, May 16, 2016

GOAL 5

Ensure that new or major renovations to existing utility facilities are designed to minimize adverse impacts on residents and the environment. [Modified] [1.5]

GOAL 6

Ensure that permits and approvals for utility facilities are processed in a fair, timely manner and in accord with development regulations and this Plan. [Goal 3]

GOAL 7

Ensure that all utility providers give timely public notice and solicit community input on the siting of proposed facilities and on any other substantive projects before seeking City approval. [Modified Goal]

GOAL 8

Cooperate with other jurisdictions and utility providers in planning and implementing utility facility additions, improvements, maintenance, and emergency response, so that such activities are coordinated to address utility needs. [Modified Goal 5]

GOAL 9

Ensure that sufficient city resources are provided to implement the above goals by adopting systems and processes for meaningful and timely review of utility services, and by assigning to the Utilities Advisory Committee (UAC) or other city organization the responsibility for advising the City Council on matters regarding all utility services on Bainbridge Island. [New]

Currently, potable water is provided to citizens of Bainbridge Island by the City, Kitsap County Public Utility District, private for-profit water companies, not-for-profit companies or homeowner associations, and private wells. All water providers must comply with a variety of federal and state laws and regulations

GOAL 1 (New)

The City shall for city-managed and, to the extent possible, for non-city managed utility services, ensure sufficient, cost effective, reliable, and safe water utility service is provided to the citizens of Bainbridge Island.

GOAL 2 (NEW)

All water utilities shall operate in a manner that preserves and protects the water resources of the Island.

POLICIES

1.1 All purveyors of public water systems shall depict water service areas on maps and evaluate modifications to their system boundaries based on maintaining sufficient and sustainable capacity to meet the present and future needs of the service area. [Modified R 3.6]

1.2 As an approved Satellite System Management Area (SMA), the City may elect to provide water system management services to other utility providers. [Reference to R 3.2]

1.3 New development in previously unserved water service areas should be encouraged to connect to existing public water systems. The City, at its discretion, may require new water systems be dedicated to the City. [Modified R 3.3]

1.4 Engineering specifications for new public water systems and expansions or improvements to existing public water systems that are to be located within the City's rights-of-way shall meet standards set forth by the City. The City should adopt standards that differentiate between urban and rural density fire flow requirements. A differential policy is needed to promote cost effective water system upgrades by the many small water systems on the Island. [Modified R 3.4]

1.5 The City should encourage and support water utilities to enter into cooperative activities, such as jointly managed operations, shared storage, and construction of interties, to more efficiently economically, and safely manage water resources and systems. [New]

1.6 The City should encourage and facilitate consolidation of water systems, with particular emphasis on mergers of contiguous and small systems, to more efficiently, economically, and safely manage water resources and systems. [New]

1.7 The City should conduct a study of consolidation of water systems owned by the City and Kitsap Public Utility District. The City should pursue long-term consolidation of larger water systems under City ownership. [New]

1.8 The City should promote conservation measures through education and regulation with emphasis on reducing peak seasonal irrigation demand. [New]

PUBLIC SEWER [Modified Title]

Currently, there are two public sewer systems on Bainbridge Island. One, owned by the City of Bainbridge Island, serves the Winslow areas and the Rockaway Beach, Pleasant Beach, and Lynwood areas (“the Southend System.”) The other, owned by Kitsap County Sewer District #1, serves the Fort Stevens area.

The service area for the Winslow Public Sewer System is designated in the City’s General Sewer Plan. Treatment for this part of the system occurs at the Winslow Wastewater Treatment Plant. The sewer service area for the Southend System is also designated in the City’s General Sewer Plan. Treatment for this system occurs at the Kitsap County Sewer District #1 treatment plant pursuant to an interlocal agreement. (Current SSP 2.1)

GOAL [New]

Ensure adequate, cost effective, and reliable sewer service is provided to those areas of Bainbridge Island served by public sewer systems and designated in the General Sewer Plan for future public sewers.

POLICIES

PS 1.1 Emergency service or other minor modifications to sewer service areas may be allowed with approval by the City Council via resolution so long as there is sufficient sewer facility capacity, and, with regard to the Southend System, sewage quality meets the standard outlined in the interlocal agreement with Kitsap County Sewer District #1. (Current SSP 2.3)

PS 1.2 Within public sewer system service areas, new construction should provide for eventual connection to public sewer systems. (Current SSP 2.2)

PS 1.3 Sewer connections shall not be mandated for use with existing septic systems that are fully functional and maintained, except as provided by law. (Current SSP 2.5)

PS 1.4 A new public sewer facility or major expansion of an existing public sewer facility may occur following development of a Comprehensive Plan amendment. In planning and establishing a service area for a new public sewer facility, or major expansion of an existing public sewer facility, service area boundaries will be evaluated taking the following into consideration:

- a. Areas that have an environmental need for sewer due to 1) a group of documented failing septic systems or 2) proximity to sensitive bodies of water that are unsuitable for on-site septic systems according to the Kitsap County Health District.
- b. Areas used or planned for development that serves a public need, such as a public school.
- c. Areas designated for commercial and mixed use.
- d. Areas designated for residential use at densities of four units to the acre (R4) or greater.
- e. Areas planned for an increase in density through a special planning area process. (SSP2.1C)

PS 1.5 Reuse of treated wastewater for irrigation, recharge, and other non-potable uses should be considered in the planning and design of treatment facilities. These facilities shall be consistent with health and safety considerations and shall consider financial impacts to ratepayers and taxpayers. (Current SSP 2.1)

PS 1.6 Consideration should be given to implementing methods to improve the quality of effluent discharged to the Puget Sound. (New)

Utilities Element to the Comprehensive Plan Proposed by the Utilities Advisory Committee, May 16, 2016

PS 1. Conduct a study of cooperation (such as shared operations) or consolidation of sewer systems owned by the City and Kitsap County Sewer District

STORM AND SURFACE WATER [Modified Title]

The City of Bainbridge Island utilizes its Storm and Surface Water Utility to operate and manage its stormwater runoff measures and facilities.

GOAL [New]

Manage stormwater runoff to protect life, property and habitat from flooding and erosion; to channel runoff to minimize impacts to daily activities; to protect the quality of groundwater, surface water, and the waters of Puget Sound; and to provide recharge of groundwater where appropriate.

POLICIES

SS 1.1 The City should maintain a comprehensive storm drainage plan that identifies problems, proposes solutions, provides a strategy for implementation and funding, and establishes design and development guidelines. [Current SD 1.1]

SS 1.2 The City should require new development to provide both on-site and off-site improvements necessary to avoid adverse water quality and quantity impacts. [Modified SD 1.3]

SS 1.3 Whenever feasible the City should utilize low impact development standards wherein infiltration of stormwater is preferred over surface discharge to downstream systems, so as to encourage the return of uncontaminated precipitation to the soil at natural rates near where it falls through the use of detention ponds, grassy swales, and infiltration facilities. [Combination of SD 1.3 and SD 1.]

SS 1. Stormwater systems should be encouraged to provide for removal of pollutants and sediment through biofiltration or other means, where appropriate and feasible. [Current SD 1.5]

SS 1.5 Planning and development design standards should minimize disruption and/or degradation of natural drainage systems, minimize impervious areas by restricting site coverage, and encourage site permeability by retaining natural vegetation and buffers, and specifying use of permeable materials. [Current SD 1.6]

SS 1.5 Industrial, commercial, and agricultural land uses should be encouraged to manage surface water in a manner which prevents pollutants from entering ground or surface waters. [Current SD 1.]

SS 1.6 The city should consider a program of retrofitting existing roads with water quality and quantity stormwater system improvements in order to minimize pollution of natural drainage systems and the waters of the Puget Sound resulting from runoff from roadways. [Current SD 1.]

ELECTRICAL

The City is currently served by Puget Sound Energy (PSE), which provides electricity generation sources, transmission, distribution and maintenance of electrical facilities throughout the island. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC.) It is the commission’s responsibility to ensure regulated companies provide safe and reliable service to customers at reasonable rates, while allowing them the opportunity to earn a fair profit.

GOAL

Ensure adequate, cost effective, reliable, and environmentally responsible electric service to the citizens of Bainbridge Island. [Modified Goal □□]

POLICIES

E 1.1 The City should plan together with the electric service provider to undertake energy efficiency improvements and other alterations of electric utility facilities to provide capacity for future growth. [Modified□]

E 1.2 The City should encourage the conservation of electrical energy, especially during periods of peak usage, and encourage energy saving building code strategies, local renewable energy, and other cost effective approaches to meeting the island’s energy needs. [Modified□]

E 1.3 The City should encourage the electric service provider to improve reliability, with particular attention to mitigating impacts on service from storms or other natural events. [Modified□]

E 1.□ The City should encourage undergrounding new and existing electric power lines, and develop a long term strategy for future undergrounding, to include maximizing opportunities with new construction, and prioritizing the work that affects the greatest number of households and businesses. [Modified E 1.5, □ 1.1, □ 1.3,□]

E 1.5 The City should encourage the electric service provider to use carbon neutral electricity generation, local electricity generation, and innovative technologies such as solar power that are reliable, cost effective, preserve resources, provide minimal environmental impact, and do not contribute to global warming. [New□]

E 1.6 The City should periodically undertake comparative evaluations of electric service reliability, cost, environmental impact, and citizen influence of its electric service provider, and evaluate opportunities to provide improved and less costly electrical service from alternative service providers. [New□]

E 1.□ All new taxpayer-funded public buildings should be encouraged to be designed and engineered to utilize carbon free energy for heating, cooling, and operational use to the maximum extent practical within site specific and existing technology limitations. [New□]

SOLID WASTE [New]

Currently, Bainbridge Disposal, Inc., a private corporation based on the Island, is the exclusive provider of solid waste disposal and recycling services to City residents and businesses. Bainbridge Disposal is regulated by the Washington Utilities and Transportation Commission (WUTC), which is charged with ensuring the utility, provides reliable, safe and economical service.

GOAL [New]

Ensure adequate, cost effective, reliable, and environmentally responsible solid waste and recycling service to the citizens of Bainbridge Island.

POLICIES

S 1.1 The City should seek a method to provide on-island collection site for moderate risk waste or household hazardous waste including oil based paints, stains, adhesives, aerosols, paint thinner, corrosive cleaners, yard chemicals, and pool/spa chemicals and a means for transferring these substances in a timely manner to the Kitsap County site on Imperial Way in Bremerton. [New]

S 1.2 The City should continually seek to expand outreach and education to citizens to ensure that the populace is informed about the latest recycling and hazardous waste practices. [New]

S 1.3 In addition to WUTC regulation, the City should perform periodic reviews to ensure that Bainbridge Disposal is providing safe, reliable, cost effective and responsive solid waste collection and recycling. During such reviews, the City should evaluate opportunities to provide improved and cost effective services from alternative providers. [New]

S 1.4 Consideration should be given to methods to reduce the amount of solid waste disposal or the conversion of solid waste to energy. [New]

TELECOMMUNICATIONS [Modified Title]

Telecommunications is the transmission of sound, images and/or data by wire, radio, optical cable, electromagnetic, or other similar means. In Bainbridge Island, telecommunications utilities include standard conventional telephone, wireless communication, Internet service, and Cable and satellite television.

Conventional telephone service is provided by established telephone providers and may be provided by a cable company as well. Telephone providers are regulated by the Washington Utilities and Transportation Commission (WUTC).

Cellular Telephone service is currently provided by a number of wireless service companies. The Federal Communications Commission regulates the cellular telephone industry and controls which carriers can operate and what frequencies can be utilized in their operation.

Cable television services are currently provided by one national provider, Comcast. Satellite services are also available as an alternative to cable televisions.

Internet services are provided by several different internet providers including Comcast and CenturyLink and is additionally provided by telephone, cable and satellite. Additionally, Wi-Fi services are available in certain locales within the City limits. Internet connections can also be made through personal cell phones using broadband internet that is currently provided through several cell phone providers.

GOAL [Modified Goal 9]

Ensure adequate, cost effective, reliable, and environmentally responsible telecommunications service to the citizens of Bainbridge Island.

POLICIES

TT 1.1 The City shall encourage shared use of facilities and the use of existing utility corridors, public rights of way and city owned properties. Former Goal C 1.1 and C 1.2

TT 1.2 The City shall require the placement of cellular and/or wireless communication facilities in a manner that minimizes the adverse impacts on adjacent and surrounding land uses. Former goal C 1.1 and C 1.2

TT 1.3 As future growth and development generate demand for additional utility service, the City shall encourage major telecommunications utility providers to work with the City to identify potential sites for infrastructure and facility expansion. Modified C 1.3

TT 1.4 The City shall encourage all providers to equally serve all parts of the City. New

TT 1.5 The City expects all providers to regularly evaluate the capacity of their facilities to ensure that new facilities are installed in a timely basis to meet new and future demand. Providers are expected to provide facilities to accommodate whatever growth patterns occur within the City. New

Utilities Element to the Comprehensive Plan Proposed by the Utilities Advisory Committee, May 16, 2016

TT 1.6 Recognizing the importance of Internet capabilities in all aspects of the lives of its citizens, the City should seek internet service of the highest standard for its citizens. [New]

TT 1. All new development properties shall have underground conduits suitable for existing and foreseeable new utilities such as cable and broadband. [New]

TT 1. The City should ensure that emergency communication services are universally available to assist residents in emergencies. [New]

TT 1. In addition to [] TC regulation, the City should perform periodic reviews to ensure that various telecommunications providers are providing safe reliable, cost effective, and responsive telecommunication services. During such reviews, the City should evaluate opportunities to obtain improved and cost effective services from alternative providers. [New]



MEMORANDUM

DATE: May 20, 2016
TO: Bainbridge Island Planning Commission
FROM: Joseph W. Tovar, FAICP
RE: Second draft of Housing Element

At the Planning Commission's April 28 meeting, you reviewed the first draft of a proposed revised Housing Element. The Commission reviewed the draft Element, public input from the December 3 Housing Workshop, the recent Housing Needs Assessment (HNA) and a "Housing Toolkit" table. The Table listed sixteen potential different approaches to increasing the diversity of housing types and the supply of affordable housing on the Island. Among the Commission's conclusions on April 28 were that: (1) the public comment and the HNA show an urgent need for action to increase housing opportunities on the Island and (2) that all sixteen of the tools presented should be included in the policies and strategies the City adopts.

I. Revisions in the attached draft Housing Element relative to the initial draft.

The Commission gave specific direction for revisions to the scope and content of the draft Element. The staff and I met with the Drafting Committee on May 11 to review a series of revisions to reflect the Commission's direction. Those changes are shown on the attached 5 20 16 Draft Housing Element. A summary of the changes relative to the earlier draft includes:

- Overall length has decreased from 31 pages to 19 pages. The Commission suggested deleting the extensive population and housing data tables from the HNA that had been included in the first draft. In place of those many pages, the current draft includes a much leaner "Snapshot of people and housing" and adopts by reference the entire HNA as though fully set forth within the Housing Element. This is the best of both worlds, keeping the Housing Element pretty concise while supporting the Housing goals and policies with extensive documentation.
- Also deleted at the Commission's request were the excerpts from the Guiding Principles and the Land Use and Economic Elements. Those excerpts were intended to show that the draft Housing Element is consistent with and supported by those other provisions of the Plan. They provide an important policy framework for the Housing Element, but they do not need to be re-stated in the Element itself. Those Guiding Principles and excerpts from the Land Use and Economic Elements are summarized in Attachment A.

