



CITY OF
BAINBRIDGE ISLAND

PLANNING COMMISSION
WORKSHOP & REGULARLY SCHEDULED MEETING
THURSDAY, JULY 14, 2016
6:00 – 9:00 PM
COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WA 98110

AGENDA

- 6:00 PM 2016 COMPREHENSIVE PLAN UPDATE:
HUMAN SERVICES ELEMENT WORKSHOP**
Public Comment (may continue till 7:30 PM if needed)
- 7:00 PM CALL TO ORDER FOR REGULAR PLANNING COMMISSION MEETING**
Call to Order, Agenda Review, Conflict Disclosure
- 7:05 PM PUBLIC COMMENT**
Accept public comment on off agenda items
- 7:15 PM PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE**
- 7:25 PM 2016 COMPREHENSIVE PLAN UPDATE**
- Review DRAFT Utilities Element
 - Consistency Check on DRAFT *Transportation Element*
 - Consistency Check on DRAFT *Environmental Element*
 - Discuss 7/5 City Council Study Session on Comprehensive Plan Update
- 8:45 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**

HUMAN SERVICES ELEMENT

TABLE OF CONTENTS

Executive Summary	1
Definition	3
Implementation and Management.....	4
Community Profile.....	7
Survey Results	9
Goals and Policies.....	11
Framework Statement and Values	11
Implement the Human Services Element.....	11
Services to Human Services Providers	13
Financial Resources	14
Continuum of Services.....	15
Facility Development.....	16
Housing and Human Services	16
Economic and Human Services	17

HUMAN SERVICES ELEMENT

Acknowledgement

Thank you to Jan Lambert, Director, Dana Quitslund, Board President, and Karen Monson, Board Member of the Health, Housing and Human Services Council, for their work updating this Element.

EXECUTIVE SUMMARY

Putting a “human face” on the Comprehensive Plan is the foundation for the Human Services Element. As a community, we plan for growth in terms of land use, roads, natural resources, and infrastructure. It is important not to forget the very essence of our community – the people. The Human Services Element focuses on the needs of the individuals who comprise our community. The availability of, and access to, human services is important to all people, regardless of income, family structure, age or cultural background.

The overriding principle is found in the Element’s framework statement: Bainbridge Island will function as a caring community that strives to maintain the well-being of all its members, a community where all members feel connected to the community, and where each individual has opportunities to contribute to the community.

The purpose of the Human Services Element is to create a human services delivery system that will be comprehensive and flexible enough to meet the human services needs of the citizenry, now and in the future. The element has seven goals:

- Implementation of the Element.
- Services to the Agencies.
- Financial Resources.
- Continuum of Services.
- Coordination and Co-location of Facilities.
- Housing and Human Services.
- Economic Health and Human Services.

The Human Services Element recognizes the City’s role in providing the conditions that sustain the delivery of human services, a role the City assumed with Ordinance 93-44. Through the Ordinance and Municipal Codes 2.50 and 3.86, the City established the Health, Housing and Human Services Council (HHHS) to be the City’s official body for human services issues and to provide a funding mechanism whereby the City may disburse general fund money to human services agencies. (See Appendix F for complete text of ordinance and BIMC sections.)

The Human Services Element is the full realization of what was envisioned with the ordinance and codes, and reinforces the two roles of HHHS stated in those documents:

- HHHS shall serve as the primary voice for human services to the City and be an advisory board for human services matters to the Mayor and City Council.
- HHHS shall serve as the coordinating agency for the independent human services agencies.

In its first capacity, HHHS will be responsible for monitoring the implementation and progress of the Human Services Element; the integration of the Human Services Element with all other Comprehensive Plan elements; setting criteria for and allocating City money; and working with Island taxing jurisdictions and regional planners in the delivery of human services.

In its second capacity, HHHS will be the “agency of agencies.” By centralizing many of the activities common to all providers, the human services agencies will be able to more effectively provide direct services, and the community can expect an efficient response to changing human services needs within the community.

In the final analysis, the Human Services Element exists to ensure that the human services needs of the people of Bainbridge Island are met and that they continue to be met even as changes occur with the anticipated population growth.

Population growth results in more complex demands for human services, which, in turn, results in the need for a more structured way to deliver those services.

Bainbridge Island has a long history of people taking care of each other – of providing for the human services needs within the community.