- There has been some re-sequencing of topics within the Element. For example, the Vision has been moved forward from page 27 in the earlier draft to page 4. The Vision itself has been revised based upon input we received from Commissioner Killian. The idea of including metrics or aspirational targets has been incorporated in the current draft. The Vision in the current draft remains primarily a statement of values and a desired future state, while a number of specific potential metric targets have been included as policy statements in a new Goal HO-1 beginning on page 5.
- A number of other additions and deletions are indicated with color coding on the current draft. We have added yellow highlighting (without underlining) to indicate proposed additional language, while we have left the un-highlighted underlined text to show the additions that were reflected in the earlier draft. We have also used gray highlighting to show the additional strikethroughs now recommended.
- The Commissioners asked that we indicate which of the Goals and Policies would carry forward the tools shown in the attached Update Toolkit. We have done so by adding after several of the Element goals and policies a green highlighted notation of [TOOL #] which corresponds to the tools in the Toolkit. Note that we have added a seventeenth tool, the “Microunit” apartments that Councilmember Peltier suggested at your April 28 meeting. There is an article about this form of housing in Attachment E.
- We have also added on page 7 of the Housing Element photographs of nine different housing types. These are basically the images we showed you at the April 28 meeting. Note that the detached, common wall and stacked unit housing are also defined as “housing types” in the Glossary at page 17.
- In addition, the City Council at its May 3 meeting had an update on the Comprehensive Plan to date, including the draft Housing Element. One of the strong points expressed there was that market forces would make it very challenging to make progress on the City’s affordable housing objectives. Several councilors said that the Housing Element should reflect “what we’re up against.” We have tried to capture that sentiment with a paragraph highlighted in blue on page 4, immediately before the statement of Housing Vision.
- Another observation at the May 3 Council meeting concerned the need to reflect that the HDDP process may or may not be continued, but that the idea of a flexible regulatory tool should be expressed in policy language. That is reflected in the edits we show to policies HO 6.3 and 6.4 on pages 10 and 11, respectively.

II. Implementation Priorities to be listed in the Housing Element

Note that the “Implementation” section on page 13 now has several policies and actions listed under the headings “High Priority Actions”, “Medium Priority Actions,” and “Other Priority Actions.” We ask that at the May 26 meeting, the Commission deliberate on which priorities should be listed in this important part of the Housing Element.

We have used the information from the Updated Toolkit and the policies in the draft Housing Element to compile this list. To help you reach your own conclusions about what these priorities should be, we suggest you consider three criteria:

- (1) What is the amount of effort that would be required to move the policy or action forward?
- (2) What is the potential magnitude or immediacy of the payoff of successful implementation? and
- (3) Which of these items should be included in the Planning Commission's work program for 2017 and beyond?

III. Additional background information about Tiny Houses and Microunits

Recall that we sent with the April 28 packet some background information regarding the Multifamily Property Tax Exemption tool and "Growing Greener" which addressed the concept of conservation villages. Let us know if you need us to resend those items. We have attached to this memo two additional articles that provide some additional background information regarding tiny houses ("The Case Against Tiny Houses") and Microunits ("MacroView on MicroUnit Housing").

Attachments

Attachment A - Comprehensive Plan Framework for Housing Element

Attachment B - 5 20 16 Draft Housing Element

Attachment C - Updated Housing Toolkit

Attachment D – JP Morgan Chase article re: "The Case Against Tiny Houses"

Attachment E – ULI Article re: "Macro View on MicroUnit Housing"

Attachment A

Comprehensive Plan Framework for Housing Element

GUIDING PRINCIPLES AND POLICIES

Several of the Guiding Principles and Policies in the Comprehensive Plan speak directly to the priority of identifying and meeting the need for housing, including affordable housing on the Island.

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

Guiding Policy 1.2

Accommodate new growth in central places that meet the Island's identified needs for housing, services and jobs while respecting conservation and environmental protection priorities.

Guiding Policy 1.3

Identify appropriate land use patterns and building form alternatives to achieve the Island's priorities for both conservation and development

Guiding Principle #3 – Foster diversity and meet the human needs of the residents of the Island, its most precious resource.

Guiding Policy 3.1

Ensure a variety of housing choices to meet the needs of present and future residents in all economic segments and promote plans, projects, and proposals to create a significant amount of *affordable housing*.

Guiding Policy #6 – Meet the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Policy 6.2

Advance social equity on the Island by addressing basic human needs, including *affordable housing*, personal health and safety, mobility, and access to human services.

LAND USE ELEMENT GOALS AND POLICIES

GOAL LU-1

Island-wide Sustainable Conservation and Development Strategy

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

Policy LU 1.1

The majority of development and redevelopment on the Island *should* be accommodated over the next fifty years in *designated centers* that have or will have urban levels of services and *infrastructure*. See Fig. LU-1.



Fig. LU- 1.
Island-wide
Land Use Concept



GOAL LU-4

Focus urban development in *designated centers*.

Policy LU 4.1

Encourage residential uses in a variety of forms and densities as part of the use mix in *Designated Centers*. See Fig. LU-1

Policy LU 4.2

Sustainable development and redevelopment will be focused in the centers through a combination of intergovernmental and public-private partnerships, *affordable housing* incentive programs, “green” capital projects, and low impact development standards.

Policy LU 5.8

Applications for development approval on Bainbridge Island should be processed within the timelines established in the City’s *development regulations* in order to ensure affordability, fairness and predictability in the land development process.

Policy LU 5.9

To reflect the priorities in the Housing Element to provide for a variety of housing options in areas designated for residential development, including residential open space, *accessory dwelling units* shall be considered allowed uses in all residential zoning districts except R-6.

ECONOMIC ELEMENT GOALS AND POLICIES

GOAL EC-5

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

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

GOAL EC-9

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

Policy EC 9.1

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

ATTACHMENT B – DRAFT HOUSING ELEMENT

HOUSING ELEMENT

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INTRODUCTION

Decent and safe housing is a basic human need increasingly unavailable to many Americans, including many Bainbridge Island residents and workers. The Washington State Growth Management Act (GMA) provides direction for cities to address these needs in the Housing Element of the Comprehensive Plan. Many of the Plan's Guiding Principles and Policies carry this direction forward to be addressed in various Elements, including Housing. This reality applies increasingly to certain segments of Bainbridge Island's population as well as to many of those who work on the Island.

The City's Housing Needs Assessment (HNA) issued in December of 2015, documents current housing conditions on the Island, and identifies trends and specific needs. The Portions of the HNA are excerpted in this Element, while the entire HNA is adopted as a part of this Element as though fully set forth herein. an Appendix. The Element follows with goals and policies to address the identified housing needs and concludes with a series of implementation strategies to prioritize action by the City and others.

The disparity between Kitsap County TRENDS Reports, which track the average home sale price in Kitsap County, document that between 1990 and 2003 the average Bainbridge Island home price escalated dramatically from \$232,687 to \$478,000.

BAINBRIDGE ISLAND SNAPSHOT: PEOPLE AND HOUSING

Bainbridge Island's 2015 population of 23,390 is predominantly white (91%), well-educated, and relatively wealthy. The median household income (\$92,558) is 1.5 times the Kitsap County average. Almost 60% of residents have occupations with relatively high incomes. For example, the median wage for financial analysts, lawyers, and marketing managers ranges between \$100,457 and \$122,618. Another third of Island residents employed in the service sector, such as retail clerks, waiters, bank tellers, have median wages between \$27,703 and \$30,972.

Over the past decade, the population has experienced shifts in the age cohorts. Between 2000 and 2010 the Island's senior population (60+ years old) increased from 17% to 26%. The "young adult" cohort (between 18 and 34 years old) has declined from 15% of the Island's population in 1990 to less than 10% in 2016.

Bainbridge Island's housing stock is predominantly detached single-family homes (80% of all units) in a very low-density land use pattern that occupies about 90% of the Island's land area. The average single-family home price is just under \$700,000.

Multi-family units which constitute 16% of the housing stock are now concentrated in Winslow and Lynwood Center. While the *designated centers* total about 10% of the Island's land area, a significant portion of that area is occupied by commercial uses with no residential component. Rental apartments make up less than 7% of total housing units on the Island. Very few rental units have been built on the Island in the last decade, which

partly accounts for a vacancy rate of 1.5%, well below the 5% rate typical of well-functioning rental markets.

GMA GOAL AND REQUIREMENTS FOR HOUSING

The Growth Management Act (GMA) recognizes the importance of planning for adequate housing by requiring it as an element in Comprehensive Plans. Adequate housing is addressed specifically in one of the 13 major goals:

“Housing. Encourage the availability of *affordable housing* to all economic segments of the population of this state, promote a variety of densities and *housing types*, and encourage preservation of existing housing stock.”
RCW 36.70A.020(4)

The requirements for a housing element mandated by the GMA include:

“A housing element recognizing the vitality and character of established *neighborhoods* that: a) includes an inventory and analysis of existing and projected housing needs; b) includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing; c) identifies sufficient land for housing, and group homes and foster care facilities; and d) makes adequate provisions for existing and projected needs of all economic segments of the community.” RCW 36.70A.070(2)

HOUSING NEEDS ASSESSMENT

In ~~2015~~ 2002, the City of Bainbridge Island issued an updated authorized the development of a comprehensive and up-to-date Housing Needs Assessment (HNA) for Bainbridge Island, including an inventory description of the amount, location and condition of the Island’s housing stock and demographic and economic information about its population. It also includes an in-depth analysis of affordable housing needs across all households. By this reference, the 2015 HNA is adopted as part of this Housing Element. Following is a synopsis of some of the more acute indicators of Bainbridge Island’s Housing needs documented in the HNA.

Almost 34% of individuals and families at all income levels who live in owner-occupied housing units are **cost burdened**, meaning that they spend over 30% of their income on housing. Almost 40% of individuals and families renters at all income levels are cost burdened. The majority of these cost burdened renters, 569 renters in 2012, have an annual income between zero and \$34,999. This is concerning as lower income cost burdened households are more likely to have to choose between housing costs and other necessities.

The HNA analysis of Workforce Housing Affordability indicates that there is a gap in housing affordable for the Island’s workforce in service professions (e.g., restaurant workers, bank tellers, retail clerks, school bus drivers). Many of those workers are

obliged therefore to commute from less-expensive off-island housing, which increases their transportation costs, congestion on SR 305 and greenhouse gas emissions.

Bainbridge Island's jobs/housing balance is .59 jobs for every housing unit, making it a "bedroom community." The Puget Sound Regional Council suggests that housing-rich neighborhoods add employment in order to increase economic opportunities for current residents.

Market forces alone will not address the urgent housing needs facing Bainbridge Island. In the face of daunting circumstances, the City aspires to an ambitious Vision of its future and commits to an innovative, aggressive and multi-faceted housing strategy. The City's success in achieving the housing Vision will also depend upon achieving the policy objectives identified in the Land Use, Transportation, Economic and Environmental Elements of this Plan.

HOUSING VISION

Bainbridge Island in the year 2036 provides a broad diversity of housing alternatives to accommodate all economic segments of the population. The Island has balanced the equally important goals of environmental stewardship and the population's needs for housing, health and safety, and access to employment, goods and services.

The broadest variety of *housing types*, including rental homes, exists within the compact, walkable, transit-served, mixed-use *designated centers*. These include small detached homes on small lots, attached and detached accessory dwelling units, cottage housing, common-wall duplexes, triplexes and rowhouses, and stacked units on the upper floors of mixed-use, mid-rise buildings.

The residential land use pattern outside of *designated centers* is at much lower densities and constitutes almost 90% of the Island's area. Typical *housing types* in these areas include detached houses on lots of various sizes, attached and detached accessory dwelling units and *conservation villages*.

GOALS AND POLICIES

Discussion:-

In accordance with the definition provided in the Growth Management Act (WAC 365.195-070(6)), the term "*affordable housing*" as used in the Housing Element refers to "the adequacy of the housing stocks to fulfill the housing needs of all economic segments of the population." ~~The underlying assumption is that the marketplace will guarantee adequate housing for those in the upper economic brackets, but that is~~ Some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary

to make adequate provisions for the needs of all segments of the population, but particularly middle and lower income persons.

GOAL HO-1

Make progress toward the following aspirational targets for increasing the diversity of housing types and the supply of affordable housing.

Policy HO 1.1

Increase the Island's land area developed for housing to 19% (up from 17% in 2016)

Policy HO 1.2

Increase the Island's percentage of multifamily homes to 18% or more of all homes (up from 16%).

Policy HO 1.3

Increase the number of Senior housing units to 600 or more (up from 344.)

Policy HO 1.4

Decrease to 20% or less the number of cost burdened families living in rental housing (down from 40%).

Policy HO 1.5

Decrease to 18% or less the number of cost burdened families owning homes (down from 34%).

Policy HO 1.6

Achieve a jobs-housing balance of .8 (up from 0.59).

Policy HO 1.7

Change today's 89/11% housing split between the Mixed Use Town Center and Neighborhood Service Centers to 80/20% by 2036.

Policy HO 1.8

Increase the number of rental housing units to at least 11% of total housing units (up from 7%).

GOAL HO-2

Beginning in 2019, prepare biennial reports on the status of housing on Bainbridge Island. The report shall describe progress toward achieving the targets set forth in Policies HO 1.1 through HO 1.8. [TOOL #16]

H-8.1 Policy HO 2.1

~~The City shall monitor by survey and/or other means, and prepare a report. The Housing report shall address on~~ the following aspects of housing:

- A. Housing trends in general both regionally and on Bainbridge Island.
- B. The number and location of housing types constructed or active applications in the permit process in the preceeding two years. of housing encouraged in this Element, including affordable multi-family and single family, owned and rented; accessory dwelling units; subsidized housing; adaptable units; clustered housing and cottage housing.
- C. An evaluation of the effectiveness of the City's measures and identification of additional or revised measures or targets.
- D. The vacancy rate for rental apartments.
- E. The number of cost burdened and extremely cost burdened households.
- F. The status of efforts to address housing needs at the regional scale.
- G. The condition of the local housing market and the number of new housing units, publicly and privately funded.
- H. The use of density bonuses and the number of for-purchase housing units provided in new developments.
- I. A description of the various initiatives supporting affordable housing, including activities of community non-profit organizations and local and regional public or private entities.
- J. Programs of housing repair and renovation that improve accessibility.

H 8.2 Policy HO 2.2

~~Issue Tthe housing report shall be issued at least every five years, beginning in 2019, in order to inform the periodic eight year coordination with state mandated updates of the Comprehensive Plan, and to measure progress in implementation between the updates.~~

Make the Biennial Housing Reports shall be made available to the public in various ways, such as notice in the local newspaper, on the City's web page, and on local media outlets. The 2023 Report will be part of a comprehensive update of the Housing Needs Assessment in order to inform the state-mandated 2024 update of the Comprehensive Plan.

GOAL HO-3

Promote and maintain a variety of *housing types* to meet the needs of present and future Bainbridge Island residents at all economic segments, and in all geographic areas in a way that is compatible with the character of the Island, and encourages more socio-economic diversity. Partner with community non-profit organizations and local and regional private and public entities in carrying out the following policies.

H 1.5 Policy HO 1.4 3.1

The City shall encourage innovate innovative residential development types and zoning regulations that increase the variety of *housing types* and choices suitable to a range of household sizes and incomes in a way that is compatible with the character of existing neighborhoods. Examples of innovative approaches are cottage housing development, cluster housing development, conservation villages, stacked or common-wall housing, tiny houses, and accessory dwelling units. See Figure H-1 below illustrating several different *housing types*.

TOOLS #4, 5, 8 and 10

Figure H-1

Detached Housing



Single family home



Cottage Housing



Accessory Dwelling Uni

Common Wall Housing



Duplex



Row Houses



Zero Lot Line

Stacked Units Housing



Garden Apartment



Mixed Use Mid-Rise



Micro units over retail

Policy HO 3.2

The City recognizes that the City shares a housing and employment market, as well as a transportation network, with the larger region. Therefore, the City should work with the City's role in the regional housing market and shall cooperate with the Kitsap Regional Coordinating Council to develop an equitable and effective county-wide planning policies and other strategies to locate, finance and build distribution strategy for affordable housing. [TOOL #12]

H 1.2 Policy HO 1.3 3.3

The City shall Take a proactive role in maintaining and encouraging economic diversity on the Island by providing affordable housing opportunities on Bainbridge Island. Accordingly, the City should Designate the appropriate staff effort or organizational

entity to assist and advise the community, landowners, and private and public entities about options for *affordable housing*, financing strategies, and funding sources; develop and assist with the City's application and approval process for special housing projects; and initiate and support affordable housing strategies opportunities.

H 1.3 Policy HO 1.4 3.4

The City shall partner with non-profit housing organizations, churches, the development community, local lending institutions, elected officials, and the community at large to assist in meeting *affordable housing* goals and implementing strategies policies.

[TOOLS #1 & 2]

H 1.4 Policy HO 1.4 3.5

The City supports the efforts of community non-profit housing organizations and local and regional public and private entities in developing and managing *affordable housing* on Bainbridge Island.

H 1.6 Policy HO 1.6 3.6

The City should develop provisions standards to encourage development and preservation of small to mid-size single-family housing units. These provisions may include a framework to permit small-unit housing development known such as tiny houses, micro-apartments, and cottage housing. [TOOLS #4, 6 & 8]

Policy HO 1.7 3.7

Expand opportunities for infill in the residential zones included ring residential neighborhoods of the Winslow Master Plan study area (R-4.3, R-3.5, R-2.9) and the Neighborhood Service Centers. Create the flexibility for small lots (e.g., in the 3,000 square foot range) as well as smaller footprint homes (e.g., under 1,200 square feet) and adopt standards shall be developed for tiny houses, accessory dwelling units and cottage housing developments, that include, but may not be limited to, maximum allowable size and density and covenants to limit size in perpetuity.

GOAL HO-3 4

Increase the supply of affordable *multi-family housing* each year through the year 2012-2036 with goals based on data provided by the Housing Needs Assessment and the City's housing reports.

H 3.1 Policy HO 3.1 4.1

The City shall encourage new *multi-family housing* in a variety of sizes and forms in designated centers. areas designated for such use in the Land Use Element. All developments are subject to Health District requirements for water and sewage disposal.

Policy HO 3.2 4.2

Streamline Simplify the review process and revise building envelope and other development standards for the High School Road, Ferry Terminal Area and other portions

of the Winslow Area Master Plan to ~~hasten~~ encourage the ~~begin its~~ transformation of these areas from an auto-oriented, low-rise, homogenous commercial land use districts into a pedestrian-friendly, walkable, transit-served, mid-rise, mixed-use neighborhood with affordable housing [TOOLS #7, 9 & 14]

Policy HO ~~3.3~~ 4.3

Partner with non-profit or for-profit housing sector to create new *multi-family housing in designated centers*, including a percentage of *affordable housing*, through the joint or exclusive use of surplus publicly owned property or air space. [TOOLS #1]

Policy HO ~~3.4~~ 4.4

Partner with the for-profit sector to create *affordable housing* through the targeted use of the multifamily property tax exemptions in *designated centers*. [TOOL #3]

Policy HO ~~3.5~~ 4.5

Remove barriers to the creation of new *multi-family housing*, particularly *affordable housing* through a variety of actions, ~~through such as~~ the adoption of regulations that relax or exempt parking requirements and, ~~the payment of~~ certain impact fees, and ~~the encourage the use of parking management programs to enable the more efficient use of parking.~~ [TOOL #9]

H 3.2 Policy HO ~~3.4~~ 4.6

~~Allow~~ *A-accessory dwelling units* shall be permitted uses in all residential zones, except at Point Monroe, the Sandspit (R-6). ~~All other~~ Review and revise as appropriate to create reasonable flexibility regarding applicable development standards including lot coverage, setbacks, parking requirements, and Health District requirements for water and sewage. ~~must be met.~~

H 3.3 Policy HO ~~3.7~~ 4.7

~~The City shall~~ encourage agencies whose mission is to develop *affordable housing* to create new subsidized *multi-family* rental housing by aggressively pursuing Kitsap County Community Development Block Grant Funds, state funds, donations from private individuals and organizations, public revenue sources and other available funding.

Policy HO 4.8

Encourage the provision of assisted and independent living senior housing.

GOAL HO-2 5

Maintain the stock of existing affordable and rent-assisted housing. In partnership with community non-profit organizations and local and regional public and private entities, ~~the City shall~~ pursue the following policies:

~~H 2.1~~ Policy HO ~~2.1~~ 5.1

The City shall ~~d~~**Develop** a continuing strategy to maintain the Rural Development Agency and HUD subsidies on existing rent-assisted housing. The primary strategy shall be to support **Housing Kitsap** ~~the Kitsap County Consolidated Housing Authority~~ and non-profit ~~agencies~~ **organizations** to purchase the units through the provisions of the 1990 Housing Act.

~~H 2.2~~ Policy HO ~~2.2~~ 5.2

In the event of the potential loss of privately-owned subsidized housing, ~~the City will~~ work with the appropriate public agencies and local non-profits to pursue the preservation of the subsidized units, or relocation assistance for the residents.

~~H 2.3~~ Policy HO ~~2.3~~ 5.3

Water-based housing (live-aboards) is a viable component of the present and future housing stock of Bainbridge Island, and shall be subject to applicable environmental protection, seaworthiness, sanitation and safety standards, and authorized moorage.

~~H 2.4~~ Policy HO ~~2.4~~ 5.4

~~The City shall~~ initiate and support programs that assist low-income homeowners and seniors to repair, rehabilitate, maintain and improve accessibility to and within their homes.

GOAL HO-4 6

Promote and facilitate the provision of a diverse ~~the diversity of~~ *affordable housing* stock in all geographic areas of the community.

~~H 4.1~~ Policy HO ~~4.1~~ 6.1

~~In order to encourage the provision of~~ **provide for** housing that will remain affordable over time, ~~the City shall~~ pursue effective strategies to **permanently** reduce the land cost component of for-purchase housing, which may include alternative land use zoning, density bonuses and other incentives.

~~H 4.2~~ Policy HO ~~4.2~~ 6.2

~~The City shall~~ encourage housing created by utilizing a mechanism such as a community land trust.

NOTE: this policy is obsolete since the City has already implemented it in code.

~~H 4.3~~ Policy HO ~~4.3~~

~~Allow Mmanufactured homes and *manufactured housing* home developments shall be permitted in all residential districts. A manufactured home development will be subject to all applicable development regulations of the underlying zone in which it is located, including affordable housing density bonuses.~~

Policy HO 4.4 6.3

~~Apply the HDDP or~~ **Maintain an innovative housing program and clarify or adopt new**

~~flexible permit processes~~ in all *designated centers* to promote an increase in the supply, diversity, and access to housing, including *affordable housing*. [TOOL #6]

~~Policy HO 4.5~~ **6.4**

~~Apply the HDDP process, or a~~ **Create new conservation villages permit processes to apply** mechanisms such as a planned unit development permit process, outside of *designated centers* to promote an increase in the supply, diversity, and access to housing choices, including *affordable housing*, while better conserving open space. [TOOL#5]

~~Policy HO 4.6~~ **6.5**

Provide incentives to construct ~~for clustering of~~ *affordable housing* for farm workers on or near farmlands.

~~GOAL HO-5~~ **7**

Promote and facilitate the provision of rental and for-purchase housing that is affordable to income-qualified households with a variety of income levels.

~~H 5.1~~ **Policy HO 5.1** **7.1**

~~Housing developments where all units are income-qualified to specified income groups should be e~~Exempt from City impact fees and other selected administrative development fees housing developments where all units are limited to applicants of income-qualified to specified income groups. Exemptions should be based upon standards that are developed to reflect the income group targeted. [TOOL #15]

~~H 5.2~~ **Policy HO 5.2**

~~The City shall d~~Develop a program for income-qualified, first-time home buyers to provide assistance in purchasing a home that may include, but is not limited to, down-payment or second mortgage assistance, below market rate loans, guaranteed loans, and tax or utility relief.

~~H 5.3~~ **Policy HO 5.2** **7.2**

All income-qualified rental housing units created as a result of the policies of this Housing Element shall remain affordable to income-qualified households for a period of not less than ~~30~~50 years from the time of first occupancy and shall be secured by recorded agreement and covenant running with the title of the land, binding all the assigns, heirs and successors of the applicant.

~~H 5.4~~ **Policy HO 5.3**

~~All income-qualified homeownership units created as a result of this Housing Element shall be sold at a price affordable to income-qualified households. These units may be subject to a mechanism that is specified in an appropriate administrative procedure allowing the City to capture a share of the appreciation if the unit is sold at market rate. The City's share of the proceeds shall be used toward an affordable housing program~~

GOAL HO-6-8

Facilitate the siting and development of housing opportunities for *special needs populations*.

H-6.1 Policy HO 6.1 8.1

The City shall support the services of community non-profit organizations and local and regional public or private entities in providing shelter for temporarily homeless singles and families with children, adolescents and victims of domestic violence on Bainbridge Island.

H-6.2 Policy HO 6.2 8.2

The City shall support the development of programs that ensure that the housing needs of the developmentally, physically and emotionally disabled are met within the community.

H-6.3 Policy HO 6.3 8.3

The City shall support programs that provide assistance to low-income, elderly and disabled persons to retrofit their homes to be more accessible and safe.

GOAL HO-7-9

Utilize the City's bonding capacity and other resources to support the creation of *affordable housing*.

H-7.1 Policy HO 7.1 9.1

The City recognizes the need to provide financing assistance for *affordable housing*. Accordingly, the City will actively pursue public and private funds that may include, but are not limited to, real estate excise tax, grants, and other available resources.

H-7.2 Policy HO 7.2 9.2

The City, in partnership with local agencies producing *affordable housing*, may issue a General Obligation Bond to increase the production of housing affordable to households at or below 80% of median income for Kitsap County.

H-7.3 Policy HO 7.3 9.3

The City Council may issue Consider the issuance of councilmanic (Limited Tax General Obligation Bonds; also called councilmanic bonds, or non-voted debt) to support the development of housing affordable to households at or below 80% of median income for Kitsap County.

H-7.4 Policy HO 7.4 9.4

The City shall Establish and maintain a Increase City resources to the Housing Trust Fund which will be used to and explore new sources of funding for the development and preservation of *affordable housing* on Bainbridge Island. [TOOL #13]

H 7.5 Policy HO 7.5 9.5

~~The City may purchase and make~~ Consider the options of purchasing ~~and or~~ making City- owned land ~~or air-space~~ available through long-term leases or other mechanisms for the purpose of creating income-qualified housing, and ~~shall support~~ other public entities that wish to use publicly-owned land for this purpose. [TOOL #1]

HOUSING ELEMENT IMPLEMENTATION

HIGH PRIORITY ACTIONS:

Action #1. Set targets for increased housing types and supply of affordable housing, measure progress, and make course corrections as needed.

GOAL HO-1

Make progress toward the following aspirational targets for increasing the diversity of *housing types* and the supply of *affordable housing*.

GOAL HO-2

Beginning in 2019, prepare biennial reports on the status of housing on Bainbridge Island. The report shall describe progress toward achieving the targets set forth in Policies HO 1.1 through HO 1.8.

Action #2. Amend the City's development code to facilitate an increase in the diversity of housing types and supply of affordable housing.

Policy HO 3.6

Develop standards to encourage development of small to mid-size single- family housing units. These provisions may include a framework to permit small-unit housing development such as *tiny houses, micro-apartments, and* cottage housing.

Policy HO 4.2

Simplify the review process and revise *building envelope* and other development standards for the High School Road, Ferry Terminal Area and other portions of the Winslow Area Master Plan to encourage the transformation of these areas from auto-oriented, low-rise, homogenous commercial land use districts into walkable, transit-served, mid-rise, mixed-use neighborhood with *affordable housing*.

Policy HO 6.3

Maintain an innovative housing program and clarify or adopt new flexible permit processes in all *designated centers* to promote an increase in the supply, diversity, and

access to housing, including *affordable housing*.

Policy HO 6.4

Create new *conservation villages* permit processes to apply outside of *designated centers* to increase housing choices, including *affordable housing*, while better conserving open space.

Action #3. Partner with other jurisdictions, the development community, and non-profit organizations to increase the diversity of housing types and supply of affordable housing.

Policy HO 3.4

Partner with non-profit housing organizations, churches, the development community, local lending institutions, elected officials, and the community at large to assist in meeting *affordable housing* goals and implementing strategies.

Policy HO 4.3

Partner with non-profit or for-profit housing sector to create new *multi-family housing* in *designated centers*, including a percentage of *affordable housing*, through the joint or exclusive use of surplus publicly owned property or air space.

Policy HO 4.4

Partner with the for-profit sector to create *affordable housing* through the targeted use of the multifamily property tax exemptions in *designated centers*.

Policy HO 9.5

Consider the options of purchasing or making City- owned land or air-space available through long-term leases or other mechanisms for the purpose of creating income-qualified housing, and support other public entities that wish to use publicly-owned land for this purpose.

MEDIUM PRIORITY ACTIONS

Action #1. Focus additional city and other financial resources to help increase the supply of affordable housing.

Policy HO 9.4

Increase City resources to the Housing Trust Fund and explore new sources of funding for the development and preservation of *affordable housing*.

Policy HO 7.1

Exempt from City impact fees and other selected administrative development fees housing developments where all units are limited to applicants of specified income groups. Exemptions should be based upon standards that are developed to reflect the income group targeted.

Action #2. Look for ways to reduce the cost of multifamily housing, particularly affordable housing.

Policy HO 4.5

Remove barriers to the creation of new *multi-family housing*, particularly *affordable housing* through a variety of actions, such as the adoption of regulations that relax or exempt parking requirements certain impact fees, and the encourage the use of parking management programs to enable the more efficient use of parking.

OTHER PRIORITY ACTIONS

Action #1. Identify ways to achieve local results with and through regional actions.