A majority of Bainbridge Islanders has affirmed the value of diversity – a range of age, occupation, ethnicity, and income – in our community¹. A strong human services delivery system helps maintain that diversity.

Although Bainbridge Island often is characterized as an affluent community, there is poverty here; there is homelessness; there are people who don’t always have enough to eat; and there are people who work hard yet have little money left after paying rent.

At the same time, it should be understood that many needs associated with human services are unrelated to income. The availability of, and access to, human services is important to all people, regardless of income, family structure, age or cultural background.

This element offers a framework for action that will play a key role in protecting the community’s most precious resource – its people.

¹ Bainbridge Island Community Values Survey, June 12, 1992, “Focus Group Project Summary of Findings,” p. 6: “As discovered in workshops and the random sample survey, diversity is important to Bainbridge Island residents. ...Participants indicated that they desire diversity in terms of age, ethnic background, and socioeconomics. Concern was frequently expressed for taxing people – especially senior citizens off their property.”

HUMAN SERVICES ELEMENT

“Putting a human face on the Comprehensive Plan ...”

The purpose of the Human Services Element is to provide policy direction for community actions relating to the human services needs of the residents of the City of Bainbridge Island.

DEFINITION

Human services are defined as those services which assist people in meeting the essential life needs of food, clothing, shelter and access to health care. Further, human services:

- Provide people with the tools to achieve economic, social and emotional stability to the best of their ability.
- Offer activities and services that promote healthy development of the individual, prevent problems, and support positive outcomes.
- Support quality of life programs that enhance the health and well-being of the individual and the community.

These services may be provided on an emergency, temporary, or ongoing basis, depending on the circumstances.

IMPLEMENTATION AND MANAGEMENT

The City of Bainbridge Island established the Health, Housing and Human Services Council (HHHS) per Ordinance 93-44 on December 16, 1993, to promote and facilitate the development and delivery of health, housing and human services within the City. The Health, Housing, and Human Services Council obtained its non-profit 501(c)(3) status in 1994.

HHHS is designated as the official body of the City empowered to act as the principal advisory board to the Mayor and City Council on matters pertaining to the development and delivery of Island health, housing and human services. The Council is governed by a 12-member board of volunteers representing the community. It is staffed by an Executive Director, and receives financial support from the City and private donations. The City recognizes that the Island's human services community is a complex network of very capable non-profit service agencies. HHHS is needed to maintain the big picture and coordinate the efforts of direct service providers.

The purpose of HHHS is to:

- Support services.
- Foster improvements in the range, delivery and quality of health, housing and human service programs on the Island.
- Ensure access to all in need.
- Facilitate service delivery sensitive to the cultural perspectives of those in need.

The HHHS role is to:

- Implement the Human Services Element of the City's Comprehensive Plan.
- Provide a public forum for issues.
- Promote long-range planning.
- Make recommendations for City allocation of health, housing, and human service funds.
- Make recommendations for allocations from the City's Housing Trust Fund.
- Improve coordination of services for non-profit organizations engaged in the delivery of health, housing, and human services for the Bainbridge Island community.

In conjunction with its role to implement the Human Services Element, HHHS developed the Community Connections for Youth (CCFY) Project (see Appendix A for more information). The CCFY project supported significant progress toward implementing several of the goals of this Element, specifically:

- The Director's Forum brings human service agency directors together at least once a month, providing a high level of coordination and providing a platform for collaborative projects. Directors discuss problems they see in the community and work toward effective solutions. The Directors' Forum includes representatives from the School District and Park District. (Policy 2.1)

- The Human Service Needs Assessment, completed early in 2003, is the first systematic analysis of the needs in our community. This allows HHHS and the human service providers to design programs to address unmet needs. It also provides an opportunity to inform the community of the often poorly understood needs that exist in our otherwise affluent community. (Policy 2.2)
- The Human Services Database, implemented with CCFY grant funding, provides individual agencies with needed computer support of their internal operations. In addition, the collection of core data by all agencies is used to create an aggregate database that gives the human services community a much more complete picture of service trends. Data export is designed so that numbers of common clients can be reported while protecting client anonymity. (Policies 2.3 and 2.4)
- Community Awareness: The Community Connections for Youth project's newsletters and web site keep the community informed of needs and services available in the community. HHHS has an ongoing responsibility to inform the community about needs and to advocate for support of human service providers. (Policies 1.2, 2.3, and 2.8)
- Agencies have established the value of their partnership with the School District. Through the Directors' Forum, the agencies housed on School District property speak with a unified voice on facilities issues. (Policies 5.2 and 5.3)
- Agency training on the youth developmental assets model. (Policy 4.4)