Policy HO 3.2

Recognize that the City shares a housing and employment market, as well as a transportation network, with the larger region. Therefore, the City should work with the Kitsap Regional Coordinating Council to develop equitable and effective county-wide planning policies and other strategies to locate, finance and build *affordable housing*.

GLOSSARY OF HOUSING TERMS

Accessory Dwelling Unit: Separate living quarters contained within or detached from a single-family residence on a single lot.

Affordable Housing: Housing where the occupant pays no more than 30% of gross monthly income for total housing costs, including the cost of taxes and insurance for homeowners and monthly utilities for owners and renters.

Affordable housing is defined according to the interpretation found in the Growth Management Act - Procedural Criteria [WAC365-195-070(6)]. The term "applies to the adequacy of the housing stocks to fulfill the housing needs of all economic segments of the population. The underlying assumption is that the market place will guarantee adequate housing for those in the upper economic brackets but that some appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate provisions for the needs of middle and lower income persons."

The Department of Housing and Urban Development (HUD) sets household income limits for five income categories based on the local median household income which is determined each year. They are as follows:

| | |
|----------------------------|--|
| Extremely Low Income | 30% or less of median household income |
| Very Low Income | 31% - 50% of median household income |
| Low Income..... | 51% - 80% of median household income |
| Moderate Income..... | 81% - 95% of median household income |
| Middle Income..... | 96% - 120% of median household income |

Assisted Housing: Multifamily rental housing that receives governmental assistance and is subject to use restrictions

Cluster Development: A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive areas. Cluster development allows the reduction of lot sizes below the zoning ordinance's minimum requirements if the remaining land is preserved as permanent open space.

Comprehensive Housing Affordability Strategy (CHAS): A document which is prepared annually to lay out housing affordability strategies that address the needs of homeless, low and moderate income people in ways that promote community and individual stability.

Context Sensitive Design: Site, landscaping, architectural, or engineering design that is compatible with a development's setting, the contours of the land and natural systems on-site and immediately off-site, and that is compatible with the character, location and configuration of improvements and uses on adjacent properties.

Cottage Housing: A grouping of small, single family dwelling units clustered around a common area and developed with a coherent plan for the entire site. Cottage units typically have a shared common area and coordinated design and may allow densities that are somewhat higher than typical in single family neighborhoods. Cottage housing offers a degree of privacy and some of the benefits of single family housing combined with the lower cost and maintenance of attached housing. The clustered arrangement can contribute to a sense of community.

Density: The number of dwelling units allowed in a lot area.

Density Bonus: Additional density provided to a developer to achieve certain policy objectives, such as the construction of affordable housing units. (The developer is allowed to build a certain amount {a percentage} above the base density in exchange for the provision of a certain number of affordable units.)

Designated Centers: Those areas of the Island where the majority of the development and redevelopment should be located over the next fifty years. These include Winslow, Lynwood Center, Island Center, Rolling Bay, Sportsman Triangle and Day Road. See Fig. LU-1 Land Use Concept.

Development Regulation: The controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto.

Dwelling Unit: A building or portion of a building that provides independent living facilities with provision for sleeping, eating and sanitation. The existence of a food preparation area within a room or rooms is evidence of the existence of a dwelling unit.

Fair Share Housing: A quantification of each jurisdiction's "share" of middle and low-income housing needs in a region or county, and a plan for how each jurisdiction will satisfy its obligation to provide for its share of the need.

Flexible Lot Design Subdivision Process: This process permits development flexibility that will encourage a more creative approach than lot-by-lot development, including lot design, placement of buildings, use of open spaces and circulation, and best addresses the site characteristics of geography, topography, size or shape. This method permits clustering of lots, with a variety of lot sizes, to provide open space and protect the Island's natural systems. The criteria for the layout and design of lots, including a minimum percentage of open space and a minimum lot size for each zone, will be set out in the zoning ordinance.

Guiding Principle: A high-rank order value guiding growth, development, and conservation of resources in the community. Guiding principles are derived from and provide extension of the aspirations and values described in the Vision Statement. Guiding Principles provide policy direction to the Goals and Policies of the Elements in the Comprehensive Plan.

Homeless: Persons whose primary nighttime residence is 1) a public or private place not designed for, or ordinarily used for, sleeping accommodations for human beings, or 2) a residence which is a publicly or privately operated shelter designed to provide temporary living accommodations.

Household: One or more related or unrelated persons occupying a housing unit.

Housing types: This term refers to the physical form, configuration or scale of housing, as opposed to an ownership pattern (i.e., rental vs. owned).
The list below groups housing types by the category of whether the housing units are detached, common wall, or stacked:

- Detached housing, includes one and two-story houses, ramblers, split-levels, cottages, cabins, accessory dwelling units, mobile homes, and carriage houses (unit over a garage);

- Common wall housing, includes duplexes, zero lot line homes, rowhouses and townhouses; and 5/5/2016
- Stacked housing, includes two or three story garden apartments and mid-rise, mixed-use structures with commercial ground floor uses and two or more stories of residences above.

Impact Fees: Charges levied by the City against a new development for its pro-rata share of the capital costs of facilities necessitated by the development. The Growth Management Act authorizes the imposition of impact fees on new development and sets the conditions under which they may be imposed.

Infill Development: Development usually consisting of either 1) construction on one or more lots in an area already developed or 2) new construction between two existing structures.

Low Impact Development (LID): A stormwater management strategy that emphasizes conservation and use of existing natural site features integrated with distributed, small-scale stormwater controls to more closely mimic natural hydrologic patterns in residential, commercial, and industrial settings. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. Practices that adhere to these LID principles include bio-retention facilities, rain gardens, vegetated rooftops, rainwater harvesting (rain barrels and cisterns) and permeable pavements.

Manufactured Housing: A broad term including mobile homes, modular homes and other "factory built" housing. The main distinction is that manufactured housing is created in one or more parts in a factory and is designed and constructed for transportation to a site for installation on a permanent foundation and occupancy when connected to required utilities.

Mixed Use Development: The presence of more than one category of use in a structure, for example, a mixture of residential units and office or retail uses in the same building.

Multifamily: A structure or portion of a structure containing two or more dwelling units.

Neighborhood: A small, predominantly residential area of the Island in which the residents share a common identity which may focus around an elementary school, park, community business center or similar feature.

PUD or Planned Unit Development: A development of land that is under unified control and is planned and developed as a whole in a single development operation or programmed series of development stages. Development through a PUD is a

process in addition to the subdivision process, which permits development flexibility that will encourage a more creative approach than lot-by-lot development in design,

placement of buildings, use of open spaces, circulation, and best addresses the site characteristics of geography, topography, size or shape.

Residential Use: Any land use that provides for living space. Examples include single family residence, multi-family residence, special residence mobile home park, boarding house, caretaker's quarters, accessory dwelling.

Special Needs Populations: Individuals or families who require supportive social services in order to live independently for semi-independently.

Subarea Plan: An optional comprehensive plan feature authorized by the Growth Management Act. Subarea plans provide detailed land use policies for a geographic subset of a city.

Subdivision: The division or re-division of land into five or more lots, tracts, parcels, sites or divisions for the purpose of sale, lease or transfer of ownership.

Substandard Housing: A dwelling unit that does not meet the criteria for an acceptable standard of living, through lack of maintenance, age of unit, neglect, lack of plumbing facilities, kitchen facilities, or crowded conditions.

Urban Concentration: An area within the urban growth boundary of Bainbridge Island in which urban level of development with urban levels of public services and facilities are concentrated.

Vision: A Vision is a narrative description of a preferred future, describing desired long-term qualities and characteristics of the community 20 or more years in the future.

Vision 2040: Vision 2040 constitutes the multi-county planning policies for the region consisting of King, Pierce, Snohomish and Kitsap counties and the cities within those counties.

Wetland: Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Potential Housing Tools to Increase Supply of Diverse Housing Types and Affordable Housing

| # | TOOL | WHERE | POLICY OBJECTIVES | WHAT | POTENTIAL SCALE OF IMPACT ON SUPPLY OF HOUSING | MORE  LESS  |
|---|--|---|---|--|--|--|
| 1 | Surplus public land to write down the cost of development in partnership with affordable housing providers | Winslow | <ul style="list-style-type: none"> Increase the affordable housing supply | <ul style="list-style-type: none"> The City Council's recent decision regarding the Suzuki property is an example of using surplus city owned property to achieve affordable housing objectives. The details of the project are yet to be negotiated, but they will result in 50+ units of housing with an affordable housing component, on a 13+ acre property in Winslow. There may be other opportunities to include affordable housing in the airspace over future public facilities such as a police headquarters, post office or municipal parking garage. <p>ACTION: adopt criteria and process</p> | |  |
| 2 | Explore interest of Island churches regarding potential for affordable housing on church property | Winslow and NSCs if allowed by Subarea Plan | <ul style="list-style-type: none"> Increase the affordable housing supply | <ul style="list-style-type: none"> Churches in a number of cities have dedicated a portion of their properties for use as affordable housing or other social services. Those churches see such purposes as consistent with their religious mission. There are a number of churches within Winslow who may have some interest in such a possibility. See Attachment A1. One example, from the City of Shoreline, the Ronald Methodist Church has partnered with non-profit housing providers to build "Ronald Commons" a 60 unit affordable housing project in the Town Center. ACTION: outreach to churches | |  |
| 3 | Multifamily Property Tax Exemption (MFPTe) | Winslow and NSCs if allowed by Subarea Plan | <ul style="list-style-type: none"> Increase # of housing types Increase the affordable housing supply | <ul style="list-style-type: none"> Many cities, including Everett, Covington, Shoreline, Seattle and Tacoma, have effectively used the MFPTe tool to incent the building of 100s of units of affordable housing. State law permits cities to exempt new projects for up to 12 years from paying property taxes on the value of improvements, provided that a percentage of the units are set aside as affordable housing. The Puget Sound Regional Council has highlighted the MFPTe tool as an effective way to incentivize affordable housing. <p>ACTION: draft ordinance to adopt program</p> | |  |

| | | | | | |
|---|--|---|--|---|---|
| 4 | Cottage Housing Ordinance | Island-wide | <ul style="list-style-type: none"> • Increase # of housing types • Increase # of smaller units | <ul style="list-style-type: none"> • The 2007 Community Housing Coalition Final Report included and recommended adoption of a draft cottage housing ordinance. • Cottage housing, at a typical density of 11 units to the acre, addresses a specific niche in the market for empty-nesters and young singles. • The Ericksen Ave Cottages are an example of this type in Winslow. <p>ACTION: craft and adopt new regulation</p> |  |
| 5 | Conservation Villages Ordinance | Outside Centers | <ul style="list-style-type: none"> • Increase # of housing types • Increase # of smaller units • Conserve lands outside centers | <ul style="list-style-type: none"> • The City's regulations for cluster subdivisions have produced controversial and unsatisfactory results. • A new approach could be explored to better achieve the City's conservation objectives, while also creating the opportunity for small houses (900 to 1500 square feet) and/or on small lots (3,000 to 5,000 square feet). • A "Conservation Villages" ordinance could be drafted to avoid the flaws in present subdivision regulations and build upon the principles in the "Growing Greener" movement in other states. <p>ACTION: craft and adopt new regulation</p> |  |
| 6 | Extend and clarify Housing Design Demonstration Projects (HDDP) Program, or some other Innovative Housing Program | Winslow and NSCs if allowed by Subarea Plan | <ul style="list-style-type: none"> • Increase # of housing types • Increase # of smaller units • Increase the affordable housing supply | <ul style="list-style-type: none"> • The GROW community and Ferncliff Village are two projects that have been developed using the HDDP process. • The HDDP is presently the only tool the City has to incent the provision of affordable housing and green building practices. It does so by providing for density increases and modification of dimensional standards. • The HDDP expires at the end of 2016. The City should consider clarifying the HDDP process and making it a permanent option for innovative housing. <p>ACTION: adopt ordinance extending</p> |  |
| 7 | Increased Floor Area Ratio (FAR) to incent affordable housing as part of mixed use projects through revisiting Winslow Master Plan | Winslow | <ul style="list-style-type: none"> • Increase # of housing types • Increase the affordable housing supply | <ul style="list-style-type: none"> • Increasing the FAR in Winslow could be tied to the provision of affordable housing. A sliding scale of FAR could be established tied to specific levels of affordable housing as part of the mix. • Any increase in FAR would have to be accompanied by appropriate revisions to maximum building height and floor plate in order to accommodate the increased building envelope. • The most appropriate location for increased FAR and larger building envelopes would be the High School Road, Madison, Ferry Terminal and Erickson District <p>ACTION: craft and adopt code amendment</p> |  |

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|----|---|-------------|---|--|---|
| 8 | Adopt Tiny Houses regulations | Island-wide | <ul style="list-style-type: none"> Increase # of housing types Increase the affordable housing supply | <ul style="list-style-type: none"> Much interest has been expressed in “tiny houses” as a specific housing niche. Generally, these are quite small (under 600 square feet or less) which lowers the cost for materials and construction, but likewise limits the household size that can be accommodated. The City could make available a small parcel in Winslow for a demonstration project. ACTION: refer to staff for study. |  |
| 9 | Reduce or eliminate required parking where alternative transportation modes are available | Winslow | <ul style="list-style-type: none"> Increase # of housing types | <ul style="list-style-type: none"> A key obstacle to infill development is the high cost of parking. Surface level parking is very land intensive and structured parking can cost \$40,000 per stall. A significant increase in the supply of apartments would be facilitated by reducing or eliminating parking requirements. The degree of reduction could be tied to the availability of alternative modes of transportation (e.g., transit, walkable distances to services, bicycles, etc.) ACTION: craft and adopt code amendment |  |
| 10 | Reform Accessory Dwelling Units (ADU) standards | Island-wide | <ul style="list-style-type: none"> Increase # of housing types Increase the affordable housing supply | <ul style="list-style-type: none"> Over 200 ADUs have been permitted since 1992. One way to reduce the cost of ADUs would be to enable the sharing of utility meters between the ADU and the larger house. ACTION: craft and adopt code amendment |  |
| 11 | Revisit Zoning requirement for affordable units as a % in new multifamily | Winslow | <ul style="list-style-type: none"> Increase the affordable housing supply | <ul style="list-style-type: none"> Requiring the provision of affordable housing for detached housing subdivision was problematic. It resulted in very few units and was an administrative burden on the City. Bainbridge’s unsuccessful inclusionary zoning ordinance was repealed. ACTION: refer to staff for study |  |
| 12 | Explore a future housing levy to fund construction of affordable housing | Island-wide | <ul style="list-style-type: none"> Increase the affordable housing supply | <ul style="list-style-type: none"> Engage a community discussion of the merits and costs of an affordable housing levy on the Island. COBI should participate in and support conversations about a Kitsap County levy or tax for affordable housing. Both Seattle and Bellingham have passed affordable housing levies. King and Pierce County are now considering levies. ACTION: initiate study of options, merits and costs |  |

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|----|--|-------------|---|---|---|
| 13 | Increase resources to the Housing Trust Fund | Island-wide | <ul style="list-style-type: none"> Increase the affordable housing supply | <ul style="list-style-type: none"> The Housing Trust Fund is the only existing source of public funding to support housing projects on the Island. Consider a special transfer of funds from the General Fund, to better capitalize new affordable housing projects. Identify new sources of funding to keep the HTF as a viable means of supporting projects. <p>ACTION: refer to staff to prepare options</p> |  |
| 14 | Streamline the permit process for projects with an affordable housing component | Island-wide | <ul style="list-style-type: none"> Increase # of housing types Increase the affordable housing supply | <ul style="list-style-type: none"> Two of the greatest impediments to the viability of any development, including affordable housing projects, are uncertainty and delay. Increase the viability for affordable housing projects by reducing uncertainty. Adopt clear standards so that a developer can rely on unambiguous requirements, not the vagaries of a discretionary permit process Eliminate advisory meetings by the planning commission and appeals to the council. Limit appeal to a single open record hearing before the hearing examiner. <p>ACTION: craft and adopt code amendment</p> |  |
| 15 | Waive development and utility fees for projects that have 100% affordable housing | Island-wide | <ul style="list-style-type: none"> Increase the affordable housing supply | <ul style="list-style-type: none"> The margin of viability for some affordable housing projects is thin, so that any reduction in cost can make an important difference. Some communities have either waived or reduced planning and development fees and/or water & sewer fees for projects that provide 100% affordable housing. Bainbridge Island should consider expanding fee waivers to include these costs. <p>ACTION: refer to staff to prepare program</p> |  |
| 16 | Establish annual targets for addition of market rate and income eligible affordable housing units to the Island supply | Island-wide | <ul style="list-style-type: none"> Increase # of housing types Increase the affordable housing supply | <ul style="list-style-type: none"> Numeric targets should be developed for new units built, number of affordable housing units built, vacancy rates, etc. An annual or semi-annual report should monitor progress, analyze reasons for success or lack of it, and recommend revisions to existing measures or adoption of new measures. <p>ACTION: refer to staff to prepare program</p> |  |

| | | | | | |
|----|--|---|---|--|---|
| 17 | Establish regulations to allow microunits, sometimes known as "apodments". | Winslow and NSCs if allowed by Subarea Plan | <ul style="list-style-type: none"> • Increase rental housing • Increase the affordable housing supply | <ul style="list-style-type: none"> • Microunits are usually less than 200 square feet, 4-6 units per floor, with a shared kitchen on each floor. • Microunits often do not provide parking spaces for units. <p style="text-align: center;">ACTION: craft and adopt code amendments</p> |  |
|----|--|---|---|--|---|

ATTACHMENT D

Article “The Case Against Tiny Houses”

MP Morgan Chase & Company

The case against tiny houses

By: Dylan Matthews

From a purely aesthetic standpoint, I love tiny houses. My own apartment is a little over 300 square feet, most of which is taken up by a Murphy bed. The idea of building an entire free-standing structure where every appliance and piece of furniture can fold into something else is very appealing.

And for decades now, that's what the tiny house movement has been doing.

Typically, the houses are pre-made by some place like the Tumbleweed Tiny House Company and then, to circumvent minimum house size rules present in many jurisdictions' zoning codes, are placed on wheels and parked in a backyard or trailer park.



But the real reason tiny houses have taken off is the allure of affordability. Jenny Xie at Curbed recently profiled five different models from as low as \$22,000 for an unfurnished house to \$79,000 for a "bespoke luxury tiny house" with granite countertops, wood or bamboo floors, stainless steel appliances, and a washer/dryer combo. (For comparison, the median price of a new home in the US is nearly \$300,000.)

"The rhetoric of modern tiny-house living begins with the assertion that big houses, aside from being wasteful and environmentally noxious, are debtors' prisons," the New Yorker's Alec Wilkinson explains in a great 2011 profile of the movement. "Tiny houses are luxurious, because they are easier to take care of and allow their (presumably debt-free) owners to spend more money on pleasures."

But this premise is a fantasy.

It ignores the real reason that housing is unaffordable — at least in the coastal urban centers where fantasies of tiny housing are most potent. The problem, simply put, is that 1) land in cities where you'd want to live is expensive and 2) many cities don't let developers use that land efficiently.

The growth of tiny houses has been held back considerably because there's just nowhere to put them. That's partially due to minimum house size zoning regulations, and partially due to bans on "camping" on otherwise unoccupied land or the

driveway/parking space of an existing house, like one recently adopted in DC. But even the most tiny-house-friendly zoning code in the world wouldn't necessarily render tiny houses viable.

Suppose it suddenly became legal to just park a tiny house in an ordinary parking space indefinitely and live there. This might work for people with friends willing to spot them a space. But if you actually need to buy the land you're parked on, well, that becomes tricky.

Here in DC, you can get a \$35,000 parking space in Columbia Heights or a \$20,000 one in Petworth. Back in 2011, there was one in the Dupont Circle neighborhood selling for \$100,000.

The situation's the same in other high-priced coastal cities. According to the Wall Street Journal's Candace Jackson, prime San Francisco neighborhoods feature parking spaces costing as much as \$125,000, and there are several \$1 million spots in New York City.

The point is simple: What you're paying for in high-productivity, desirable cities like San Francisco, New York, and DC is the location. That is, the proximity to other workers, which enhances all of your productivity and leads to these areas' high incomes relative to the rest of the country.

You're not paying for your overlarge apartments. No one in these cities is overwhelmed by how gigantic all their housing options are. Construction is the cheap part. Land is the expensive part.

And not only do tiny houses not make land cheaper, they're a really inefficient use of it. If you have a given piece of land and want to produce the most affordable housing possible out of it, you don't stick a tiny house on there. You build a many-stories-tall residential skyscraper with hundreds of apartments inside it.

The answer is density, which tiny houses don't help. As Arielle Milkman notes in her excellent assessment of tiny houses in *Jacobin* magazine, "Tiny houses generally do nothing to increase urban density in cities like Washington, DC, which is already concentrated with people and has little open space."

Not only that, but dense housing is greener, too. People in dense cities just emit less carbon dioxide than people living in sprawl.

As Brad Plumer notes, "The average person in the city of San Francisco emits just 6.7 metric tons of CO₂ per year. By contrast, the average person who lives in the Bay Area emits 14.6 metric tons of CO₂ per year."

Microunits — small units, some under 200 square feet, in large, dense housing structures — are a good idea indeed. But tiny houses are ultimately a dead end in the search for affordable homes.

The Macro View on Micro Units

The Urban Land Institute Multifamily Housing Councils were awarded a ULI Foundation research grant in fall 2013 to evaluate from multiple perspectives the market performance and market acceptance of micro and small units.





Executive Summary

A common perception exists that unit sizes in new apartments have been shrinking as developers seek higher density and higher revenue per square foot to offset rising land value and construction costs and to hold monthly rent at an affordable level relative to income. The ultimate incarnation of this trend has been the introduction—or the reintroduction—of very small units, often referred to as *microunits*. These very small (by traditional standards) apartments, leasing at approximately 20 percent to 30 percent lower monthly rent than conventional units, yet at very high value ratios (rent per square foot), have been offered or are being considered in urban and urbanizing locales, particularly high-density, expensive metropolitan markets such as Boston, New York, San Francisco, Seattle, and Washington, D.C. This research report explores this renewed trend in the United States and seeks to answer the following key questions:

What exactly is a microunit?

- How have smaller and microunit rental apartments performed in the marketplace compared with larger, more conventional apartments?
- Does the higher per square foot rent justify the higher construction cost?
- What are some of the examples across the country where microunits have been successfully developed and operated?
- What are the critical success factors and lessons learned from developers, owners, operators, and design professionals that have experience with this new breed of microunit community?

- What would motivate potential renters of conventional apartments to live in a smaller unit?
- Based on a compilation of all of the above, what is the likely future for micro units; is this a passing fad or a growing trend?

Some of the key findings, which the report provides in greater detail, follow:

- Although *microunit* has no standard definition, a working definition is a small studio apartment, typically less than 350 square feet, with a fully functioning and accessibility compliant kitchen and bathroom. Under this definition, a 160-square-foot single-room-occupancy (SRO) unit that relies upon communal kitchen or bathroom facilities does not qualify as a true microunit.
- Smaller and microunits outperform conventional units in the marketplace—they achieve higher occupancy rates and garner significant rental-rate premiums (rent per square foot) compared with conventional units. However, the stock of very small units is still quite limited, and it is difficult to know whether the performance of these smaller units is driven by their relative scarcity or whether significant pent-up demand for microunits actually exists.
- Both the consumer research and the case studies indicate that a segment of renters is indeed interested in the microunit concept; nearly a quarter of renters in conventional apartments indicate they would be interested or very interested in renting a microunit. Depending upon one's perspective, either this speaks to a potentially huge untapped market, or it remains a niche market.

- The appeal of microunits is largely about economics, but place and privacy are all part of the equation. Most respondents interested in microunits are willing to consider them in exchange for a lower monthly rent (approximately 20 percent to 30 percent below that of a conventionally sized unit), a highly desirable (typically authentic, urban/urbanizing, walkable, trendy) location, and the ability to live alone.
- The target market profile for microunits is pre-dominantly young professional singles, typically under 30 years of age, with most under 27 years of age, trending slightly more male than female. Secondary segments include some couples and roommates, some older move-down singles, and pied-à-terre users.
- Developing and operating a rental apartment community with micro units are more expensive, but the premium rent per square foot achieved more than makes up for the added cost.
- Developers and design professionals have come up with a number of creative solutions that ensure micro units are compliant with Fair Housing Amendment Act and accessibility requirements, livable, and actually feel larger than they really are. Such items include flexible furniture systems, high ceilings (more than nine feet), oversized windows, built-in storage, gadget walls, and movable kitchen islands.
- Rental apartment communities with micro units also emphasize what is outside the confines of the unit itself. Developers tend to offer an extensive array of amenities, intimate gathering spaces, and services to residents that enable them to experience community outside their micro unit.
- A definite shift has taken place toward a greater mix of smaller studio and one-bedroom apartments, and microunits are a growing trend across the country with a number of communities under construction and many more in the planning stages.

Definition of Microunit

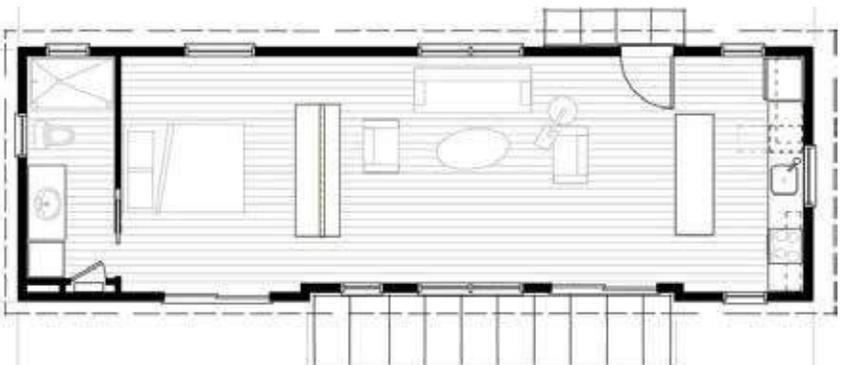
What exactly qualifies as a microunit? A microunit might be 300 square feet in New York City or 500 square feet in Dallas. This study learned that no standard definition exists. A micro unit is a somewhat ambiguous term that covers anything from a relatively small studio or one-bedroom apartment to a short-term lease, SRO unit with communal kitchen and common room areas. In fact, many in the industry are moving away from branding their units as *micro* because the term has begun to arouse negative connotations associated with higher density, overcrowding, and transient populations.

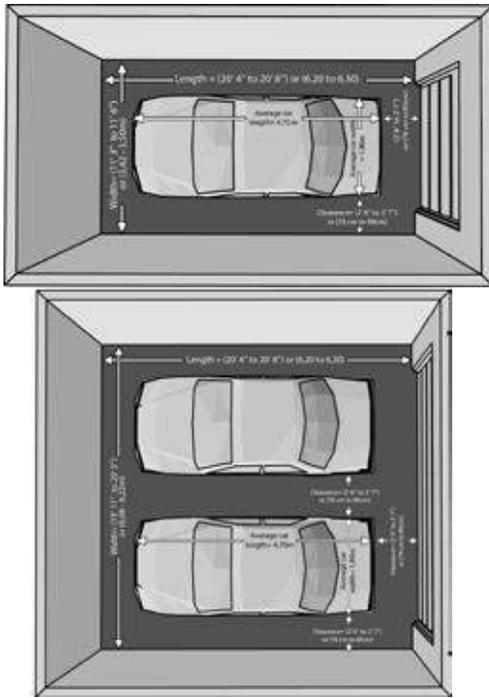
In New York City and Philadelphia, the minimum size requirement for a new dwelling unit is 400 square feet. However, former New York City mayor Bloomberg waived this requirement for the adAPT NYC competition, which defined micro apartments as studio apartments that range between 275 and 300 square feet and include fully functioning kitchens and accessible bathrooms. In the city of San Francisco, new legislation was passed allowing apartments as small as 220 square feet, so long as 70 square feet of this space is allocated to a bathroom and kitchen.

In the District of Columbia, the minimum size for an apartment is also 220 square feet but with no prescription regarding allocation of space within the unit. In Boston, the minimum size for a dwelling unit

The size of what qualifies as a micro unit is determined by the market in which it exists. An average micro unit on the East and West Coasts, such as those proposed in the adAPT NYC competition, can be around 300 square feet (top), but in some Midwestern and Texas markets, units, such as those designed by Urban Studio, can range between 400 and 500 square feet (bottom).

CURBED NY "MICRO DWELLINGS" (TOP); IDEABOX (BOTTOM)





The concept of microunits is to some degree relative to the market in which they exist. For the purposes of this research effort, a distinction was made between SRO units and microunit apartments with fully functioning kitchens and bathrooms. Although some trading range probably exists in the square footage depending upon the market, a good definition of a microunit is a purpose-built, typically urban, small studio or one-bedroom using efficient design to appear larger than it is and ranging in size from as little as 280 square feet up to as much as 450 square feet (which roughly equates to 20 percent to 30 percent smaller than conventional studios in a given market). Many microunits under 350 square feet feature built-in storage units and flexible furniture systems (e.g., Murphy beds, hideaway kitchen modules, convertible tables, and so on) to make these smaller spaces work.

To put the size of a micro unit into perspective, a 300-square-foot microunit studio apartment is slightly larger than a one-car garage but considerably smaller than a two-car garage.

In another perspective, microunits are larger than a one-car garage but smaller than a two-car garage.

DECOSOUP



COMPREHENSIVE PLAN INTRODUCTION

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I. Bainbridge Island 2016

NOTE: New Socioeconomic Profile To Be Written. The Historic Preservation Commission is Rewriting Island History Section]

II. What is the Comprehensive Plan and how is it used?

The authority and requirements for the City of Bainbridge Island to adopt and update its *Comprehensive Plan* (the **Plan**) is contained in the *Growth Management Act (GMA)* (RCW 36.70A). The *GMA* requires that the plan be reviewed and updated at least every eight years, which means that the periodic update cycle for Bainbridge Island is 2016, 2024, 2032, and following.

The *GMA* requires that the Plan have sufficient land capacity and urban services adequate to accommodate at least the next twenty years of growth, although the City may choose to adopt *policies* and strategies with an even longer time frame. For example, *sustainability goals, policies* or strategies may have a multi-decade or even multi-generational perspective.