Further implementation of the goals of the Element will be addressed by a steering committee of HHHS, charged with a strategic plan for full implementation of the Element. (Goal 1)

The City provides financial support for non-profit human service providers on an annual basis (Policy 1.4). The Health, Housing and Human Services Council processes applications for funding, interviews applicants, and evaluates project proposals according to its policies. HHHS then presents a proposed Human Services budget to the Mayor and City Council for consideration as part of the City's budget process. Once the budget is approved, HHHS allocates the available funds among the service providers and administers contracts with funded agencies on behalf of the City. In evaluating funding proposals, HHHS works to ensure that recognized needs are met as efficiently as possible. As a fiduciary for the City and its taxpayers, HHHS funds only projects with a very high likelihood of success in meeting community needs, based on the experience and capacity of the direct service agency. HHHS also acts as an advocate for human services providers at budget time. For 2003, the City's funding of human service agencies through HHHS totaled \$240,100.

HHHS has a Contingency Fund, a portion of the City's general fund set aside for meeting human services needs not anticipated in the annual budget. HHHS has a policy for evaluating requests for contingency funds, and forwards approved requests to the City Council for funding.

HHHS pursues private funding (including foundation grants and the Bainbridge Foundation) where possible, but basic administrative and program costs are supported by the City

(Policies 1.4, 3.1 and 3.2). For 2003, the City's contribution to HHHS operations was \$136,640.

HHHS convenes and supports a Citizens' Advisory Board of the Housing Trust Fund to consider proposals for funding through the Trust Fund. The advisory board is composed of members of the HHHS board and representative community members. Its recommendations are forwarded to the Housing Trust Fund Executive Committee and then on to the City Council for action. (Policy 6.2)

COMMUNITY PROFILE

In November and December 2002, the Health, Housing and Human Services Council (HHHS) contracted with PRR, Inc. to conduct a needs assessment with a special focus on identifying the unmet needs, or gaps, in human services. This assessment is an important first step to begin addressing unmet needs and to align the City's human services funding with our community's needs.

To create an up-to-date picture of the Island's population, census data and other information such as Bainbridge Island and Kitsap County agency reports, City of Bainbridge Island data and Bainbridge Island resident surveys were utilized.

In addition, PRR surveyed 82 Bainbridge Island human service providers and other persons knowledgeable about Island human services and needs to determine which needs are being met, and where there are gaps in services.

To conclude the needs assessment, PRR conducted focus groups with consumers of human services (seniors, youths, and single parents) as well as with community opinion leaders to further understand the Island's human service needs.

There was an excellent response to the assessment and we received consistent feedback and information from survey respondents and focus group participants.

Our Changing Population²

Bainbridge Island's population is growing and changing. Compared with both Kitsap County and the state as a whole, our population has grown significantly in the past decade, increasing by almost 30% between 1990 and 2000. However, the growth rate is expected to slow in the next five years to only about 3% between 2002 and 2007.

Perhaps even more significant than the sheer increase in numbers is how our community is changing. Only about a third of households have school-aged children while the percentage of female-headed households with school-aged children continues to rise. Based on current figures and projections to 2007, we can expect fewer young children (0-9 year-olds) and a decrease in the percentage of adults in the main childbearing years (24-44 year-olds).

On the other hand, we can expect many more middle-aged persons and pre-retirees (45-64 year-olds) with the percentage of residents 85 and older also expected to increase. Thus, Bainbridge Island is both growing and graying. This will result in increased demand for human services, especially for services designed to meet the needs of an older population.

² The information contained in this section was produced by Pacific Rim Resources as part of the 2002 Needs Assessment using the data available at the time. The City is in the process of updating population projections for 2025 and projected growth rates are expected to increase.

Needs Amidst Affluence

Compared to Kitsap County and Washington State, Bainbridge Island is characterized by higher education levels, lower unemployment, higher median incomes, fewer female-headed households, higher rates of homeownership and less crime. However, real human service needs exist and there is less affluence on Bainbridge Island than commonly assumed. 7.5% of Bainbridge Island children live in poverty and nearly one out of four households (23.7%) has an annual income of less than \$35,000.

It's not surprising that fully 70% of survey respondents feel that increasing housing costs have made a major impact on the human services system, and that the ability of people to afford to live on Bainbridge Island is perceived to have decreased. The reality of human service needs within a relatively affluent community has created a special human services dilemma: Since Bainbridge Island's needs are less visible, there is a perception that most people's needs are met, and consequently it's hard for people to ask for services.

SURVEY RESULTS

Our community's strong commitment to our human services system is demonstrated by City funding, private donations, volunteer activity and support from local non-profits, the school district, the park district, the fire district and City government. Survey respondents report that many human service needs are well met through an extensive human services system of skilled service providers.

While the majority of human service needs are being met, there are some needs that are perceived as not being met well. These are areas of need where there is a significant gap between the perception of how big a need is and the ability of providers to meet the need.

The largest perceived gaps are in:

- Affordable assisted living for seniors.
- Affordable medical and dental care.
- Affordable housing options.
- Alcohol abuse among youth.
- Drug abuse among youth.
- Child care for special needs children.
- Adult day care.

These areas were also identified as growing needs in the last 12 months.

Focus Group Findings

Focus group participants identified their top human service concerns. Seniors noted a lack of medical and dental services, affordable prescriptions, adult day care, companionship opportunities and mental health services on the Island.

Youth noted a lack of family planning, rape, assault and suicide prevention services, as well as the need for a stronger vocational track in the school system.

Single parents noted the need for domestic violence services, child care for parents who work off the Island and services for special-needs children. They echoed the sentiments of youth through their desire for a stronger emphasis on vocational training in the school system.

Challenges

In the big picture of human service needs, several challenges remain.

Awareness of Needs and Service System

Providers, consumers and public opinion leaders believe there is a general lack of awareness of both Bainbridge Island's human service needs and the existing human services system.

Access to Existing Services

In addition to the lack of awareness, about two-thirds of those surveyed believe there are reasons people can't access the existing human services system. These reasons, also noted by focus group participants, include:

- Perceived stigma associated with using services. Prosperity and affluence have set a high standard, making it harder for those in need.
- Concerns about confidentiality. Going to a human service provider is believed to be noticed in such a small community.
- Transportation problems. Public transportation options are perceived to be oriented toward the needs of commuters and less toward the needs of those traveling on the Island during non-commute hours.

Moving Forward

With the information gained, the Health Housing and Human Services Council plans to:

- Share the information as broadly as possible.
- Create a steering committee and action teams to work on developing action plans to address the unmet human service needs.
- Continue to work with the City and human service agencies to develop policies and funding that support needed improvements in our human services system.

GOALS AND POLICIES

Framework Statement

Bainbridge Island will function as a caring community that strives to maintain the well-being of all its members, a community where all members feel connected to the community, and where each individual has opportunities to contribute to the community.

The following goals and policies are written to ensure that people receive the human services they need.

Framework Values

1. Dignity is the hallmark of human services delivery on Bainbridge Island.
2. Respect for the individual is an integral part of human services delivery on Bainbridge Island.
3. Neighborliness and a sense of community form the foundation of human services.
4. Diversity within the population is important to the community.
5. Cooperation and coordination among human services providers, including the taxing districts, strengthens the human services delivery system, which results in better service for people.

Discussion: These values are interwoven throughout the goals and policies and are the standard against which the goals and policies must be measured.

GOAL 1

IMPLEMENT THE HUMAN SERVICES ELEMENT

Designate the Health, Housing and Human Services Council (HHHS), a non-profit Washington Corporation, as the official body of the City empowered to act on all matters pertaining to the implementation (including coordination and delegation) of the goals and policies of the Human Services Element of the Comprehensive Plan consistent with the provisions of the Bainbridge Island Municipal Code and the Comprehensive Plan.

Discussion: In 1993, the City recognized its role in human services and the City Council passed Ordinance 93-44 (see Appendix F) designating the Bainbridge Island Health, Housing and Human Services Council as the “legally constituted non-profit corporation of the State of Washington whose principal purpose will be to provide coordinated services, financial support, and long-range planning for non-profit organizations engaged in the delivery of health, housing, and human services in the City.”