A. What a Comprehensive Plan is and isn't

The *GMA* definition of a Plan is:

"Comprehensive land use plan," "comprehensive plan," or "plan" means a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter."

Thus, the Bainbridge Island *Comprehensive Plan* is a "policy statement" that provides important direction to a variety of city actions, including, but not limited to, the adoption of its capital budget and its *development regulations*. However, the Plan is not a "land

use control” which means that it is not designed or intended to be applied directly to development permits.

The *GMA* definition of *development regulations* is:

"Development regulations" or "regulation" means the controls placed on development or land use activities by a . . . city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto . . ."

The *GMA* also states:

"Each county and city that is required or chooses to plan under RCW 36.70A.040 **shall perform its activities** and make capital budget decisions in conformity with its comprehensive plan."

The "shall perform its activities" phrase suggests broader application of *comprehensive plan policies* than simply codes and capital budgets. On Bainbridge Island, the City maintains a number of *functional plans*, such as the City's utilities plans as well as programs it funds and administers through its budget. The City also coordinates with other units of local government, e.g., the Bainbridge Island School, Fire, and Parks districts, each of which maintains its own programs and functional or operational plans. These are inventoried in the "Capital Facilities Element."

B. How is the *Comprehensive Plan* used?

The *Vision, Guiding Principles* and *Policies* in this section of the *Comprehensive Plan* provide substantive direction to all of the Plan Elements as well as the City's budget and work program priorities. They also provide direction to the City's *functional plans* such as its parks, stormwater and utilities plans.

In addition, the *Vision, Guiding Principles* and *Policies* communicate the City's priorities to the other units of government responsible for providing services to the Island community. This includes the Bainbridge Island Fire, Park and School Districts, and the Washington State Department of Transportation, all of which prepare functional and operating plans to provide their respective services and facilities to Island residents.

C. Types and degrees of policy direction

The Elements in this *Comprehensive Plan* consist of *Goals* and *Policies*. *Goals* express the high-rank order values that are most important to the Island community. They are aspirational, frequently describing desired outcomes. The *Policies* listed under each *Goal* identify strategies or specific actions to be taken to move the community in the direction of fulfilling the *Goal*.

Depending on the issue and the Element, the *Goals* and *Policies* may provide direction to the City Council, the Planning Commission, the Hearing Examiner and City staff.

Some of the actions will take the form of land use or other regulations; others will be capital projects or programs; and still others may take the form of outreach, education, coordination or partnership with citizens, organizations or other units of government.

The *goal* and *policy* statements sometimes use very directive verbs, such as “maintain” or “adopt”. In other cases, less directive verbs are used, such as “consider” or “encourage.” The more directive verbs convey a higher rank order of *policy* direction. Directive *goal* or *policy* language may call for the updating of development regulations, however, that does not convert them into controls or conditions that can be directly applied to a permit decision.

A similar distinction can be made between the auxiliary verbs “*should*” and “*shall*.” Both terms are used in the *Comprehensive Plan* and it is intended that both provide substantive direction. The difference in meaning between “*should*” and “*shall*” is one of degree rather than kind. As used in this Plan, the word “*shall*” imparts a higher order of substantive direction than the word “*should*.” However, as with the active verbs, the use of “*shall*” remains substantive *policy* direction, not a *land use* control within the *GMA* meaning and definitions cited above.

D. How and when may the Comprehensive Plan be amended?

In addition to the eight-year cycle for the periodic review of the Comprehensive Plan, the GMA also includes requirements regarding potential plan amendments in the intervening years. Set forth at RCW 36.70A.130, these include:

- A comprehensive plan may be amended only once in any given calendar year.
- All proposed plan amendments, including those initiated by private parties or by the City, should be considered concurrently to determine the cumulative effect of the proposals.
- Procedures must be adopted for any interested person to suggest amendments to either the Comprehensive Plan or development regulations.
- A city must establish a means by which it will “docket” (i.e., compile and maintain a list) of all suggested plan or development regulation amendments and consider whether or not to adopt them during the amendment process.
- Public participation programs must be developed and followed for proposed amendments or revisions to the Comprehensive Plan or development regulations.
- Exceptions to the once-a-year limitation on plan amendments include: the initial adoption of a subarea plan; the adoption or amendment of a Shoreline Master Program; the amendment of the capital facilities element that occurs concurrently with the adoption of the city budget; when the city is under a remand order from either the Growth Hearings Board of a court; and when the City declares an emergency.

III. Vision, Guiding Principles and Policies

This section contains the Island's *Vision*, an aspirational description of the community's desired future. The values and priorities in the *Vision* are served and advanced through this *Comprehensive Plan* and its implementing actions. This section also contains eight *guiding principles* that connect the *Vision* to the elements of the *Comprehensive Plan*. These eight principles affirm, clarify and update the five principles in the 2004 version of the *Comprehensive Plan*.

The *Guiding Principles* are at the top of the Plan's hierarchy of substantive and directive policy. Grouped below and serving each Principle are several Guiding Policies. These provide further specific direction to the Goals and Policies in the Plan's Elements.

A. Vision – Bainbridge Island 2036 and Beyond

Bainbridge Island is notable for its beauty, its maritime climate, its location between Seattle and the Olympic Peninsula, and its support of the arts. The island consists of beaches and harbors, forests and fields, trails and two-lane country roads, homes and businesses surrounded by the waters of Puget Sound. We are defined as much by the water around us as by the ground beneath our feet.

Bainbridge has a rich natural and cultural history including a long presence of indigenous people, followed more recently by European and Asian immigrants who built timber, maritime and agricultural economies. Contemporary Bainbridge Island is home to a diverse mix of people including farmers, artists, students, business professionals, retirees, and is hospitable to visitors.

The people of Bainbridge aspire to accommodate inevitable growth while protecting the wildlife habitat, watersheds, shorelines, open space, and the air and water quality of the island. We welcome innovative ideas, industrious business people, new and traditional cultures, and people of all ages and backgrounds. We strive to provide quality housing, education, health care, and business, recreational, and cultural opportunities for all of our inhabitants. We embrace local food sources, renewable energy, and paths for biking and walking.

Global warming and the impacts of *climate change* are major issues for our generation, and will be for the foreseeable future. We recognize that it will be challenging to adapt to the environmental and economic changes that we will face in the decades ahead. The good will, imagination, and pragmatism of our citizens will foster a compassionate environment in which we listen to, learn from, and engage with all the people who live here. There is no word for exclusion in the Lushootseed language of Puget Sound.

The people of Bainbridge Island understand that it will take an active approach to not only maintain, but restore and enhance the condition of the island if we expect to continue enjoying its bounty. Island residents balance personal interests with concern for the community and the environment. As the island's population increases, we will

manage our lands and waters thoughtfully, with innovative planning policies.

Bainbridge citizens embrace the challenges of our future. That future calls on residents and visitors alike to actively participate in shaping a joyful, stable, and sustainable community, where it's present and future generations are stewards of the land and keepers of its culture.

B. Eight Guiding Principles

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

Guiding Policy 1.1

Adopt an island-wide conservation plan to identify and apply effective strategies to preserve the natural and scenic qualities that make the Island a special place.

Guiding Policy 1.2

Accommodate new growth in central places that meet the Island's identified needs for housing, services and jobs while respecting conservation and environmental protection priorities.

Guiding Policy 1.3

Identify appropriate land use patterns and building form alternatives to achieve the Island's priorities for both conservation and development.

Guiding Principle # 2 - Protect the water resources of the Island.

Guiding Policy 2.1

Manage water resources for Bainbridge Island for present and projected land uses, recognizing that Island water resources [*aquifers*] are the sole [source] of our water supply.

Guiding Policy 2.2

Preserve and protect the functions and values of the Island's aquatic resources.

Guiding Policy 2.3

Anticipate and prepare for the consequences of sea level rise.

Guiding Policy 2.4

Maintain the Island's comprehensive program of water resource data gathering and analysis.

Guiding Principle # 3 - Foster diversity and meet the human needs of the residents of the Island, its most precious resource.

Guiding Policy 3.1

Ensure a variety of housing choices to meet the needs of present and future residents in all economic segments and promote plans, projects and proposals to create a significant amount of *affordable housing*.

Guiding Policy 3.2

Maintain the well-being of all members of the Island community, where all Islanders feel connected to the community and where each individual has opportunities to contribute to the community.

Guiding Policy 3.3

Support, protect, and enhance the value of the arts and humanities as essential to education, quality of life, economic vitality, broadening of mind and spirit, and as treasure in trust for our descendants.

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

Guiding Policy 4.1

Respect private property rights protected by the State and U.S. Constitutions.

Guiding Policy 4.2

Recognize that private property rights are not absolute, but must be balanced with necessary and reasonable regulation to protect the public health, safety and welfare.

Guiding Principle # 5 – Recognize that the Island’s environmental resources are finite and must be maintained at a sustainable level.

Guiding Policy 5.1

Preserve and enhance the Island’s natural systems, natural beauty and environmental quality.

Guiding Policy 5.2

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

Guiding Principle #6 - Meet the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Policy 6.1

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

Guiding Policy 6.2

Advance social equity on the Island by addressing basic human needs, including *affordable housing*, personal health and safety, mobility, and access to human services.

Guiding Policy 6.3

Seek appropriate ways to provide economic opportunities for all community residents within a diversified Island economy.

Guiding Principle #7 - Reduce *greenhouse gas* emissions and increase the Island's *climate resilience* in the face of shifting conditions (e.g. sea level rise, changing rainfall patterns, increasing temperatures and more extreme weather events) and the effects they cause (e.g. altered vegetation, changing water demands, economic shifts).

Guiding Policy 7.1

Mitigation: Participate with state, regional and local partners to reduce *greenhouse gas* emissions consistent with the 1990 benchmark and future year targets set forth in state law, educate the public about *climate change* and incentivize Island activities that reduce *greenhouse gas* emissions.

Guiding Policy 7.2

Adaptation: Minimize or ameliorate the impacts of *climate change* on our community and our Island's ecosystems through climate-informed policies, programs, and regulations.

Guiding Policy 7.3

Evaluate the climate vulnerabilities and implications of city actions and identify *policies* that alleviate those vulnerabilities.

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

Guiding Policy 8.1

Promote good governance and an Island culture of citizenship, stewardship and civic engagement.

Guiding Policy 8.2

Update each City department's work program annually, allocate sufficient time and resources and provide needed *policy* direction to achieve consistency with and implement the *Comprehensive Plan*.

Guiding Policy 8.3

Grow a diversified and vibrant economy.

Guiding Policy 8.4

Nurture a healthy and attractive community.

Guiding Policy 8.5
Build reliable *infrastructure* and connected mobility.

Guiding Policy 8.6
Grow a green, well-planned community,

Guiding Policy 8.7
Maintain a safe city.



Joseph W. Tovar
FAICP

MEMORANDUM

DATE: May 19, 2016

TO: Bainbridge Island Planning Commission

FROM: Joseph W. Tovar, FAICP

RE: Councilman Peltier's suggested revisions to the Eight Guiding Principles

The Planning Commission previously received a memorandum dated March 25, 2016 from Councilman Ron Peltier in which he offered a number of specific additions and deletions to the Eight Guiding Principles. The Guiding Principles provided high level policy direction to all of the Elements of the Comprehensive Plan. Therefore, before the Commission begins its "consistency review" of the Elements in June, it would be good for you to consider what, if any, revisions are appropriate to the Eight Guiding Principles.

We are including in your May 26 meeting packet another copy of Mr. Peliter's original memorandum so you can review what he suggests as well as his reasoning. I have given a close read to his suggested revisions and have some observations and recommendations to offer for the Planning Commission's consideration.

For ease of reference, I have repeated below Mr. Peltier's suggested revisions, and used color highlighting and footnotes to identify:

In YELLOW, I have highlighted those of Mr. Peltier's revisions that I think add balance or clarity to the Guiding Principles. I recommend that you adopt them.

In RED, I have highlighted those of Mr. Peltier's suggested additions that I believe inject confusion or undermine the balance and direction of the Eight Guiding Principles. I do not recommend that you adopt them.

In PURPLE, I have lighted those of Mr. Peltier's suggested deletions that I believe would inject confusion or undermine the balance and direction of the Eight Guiding Principles. I do not recommend that you adopt them.

Memo from Ron Peltier: Dear Planning Commissioners,

The following are my suggested revisions to the *Eight Guiding Principles* in response to Comp Plan Element drafts presented to the City Council on 3/1/16. These are my individual comments and suggested revisions and do not represent the City Council as a whole.

Eight Guiding Principles for the Bainbridge Island Comp Plan Suggested revisions by Council Member Ron Peltier

- 1. Purpose:** As drafted, the *Eight Guiding Principles* articulate a number of goals and policies that are potentially at odds. This conflict mainly centers around policy statements in support of growth and housing, on one hand, and the stewardship of the Island's finite natural resources on the other. My suggested revisions attempt to clarify the relationship between these and other conflicting policies.

Guiding Principle #1

Guiding Principle #1

Preserve the special character of the Island, which includes ~~the small-town atmosphere of downtown~~ Winslow's small town atmosphere, historic buildings, extensive forested areas, meadows, farms, marine views, and scenic ~~and winding roads that support~~ supporting all forms of transportation.

Guiding Policy 1.1

Adopt an island-wide conservation plan to identify and apply effective strategies to preserve the natural and scenic qualities that make the Island a special place, including better protections for trees, soils, and native plants.

Guiding Policy 1.2

Accommodate new growth in [central places]¹ that meet the Island's identified needs for housing, services and jobs² while respecting conservation and environmental protection priorities.

Guiding Policy 1.3

¹Recommend replacing the phrase "central places" with "*designated centers*" to be consistent with how that term is used in the □ and □se Element.

²Recommend not making the deletion that Mr. Peltier suggests. The important values of housing and economic development should be balanced with conservation values – this balance would be lost if his suggested deletion were made. As written, this policy clarifies that designated centers are important locations for meeting the Island's concentration of housing and economic opportunities.

The built environment represents an important element of the Island's special character. Improve the quality of new development through a review process that implements the community vision and supports long-term goals for the preservation of the Island's special character. ~~Identify appropriate land use patterns and building form alternatives to achieve the Island's priorities for both conservation and development.~~

Guiding Principle #2

Guiding Principle # 2

Protect the water resources of the Island.

Guiding Policy 2.1

Manage water resources for Bainbridge Island for present and ~~projected land uses~~ future generations, recognizing that the Island's finite groundwater resources [aquifers] are the sole [source] of our water supply.

Guiding Policy 2.2

As part of long-range land use planning, consider the impacts of future development to the quality and quantity of groundwater that will be available to future Islanders and to the natural environment. To that end, strive for sustainable groundwater withdrawal, conserve aquifer recharge, guard against seawater intrusion, and minimize adverse impacts to ground water quality from surface pollution.

Guiding Policy 2.2-2.3

Preserve and protect the ecological functions and aesthetic³ values of the Island's aquatic resources.

Guiding Policy 2.3-2.4

³ Adding the word “aesthetic” is not recommended for two reasons. First, it is not clear what aesthetic values of aquatic resources are. More importantly, the term “functions and values” is specifically the way the GMA refers to the values of ecological systems – meaning critical areas, of which aquatic resources are one type.

Sea level rise **will likely**⁴ reduce the volume of our finite groundwater resources. Anticipate and prepare for the consequences of sea level rise to ensure ample quality and quantity of groundwater for future generations.

Guiding Policy 2.4.2.5

~~Maintain the Island's comprehensive program of water resource data gathering and analysis.~~ Create a Bainbridge Island groundwater management plan for the purpose of maintaining the long-term health of our fresh water aquifers.

Guiding Policy 2.6

Recognizing the importance of our groundwater and to other water resources to present and future generations of Bainbridge islanders, apply the precautionary principle to activities that pose a potentially adverse impact upon those resources.

Guiding Policy 2.7

Allow for the reasonable needs of farms, home gardens, and domestic landscapes, when planning for the long-term sustainable use of the Island's finite groundwater resources.

Guiding Policy 2.8

Allocate adequate water for the Island's wetlands, streams, and the biodiversity species that depend upon them, as part of a groundwater management plan.

Guiding Principle #3

Guiding Principle # 3 – (draft with Ron's suggested revisions)

Foster diversity with a holistic approach to meeting the needs of the Island's ~~and meet the human needs of the~~⁵ residents consistent with the stewardship of our finite environmental resources. ~~of the Island, its most~~

⁴ I have not seen science cited to support such an unequivocal statement as “is likely.” A more appropriate word may be “may”.

⁵ Recommend not deleting the phrase “and meet the human needs”. Human needs include housing, health and safety, and access to employment opportunities, goods and services. This phrase is important to maintain the idea of balance between human needs and natural systems. Mr. Peltier's added phrase “consistent with the stewardship of our finite environmental resources” is a good addition to clarify this balance.

~~precious resource.~~ (Ron Peltier Note: I don't like referring to residents as a "resource".)

Guiding Policy 3.1

~~Ensure a variety of housing choices to meet the needs of present and future residents in all economic segments and promote plans, projects and proposals to create a significant amount of affordable housing.~~ **Develop long-range strategies for creating affordable housing opportunities through a holistic approach that respects limits to the Island's natural resources.**⁶

Guiding Policy 3.2

~~Make budget decisions that adequately consider~~ **Maintain the well-being of all members of the Island residents community, where with the goal of providing opportunities all Islanders feel to be connected to the and contributing members of the community. and where each individual has opportunities to contribute to the community.**

Guiding Policy 3.3

~~Support, protect, and enhance the value of the arts and humanities as essential to education, quality of life, economic vitality,~~ **the broadening of mind and spirit, and as treasure in trust for our descendants.**

Guiding Principle #4

Guiding Principle # 4

~~Consider the costs and benefits to Island residents and property owners in making land use decisions.~~

Guiding Policy 4.1

⁶ Strongly recommend retaining this language (in purple) rather than deleting it and substituting it with the language that Mr. Peltier suggests (in red). The phrases "ensure a variety" of housing choices and the meet the "needs of all economic segments" are specific statutory duties set forth in the GMA. It will be important for these words to be explicitly used when the Plan is reviewed by PSRC and the Washington State Commerce Department for consistency with the GMA. There are many other references in these guiding principles, including additional text recommended by Mr. Peltier, that make clear the importance of "respecting limits to the Island's natural resources." For example, see Guiding Policy 2.2, Guiding Policy 2.6, Guiding Principle 3, Guiding Principle 5, and Guiding Policy 5.1.

Respect private property rights protected by the State and U.S. Constitutions.

Guiding Policy 4.2

Recognize that private property rights are not, but must be balanced with necessary and reasonable regulation to protect the public health, safety and welfare.

No suggested revisions to Guiding Principle #4

Guiding Principle #5

Guiding Principle # 5 *Recognize Development should be based upon the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.*

Guiding Policy 5.1

Regulate all development on the Island consistent with the long-term health and carrying capacity of its natural systems.

Guiding Policy 5.2

Recognize that the sustainable use of the Island's finite land base is a macro component of "green building" practices.

Guiding Policy 5.1 5.3

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

Guiding Policy 5.2-5.4

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

Guiding Principle #6

Guiding Principle #6

Meet Address the needs of the present without compromising for the ability of future generations to meet their own needs.

Guiding Policy 6.1

~~Look beyond~~ **Within our plan, replace** the state's mandated 20-year plan horizon **with a horizon of one hundred years** in order to recognize the longer term life cycles of natural systems. **Tailor green building practices, and public infrastructure investments, to be in line with this longer term perspective.**

Guiding Policy 6.2

Advance social equity on the Island by addressing basic human needs, including affordable housing, personal health and safety, mobility, and access to human services **without compromising the integrity of the Island's ecology and finite natural resources**⁷

Guiding Policy 6.3

Seek appropriate ways to provide economic opportunities for all community residents within a diversified Island **economy consistent with the long-term stewardship of the Island's natural resources.**

Guiding Principle #7

Guiding Principle #7 ~~Reduce greenhouse gas emissions and increase the Island's climate resilience in the face of shifting conditions (e.g. sea level rise, changing rainfall patterns, increasing temperatures and more extreme weather events) and the effects they cause (e.g. altered vegetation, changing water demands, economic shifts).~~

Guiding Policy 7.1

Mitigation: Participate with state, regional and local partners to reduce greenhouse gas emissions consistent with the 1990 benchmark and future year targets set forth in state law, educate the public about climate change and incentivize Island activities, **including land use patterns and building practices**, that reduce greenhouse gas emissions.

Guiding Policy 7.2

⁷ Recommend not adding Mr. Peltier's suggested final phrases in Guiding Policies 6.2 and 6.3. As noted above in footnote 6, there are MAN other references to environmental limitations elsewhere in the Guiding Principles and Policies, including Guiding Policy 2.2, Guiding Policy 2.6, Guiding Principle 3, Guiding Principle 5, and Guiding Policy 5.1.

Adaptation: Minimize or ameliorate the impacts of climate change on our community and our Island's ecosystems through climate-informed policies, programs, and regulations.

Guiding Policy 7.3

Evaluate the climate vulnerabilities and implications of city actions and identify policies that alleviate those vulnerabilities.

Consider the effects of shifting conditions (e.g. sea level rise, changing rainfall patterns, increasing temperatures and more extreme weather events) and the effects they cause (e.g. altered vegetation, changing water demands, economic shifts).

Guiding Principle #8

Guiding Principle #8

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

Guiding Policy 8.1

Promote good governance and an Island culture of citizenship, stewardship and civic engagement based on a community vision with compatible goals and policies.

Guiding Policy 8.2

Update each City department's work program annually, allocate sufficient time and resources and provide needed policy direction to achieve consistency with and implement the Comprehensive Plan in a manner that is transparent and consistent with the community vision.

Guiding Policy 8.3

*Grow a diversified and vibrant economy consistent with the long-range stewardship of our finite natural resources.*⁸

Guiding Policy 8.4

⁸ As noted above in footnotes 6 and 7, there are many other references to environmental limitations elsewhere in the Guiding Principles and Policies, including Guiding Policy 2.2, Guiding Policy 2.6, Guiding Principle 3, Guiding Principle 5, and Guiding Policy 5.1.

Nurture a healthy and attractive community including a focus on the quality of the built environment through progressive development regulations and reviews consistent with the goal of preserving the special character of the Island.

Guiding Policy 8.5

Build reliable infrastructure and connected mobility that encourages physical activity such as biking and walking while also respecting the Island's scenic qualities.

Guiding Policy 8.6

Grow a ~~green~~, well-planned, environmentally sustainable community.

Guiding Policy 8.7

Maintain ~~Plan~~ for a safe city where citizens, City officials, and Law Enforcement work together in an environment of accountability and trust.

to: Bainbridge Island Planning Commission

from: Ron Peltier
Bainbridge Island City Council, Position 1

date: March 19, 2016

re: VISION STATEMENT: Suggested Revisions

Dear Planning Commissioners,

This letter, with suggested revisions to the Vision Statement, is in response to Comprehensive Plan Element Drafts presented to the City Council at our March 1st meeting. I'm beginning with the Vision Statement as it sets the tone for the rest of the Comp Plan but I hope to comment and offer revisions to all the elements. These are my individual comments and suggested revisions. They are not intended to represent the City Council as a whole.

How I will be presenting my comments:

1. Purpose an philosophical approach.
2. The original draft as presented to the City Council
3. The draft with my suggested revisions showing strikethroughs and highlighted new language.
4. A "clean" version incorporating my suggested revisions to the Vision Statement Draft.

VISION STATEMENT

Suggested revisions by Council Member Ron Peltier

- 1. Purpose:** Contribute to creating clear community vision within our Comprehensive Plan as opposed to a collection of sometimes conflicting goals and policies.

Philosophical Approach: Unite all of our goals and policies under the overarching tent of our community's commitment to the long-term stewardship of our Island's finite natural resources and ecosystems and preservation of its special character.

- 2. *Vision-Bainbridge Island 2036 & Beyond*** (Planning Commission draft)

2. Vision–Bainbridge Island 2036 & Beyond (Planning Commission draft)

Bainbridge Island is notable for its beauty, its maritime climate, its location between Seattle and the Olympic Peninsula, and its support of the arts. The island consists of beaches and harbors, forests and fields, trails and two-lane country roads, homes and businesses surrounded by the waters of Puget Sound. We are defined as much by the water around us as by the ground beneath our feet.

Bainbridge has a rich natural and cultural history including a long presence of indigenous people, followed more recently by European and Asian immigrants who built timber, maritime and agricultural economies. Contemporary Bainbridge Island is home to a diverse mix of people including farmers, artists, students, business professionals, retirees, and is hospitable to visitors.

The people of Bainbridge aspire to accommodate inevitable growth while protecting the wildlife habitat, watersheds, shorelines, open space, and the air and water quality of the island. We welcome innovative ideas, industrious business people, new and traditional cultures, and people of all ages and backgrounds. We strive to provide quality housing, education, health care, and business, recreational, and cultural opportunities for all of our inhabitants. We embrace local food sources, renewable energy, and paths for biking and walking.

Global warming and the impacts of climate change are major issues for our generation, and will be for the foreseeable future. We recognize that it will be challenging to adapt to the environmental and economic changes that we will face in the decades ahead. The good will, imagination, and pragmatism of our citizens will foster a compassionate environment in which we listen to, learn from, and engage with all the people who live here. There is no word for exclusion in the Lushootseed language of Puget Sound.

The people of Bainbridge Island understand that it will take an active approach to not only maintain, but restore and enhance the condition of the island if we expect to continue enjoying its bounty. Island residents balance personal interests with concern for the community and the environment. As the island's population increases, we will manage our lands and waters thoughtfully, with innovative planning policies. Bainbridge citizens embrace

the challenges of our future. That future calls on residents and visitors alike to actively participate in shaping a joyful, stable, and sustainable community, where it's present and future generations are stewards of the land and keepers of its culture.

3. Vision Statement (edited by Ron Peltier)

*Bainbridge Island is notable for its ~~beauty~~ pastoral and forested landscapes, its maritime climate, its **unique** location between Seattle and the Olympic Peninsula, its support of the arts, **and a rich history.** ~~Our~~ **This place "Islanders" call home,** Island consists of beaches, ~~and~~ harbors, forests and fields, trails, ~~and~~ two-lane country roads, homes and businesses. ~~surrounded by the waters of Puget Sound. We are defined as much by the water around us as by the ground beneath our feet.~~ **The waters of Puget Sound define out geographic boundaries but we are very much connected to our region and to the world.***

*Bainbridge **Our Island** has a rich natural and cultural history including a ~~long presence~~ of indigenous people. ~~They~~ **Those first Islanders** were followed more-recently by European and Asian immigrants who built timber, maritime and agricultural economies **from once abundant natural resources.** Contemporary Bainbridge Island is **still** home to a diverse mix of people, including farmers, artists, students, business professionals, **and retirees,** ~~and is hospitable to visitors~~ **According to a long time Island farmer,** "the food we eat is the landscape we create", and one we're proud to share with visitors.*

*~~The people of Bainbridge~~ **Islanders are ever mindful of the pressures to aspire to accommodate inevitable growth and determined to preserve our Island's essential qualities:** the wildlife habitat, watersheds, shorelines, open space, ~~and~~ the air and water quality of the island. ~~We welcome innovative ideas, industrious business people, new and traditional cultures, and people of all ages and backgrounds. We strive to provide quality housing, education, health care, and business, recreational, and cultural opportunities for all of our inhabitants. We embrace local food sources, renewable energy, and paths for biking and walking.~~ **We have a long tradition of providing a place for creative and forward thinking people of all ages and backgrounds. We support businesses that embrace our community vision. A generous and compassionate community, we are***

mindful of the need for housing, education, health care, and cultural opportunities, for all our citizens. We strive to provide these things while also being responsible stewards of our Island's finite natural resources.

~~Global warming and the impacts of~~ Climate change, and our collective impact upon the Earth's environment, ~~are major issues~~ presents daunting challenges ~~for our generation~~ Bainbridge Islanders as we consider our legacy to future generations. As we plan for an uncertain future, our most basic challenge is to balance our needs with those of future generations. ~~;~~ and will be for the foreseeable future. We recognize that it will be challenging to adapt to the environmental and economic changes that we will face in the decades ahead. The ~~With~~ good will and imagination ~~Bainbridge Islanders accept that challenge and~~ ~~;~~ and pragmatism of our citizens ~~Bainbridge Islanders will~~ continue to foster a compassionate environment in which we listen to, learn from, and engage with listening to and learning from all the people who live here. There is no word for exclusion in the Lushootseed language of Puget Sound.

~~Bainbridge citizens embrace the challenges of our future. That future calls on residents and visitors alike to actively participate in shaping a joyful, stable, and sustainable community, where it's present and future generations are~~ Bainbridge Islanders understand that the well-being of our families is tied to the quality of our community and the health of our environment. With a strong spirit and shared vision we will not only maintain but restore and enhance the condition of our island for future generations to come. As the island's population ebbs and flows like the tides, we'll work together to be good stewards of everything that makes it a great place to live. This is a challenge we embrace together. The future of our Island calls on us to be active participants in shaping a joyful and sustainable community as stewards of the land and keepers of its culture.

3. Vision Statement (revised by Ron, clean version)

Bainbridge Island is notable for its pastoral and forested landscapes, maritime climate, unique location between Seattle and the Olympic Peninsula, support of the arts, and a rich history. This place "Islanders" call home consists of beaches, harbors, forests and fields, trails, two-lane country roads, homes and businesses. The waters of Puget Sound define our geographic boundaries but we are very much connected to our region and to the world.

Our Island has a rich natural and cultural history including many generations of indigenous people. Those first Islanders were followed more recently by European and Asian immigrants who built timber, maritime and agricultural economies from once abundant natural resources. Contemporary Bainbridge Island is still home to a diverse mix of people, including farmers, artists, students, business professionals, and retirees. According to a long time Island farmer, “the food we eat is the landscape we create”, and one we’re proud to share with visitors.