The Human Services Element is the City's work plan to implement this ordinance and sections of the City's Municipal Code.

HSE 1.1

HHHS shall be responsible for monitoring the implementation and progress of the Human Services Element, and reporting on same to the City and community on a regular basis.

HSE 1.2

HHHS shall serve as the primary voice of the human services community to the City.

Discussion: This role is legislated in Ordinance 93-44 and Bainbridge Island Municipal Code 2.50.020A: "Serve as the primary voice for health, housing and human services within the City and as the principal advisory board to the mayor and City Council."

HSE 1.3

HHHS, as the official body of the City, shall have appropriate staffing, funding for which shall be included in the allocation to HHHS for administrative costs.

Discussion: It is crucial that the human services sector be involved in the dialog and decisions made at city level.

HSE 1.4

HHHS shall be responsible for setting criteria for and allocating City of Bainbridge Island general fund money to non-profit human service agencies located on Bainbridge Island that provide direct services to assist in meeting the human services needs of Bainbridge Island residents.

Discussion: This policy forms the basis for future discussions on an appropriate level of public support. HHHS may recommend a funding formula for City support, recognizing that there may be limitations to the level of support available in any given year. It is the intent for HHHS to allocate City funds and assure accountability for contracted services while recognizing the autonomy of each agency in the management of its agency.

HSE 1.5

HHHS shall be responsible for the integration of the Human Services Element with other Comprehensive Plan elements.

Discussion: It is vital that all decisions, policies and regulations made by the City consider the impact and implications on human services. When land use, transportation, capital facilities, and economic decisions are made, there should be an attempt to understand the ramifications those decisions may have on human services. HHHS will work to establish open lines of communication with the City's executive department, legislative committees and staff in order to identify opportunities and barriers to the integration of the HSE in all City decisions, policies and regulations.

HSE 1.6

HHHS shall collaborate with the Island taxing jurisdictions to build a comprehensive and affordable safety net of human services.

HSE 1.7

HHHS should work with regional planners for the delivery of human services.

GOAL 2

SERVICES TO HUMAN SERVICES PROVIDERS

Support and create opportunities that facilitate coordination, collaboration, communication, and cooperation among Human Services organizations.

Intent: Public and private human services providers will benefit from an agreed-upon structure that consolidates, centralizes and manages some of the activities common to all within the human services community.

Discussion: HHHS will provide the “scaffolding” that supports the delivery system. The better the system functions, the better the people who use human services will be served. The key to this goal is the “agreed-upon structure.”

HSE 2.1

HHHS shall regularly convene agency administrators and/or representatives from the Bainbridge Island human services organizations and taxing districts to serve as a forum for discussion and planning regarding issues confronting human services.

HSE 2.2

HHHS shall develop a comprehensive needs assessment and resultant planning effort.

Discussion: The needs assessment, updated periodically, will help identify emerging problems in the community and assist in coordinating planning efforts to respond to the needs and assess appropriate levels of City funding.

HSE 2.3

HHHS shall be responsible for consistent collecting and reporting of data for the city, other agencies, and the community.

HSE 2.4

HHHS shall ensure the existence and maintenance of a comprehensive database of information on agency activity for use by the human services community, the City and other taxing districts, and the general public.

Discussion: The data on human services usage and financial activity will establish an authoritative database of statistics that will be of use in a variety of ways, including but not limited to evaluating requests for funding from the City and assisting agencies in their grant applications. The database will provide a clear picture of the demographics of services over time and serve as a program and services planning tool. The process of creating such a

database should incorporate appropriate existing databases from agencies wherever possible and appropriate. The confidentiality of people using human services must be protected.

HSE 2.5

HHHS should ensure the existence of a central directory of local, regional, state, and federal human services organizations.

HSE 2.6

HHHS should ensure efficient use of public resources by avoiding unnecessary duplication of services and encouraging cooperation among agencies that serve similar populations.

Discussion: This is intended to provide constructive guidance, not to prohibit healthy competition.

HSE 2.7

HHHS should promote volunteerism for the human services sector.

HSE 2.8

HHHS should initiate, sponsor or conduct, alone or in cooperation with other public or private agencies, programs or activities to promote public awareness of human services.

GOAL 3

FINANCIAL RESOURCES

Develop fiscal stability of Bainbridge Island's human services organizations.