Bainbridge Islanders are ever mindful of pressures to accommodate growth and determined to protect our Island’s essential qualities: the wildlife habitat, watersheds, shorelines, open space, the air and water quality of the island. We have a long tradition of providing a place for creative and forward thinking people of all ages and backgrounds. We support businesses that embrace our community vision. A generous and compassionate community, we are mindful of the need for housing, education, health care, and cultural opportunities, for all our citizens. We strive to provide these things while also being responsible stewards of our Island’s finite natural resources.

Climate change, and our collective impact upon the Earth’s environment, presents daunting challenges for Bainbridge Islanders as we consider our legacy to future generations. As we plan for an uncertain future, our most basic challenge is to balance our needs with those of future generations. With good will and imagination Bainbridge Islanders accept that challenge and will continue to foster a compassionate environment listening to and learning from all the people who live here. There is no word for exclusion in the Lushootseed language of Puget Sound.

Bainbridge Islanders understand that the well-being of our families is tied to the quality of our community and the health of our environment. With a strong spirit and shared vision we will to not only maintain but restore and enhance the condition of our island for future generations to come. As the island’s population ebbs and flows like the tides, we’ll work together to be good stewards of everything that makes Bainbridge a great place to live. This is a challenge we embrace together. The future of our Island calls on us to be active participants-in shaping a joyful and sustainable community as stewards of the land and keepers of its culture.

to: Bainbridge Island Planning Commission

from: Ron Peltier
Bainbridge Island City Council, Position 1

date: March 25, 2016

re: Eight Guiding Principles: Suggested Revisions

Dear Planning Commissioners,

The following are my suggested revisions to the *Eight Guiding Principles* in response to Comp Plan Element drafts presented to the City Council on 3/1/16. These are my individual comments and suggested revisions and do not represent the City Council as a whole.

Eight Guiding Principles for the Bainbridge Island Comp Plan

Suggested revisions by Council Member Ron Peltier

- 1. Purpose:** As drafted, the *Eight Guiding Principles* articulate a number of goals and policies that are potentially at odds. This conflict mainly centers around policy statements in support of growth and housing, on one hand, and the stewardship of the Island's finite natural resources on the other. My suggested revisions attempt to clarify the relationship between these and other conflicting policies.

Presenting my comments:

I'm presenting three versions of each Guiding Principle:

1. Planning Commission's current draft
2. Draft showing my suggested revisions with strikethroughs and highlighted new language.
3. A clean version of the draft with my suggested revisions incorporated.

Guiding Principle #1

Guiding Principle #1 – (Planning Commission draft)

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

Guiding Policy 1.1

Adopt an island-wide conservation plan to identify and apply effective strategies to preserve the natural and scenic qualities that make the Island a special place.

Guiding Policy 1.2

Accommodate new growth in central places that meet the Island's identified needs for housing, services and jobs while respecting conservation and environmental protection priorities.

Guiding Policy 1.3

Identify appropriate land use patterns and building form alternatives to achieve the Island's priorities for both conservation and development.

Guiding Principle #1 – (showing Ron's suggested revisions)

Preserve the special character of the Island, which includes ~~the small town atmosphere of downtown~~ Winslow's small town atmosphere, historic buildings, extensive forested areas, meadows, farms, marine-views, and scenic ~~and~~ winding roads ~~that support~~ supporting all forms of transportation.

Guiding Policy 1.1

Adopt an island-wide conservation plan to identify and apply effective strategies to preserve the natural and scenic qualities that make the Island a special place, including better protections for trees, soils, and native plants.

Guiding Policy 1.2

Accommodate new growth in central places ~~that meet the Island's identified needs for housing, services and jobs~~ while respecting conservation and environmental protection priorities.

Guiding Policy 1.3

The built environment represents an important element of the Island's special character. Improve the quality of new development through a review process that implements the community vision and supports long-term goals for the preservation of the Island's special character. ~~Identify appropriate land use patterns and building form alternatives to achieve the Island's priorities for both conservation and development.~~

Guiding Principle #1 – (clean version with Ron's suggested revisions)

Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere, historic buildings, extensive forested

areas, meadows, farms, marine-views, and scenic winding roads supporting all forms of transportation.

Guiding Policy 1.1

Adopt an island-wide conservation plan to identify and apply effective strategies to preserve the natural and scenic qualities that make the Island a special place, including better protections for trees, soils, and native plants.

Guiding Policy 1.2

Accommodate new growth in central places while respecting conservation and environmental protection priorities.

Guiding Policy 1.3

The built environment represents an important element of the Island's special character. Improve the quality of new development through a review process that implements the community vision and supports long-term goals.

Guiding Principle #2

Guiding Principle # 2 – (Planning Commission draft)

Protect the water resources of the Island.

Guiding Policy 2.1

Manage water resources for Bainbridge Island for present and projected land uses, recognizing that Island water resources [aquifers] are the sole [source] of our water supply.

Guiding Policy 2.2

Preserve and protect the functions and values of the Island's aquatic resources.

Guiding Policy 2.3

Anticipate and prepare for the consequences of sea level rise.

Guiding Policy 2.4

Maintain the Island's comprehensive program of water resource data gathering and analysis.

Guiding Principle # 2 – (Ron's suggested revisions of draft)

Protect the water resources of the Island.

Guiding Policy 2.1

Manage water resources for Bainbridge Island for present and projected land uses future generations, recognizing that the Island's finite groundwater resources [aquifers] are the sole [source] of our water supply.

Guiding Policy 2.2

As part of long-range land use planning, consider the impacts of future development to the quality and quantity of groundwater that will be available to future Islanders and to the natural environment. To that end, strive for sustainable groundwater withdrawal, conserve aquifer recharge, guard against seawater intrusion, and minimize adverse impacts to ground water quality from surface pollution.

Guiding Policy 2.2 2.3

*Preserve and protect the **ecological** functions and **aesthetic** values of the Island's aquatic resources.*

Guiding Policy 2.3 2.4

Sea level rise will likely reduce the volume of our finite groundwater resources. Anticipate and prepare for the consequences of sea level rise to ensure ample quality and quantity of groundwater for future generations.

Guiding Policy 2.4 2.5

Maintain the Island's comprehensive program of water resource data gathering and analysis. Create a Bainbridge Island groundwater management plan for the purpose of maintaining the long-term health of our fresh water aquifers.

Guiding Policy 2.6

Recognizing the importance of our groundwater and to other water resources to present and future generations of Bainbridge islanders, apply the precautionary principle to activities that pose a potentially adverse impact upon those resources.

Guiding Policy 2.7

Allow for the reasonable needs of farms, home gardens, and domestic landscapes, when planning for the long-term sustainable use of the Island's finite groundwater resources.

Guiding Policy 2.8

Allocate adequate water for the Island's wetlands, streams, and the biodiversity species that depend upon them, as part of a groundwater management plan.

Guiding Principle #2 - (clean version per Ron's suggested revisions)

Protect the water resources of the Island.

Guiding Policy 2.1

Manage the finite water resources for Bainbridge Island for present and future generations, recognizing that the Island's finite groundwater resources [aquifers] are the sole [source] of our water

supply.

Guiding Policy 2.2

As part of long-range land use planning, consider the impacts of future development to the quality and quantity of groundwater that will be available to future Islanders and to the natural environment. To that end, strive for sustainable groundwater withdrawal, conserve aquifer recharge, guard against seawater intrusion, and minimize adverse impacts to ground water quality from surface pollution.

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Allocate adequate water for the Island's wetlands, streams, and the biodiversity species that depend upon them, as part of a groundwater management plan.

Guiding Principle #3

Guiding Principle # 3 – (Planning Commission draft)

Foster diversity and meet the human needs of the residents of the Island, its most precious resource.

Guiding Policy 3.1

Ensure a variety of housing choices to meet the needs of present and future residents in all economic segments and promote plans, projects and proposals to create a significant amount of affordable housing.

Guiding Policy 3.2

Maintain the well-being of all members of the Island community, where all Islanders feel connected to the community and where each individual has opportunities to contribute to the community.

Guiding Policy 3.3

Support, protect, and enhance the value of the arts and humanities as essential to education, quality of life, economic vitality, broadening of mind and spirit, and as treasure in trust for our descendants.

Guiding Principle # 3 – (draft with Ron’s suggested revisions)

Foster diversity with a holistic approach to meeting the needs of the Island’s and meet the human needs of the residents consistent with the stewardship of our finite environmental resources. of the Island, its most precious resource.

(Note: I don’t like referring to residents as a “resource”.)

Guiding Policy 3.1

~~Ensure a variety of housing choices to meet the needs of present and future residents in all economic segments and promote plans, projects and proposals to create a significant amount of affordable housing.~~

Develop long-range strategies for creating affordable housing opportunities through a holistic approach that respects limits to the Island’s natural resources.

Guiding Policy 3.2

Make budget decisions that adequately consider ~~Maintain~~ the well-being of all members of the Island residents community, where with the goal of providing opportunities all Islanders feel to be connected to the and contributing members of the community. and where each individual has opportunities to contribute to the community.

Guiding Policy 3.3

Support, protect, and enhance the value of the arts and humanities as essential to education, quality of life, economic vitality, the broadening of mind and spirit, and as treasure in trust for our descendants.

Guiding Principle # 3 – (clean version with Ron’s suggested revisions)

Foster diversity with a holistic approach to meeting the needs of the Island’s residents consistent with the stewardship of our finite environmental

resources.

Guiding Policy 3.1

Develop long-range strategies for creating affordable housing opportunities through a holistic approach consistent with stewardship of the Island's finite natural resources.

Guiding Policy 3.2

Make budget decisions that adequately consider the well-being of all Island residents, with the goal of providing opportunities to be contributing members of the community.

Guiding Policy 3.3

Support, protect, and enhance the value of the arts and humanities as essential to education, quality of life, economic vitality, the broadening of mind and spirit, and as treasure in trust for our descendants.

Guiding Principle #4

Guiding Principle # 4 – (Planning Commission draft)

Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Policy 4.1

Respect private property rights protected by the State and U.S. Constitutions.

Guiding Policy 4.2

Recognize that private property rights are not, but must be balanced with necessary and reasonable regulation to protect the public health, safety and welfare.

No suggested revisions to Guiding Principle #4

Guiding Principle #5

Guiding Principle # 5 – (Planning Commission draft)

Recognize that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Policy 5.1

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

Guiding Policy 5.2

Protect and enhance wildlife, fish resources and natural ecosystems

on Bainbridge Island.

Guiding Principle # 5 – (draft showing Ron’s suggested revisions)

Recognize Development should be based upon the principle that the Island’s environmental resources are finite and must be maintained at a sustainable level.

Guiding Policy 5.1

Regulate all development on the Island consistent with the long-term health and carrying capacity of its natural systems.

Guiding Policy 5.2

Recognize that the sustainable use of the Island’s finite land base is a macro component of “green building” practices.

Guiding Policy 5.1 5.3

Preserve and enhance the Island’s natural systems, natural beauty and environmental quality.

Guiding Policy 5.2 5.4

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

Guiding Principle # 5 –(clean per Ron’s suggested revisions)

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Guiding Policy 5.4

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

Guiding Principle #6

Guiding Principle #6 –(Planning Commission draft)

Meet the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Policy 6.1

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

Guiding Policy 6.2

Advance social equity on the Island by addressing basic human needs, including affordable housing, personal health and safety, mobility, and access to human services.

Guiding Policy 6.3

Seek appropriate ways to provide economic opportunities for all community residents within a diversified Island economy.

Guiding Principle #6 –(draft showing Ron's suggested revisions)

*Meet **Address** the needs of the present without compromising ~~for~~ the ability of future generations to meet their own needs.*

Guiding Policy 6.1

*Look beyond **Within our plan, replace** the state's mandated 20-year plan horizon **with a horizon of one hundred years** in order to recognize the longer term life cycles of natural systems;. **Tailor** green building practices, and public infrastructure investments, **to be in line with this longer term perspective.***

Guiding Policy 6.2

*Advance social equity on the Island by addressing basic human needs, including affordable housing, personal health and safety, mobility, and access to human services **without compromising the integrity of the Island's ecology and finite natural resources.***

Guiding Policy 6.3

*Seek appropriate ways to provide economic opportunities for all community residents within a diversified ~~Island~~ economy **consistent with the long-term stewardship of the Island's natural resources.***

Guiding Principle #6 –(clean version with Ron's suggested revisions)

Address the needs of the present without compromising the ability of future generations to meet their own needs.

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Guiding Policy 6.3

Seek appropriate ways to provide economic opportunities for all community residents within a diversified economy consistent with the long-term stewardship of the Island's natural resources.

Guiding Principle #7

Guiding Principle #7 – (Planning Commission draft)

Reduce greenhouse gas emissions and increase the Island's climate resilience in the face of shifting conditions (e.g. sea level rise, changing rainfall patterns, increasing temperatures and more extreme weather events) and the effects they cause (e.g. altered vegetation, changing water demands, economic shifts).

Guiding Policy 7.1

Mitigation: Participate with state, regional and local partners to reduce greenhouse gas emissions consistent with the 1990 benchmark and future year targets set forth in state law, educate the public about climate change and incentivize Island activities that reduce greenhouse gas emissions.

Guiding Policy 7.2

Adaptation: Minimize or ameliorate the impacts of climate change on our community and our Island's ecosystems through climate-informed policies, programs, and regulations.

Guiding Policy 7.3

Evaluate the climate vulnerabilities and implications of city actions and identify policies that alleviate those vulnerabilities.

Guiding Principle #7 – (draft showing Ron's suggested revisions)

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demands, economic shifts).

Guiding Principle #8

Guiding Principle #8 – (Planning Commission draft)

Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions

Guiding Policy 8.1

Promote good governance and an Island culture of citizenship, stewardship and civic engagement.

Guiding Policy 8.2

Update each City department's work program annually, allocate sufficient time and resources and provide needed policy direction to achieve consistency with and implement the Comprehensive Plan.

Guiding Policy 8.3

Grow a diversified and vibrant economy.

Guiding Policy 8.4

Nurture a healthy and attractive community.

Guiding Policy 8.5

Build reliable infrastructure and connected mobility.

Guiding Policy 8.6

Grow a green, well-planned community,

Guiding Policy 8.7

Maintain for a safe city where citizens, City officials, and the Police work together in an environment of accountability and trust.

Guiding Principle #8 –(showing Ron's suggested revisions)

Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions

Guiding Policy 8.1

Promote good governance and an Island culture of citizenship, stewardship and civic engagement based on a community vision with compatible goals and policies.

Guiding Policy 8.2

Update each City department's work program annually, allocate sufficient time and resources and provide needed policy direction to achieve consistency with and implement the Comprehensive Plan in a manner that is transparent and consistent with the community vision.

Guiding Policy 8.3

Grow a diversified and vibrant economy consistent with the long-range stewardship of our finite natural resources.

Guiding Policy 8.4

Nurture a healthy and attractive community including a focus on the quality of the built environment through progressive development regulations and reviews consistent with the goal of preserving the special character of the Island.

Guiding Policy 8.5

Build reliable infrastructure and connected mobility that encourages physical activity such as biking and walking while also respecting the Island's scenic qualities.

Guiding Policy 8.6

Grow a green, well-planned, environmentally sustainable community,

Guiding Policy 8.7

Maintain Plan for a safe city where citizens, City officials, and Law Enforcement work together in an environment of accountability and trust.

Guiding Principle #8 – (clean version per Ron's suggested revisions)
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