HSE 3.1

HHHS, as the official body of the City, shall endeavor to fund the implementation of the Human Services Element based on annual prioritized need through public and private sources.

HSE 3.2

HHHS should develop public/private partnerships to broaden the funding base for human services organizations.

HSE 3.3

HHHS should identify new funding sources for human services organizations.

HSE 3.4

HHHS should assist non-profit human services organizations in developing good financial practices.

GOAL 4

CONTINUUM OF SERVICES

Ensure a range of services is available to people who need them by promoting and supporting³ a variety of affordable and physically accessible human services programs.

Intent: It is important to recognize that there are priorities along the continuum of needs, with basic survival being the highest priority. The City's role is to support the local agencies that provide the delivery of human services, thereby ensuring that essential services are available.

HSE 4.1

The City, through HHHS and other appropriate agencies, shall support programs that meet the basic needs of survival such as food, clothing, shelter and access to emergency health care.

HSE 4.2

The City, through HHHS and other appropriate agencies, shall support programs that meet the crisis needs of vulnerable populations.

Discussion: This includes programs that provide public health services and emergency shelter for victims of domestic violence and youth in crisis situations.

HSE 4.3

The City, through HHHS and other appropriate agencies, should support preventative and early intervention programs, emphasizing programs (e.g., job training and parenting classes) that work to prevent social problems that negatively affect the health, safety, and well-being of the community.

HSE 4.4

The City, through HHHS and other appropriate agencies, should support programs and activities that maintain and enhance the health and quality of life of target populations.

HSE 4.5

The City, through HHHS and other appropriate agencies, should support programs that provide needed services for families, e.g., child or adult day care and respite care for caregivers.

HSE 4.6

The City, through HHHS and other appropriate agencies, should promote and support programs designed to allow people who need assistance to remain in their homes as long as possible.

³ Throughout the goals and policies, we use the term "support" to allow for a variety of options, including but not limited to financial support, commendations, awards, staffing and materials.

HSE 4.7

The City, through HHHS and other appropriate agencies, should promote partnerships between private and public sectors to expand the options for a wide variety of programs.

HSE 4.8

The City, through HHHS and other appropriate agencies, should promote development of a transportation system that addresses the physical accessibility to human services both on and off the Island.

Discussion: Refer to back sections on Gaps and Problems Facing Agencies on page 9.

GOAL 5

FACILITY DEVELOPMENT

Support coordination and co-location of facilities.

Discussion: Program and administrative space is expensive. The cost can take money away from direct client services and be prohibitive to expansion to meet growing needs. It is in the best interests of the human services sector and the community at large to share space and seek cooperative funding for capital projects.

HSE 5.1

HHHS shall undertake a feasibility study of facility needs of the human services sector.

HSE 5.2

HHHS should coordinate with the public and private sectors to develop methods to address the facility and utilities needs of the human services community.

Discussion: This includes encouraging compatible mixed use of facilities wherever possible to meet administrative and program needs of human services providers.

HSE 5.3

HHHS should encourage the compatible and efficient use and sharing of existing, as well as future, facilities by human services providers.

GOAL 6

HOUSING AND HUMAN SERVICES

Recognize the interrelationship between housing and human services.

Intent: Human Services Element complements the Housing Element, which deals primarily with the development, retention and construction of affordable housing.

Discussion: The human services sector not only provides support services for those living in affordable housing, but also enables people at risk or in crisis situations to remain in their existing housing.

HSE 6.1

The City, through HHHS and other appropriate agencies, should support emergency rental assistance subsidies.

HSE 6.2

HHHS shall provide a Community Advisory Board of the Housing Trust Fund per Ordinance 99-45.

HSE 6.3

HHHS, working with other appropriate agencies, shall monitor the impact of the cost and supply of housing on human services.

HSE 6.4

HHHS, working with other appropriate agencies, shall monitor the housing needs of people served by the human services sector.

HSE 6.5

HHHS should advocate for affordable housing.

GOAL 7

ECONOMIC HEALTH AND HUMAN SERVICES

Recognize the interrelationship between economic health of the community and human services.

Intent: One intention of this goal is to monitor, and if necessary advocate for, employment opportunities that provide a living wage and basic benefits to reduce the dependence on certain human services. A second intention is to recognize the contribution of human services to the community's economic well-being by supporting individuals' efforts to be productive members of the community. This support has many forms, including but not limited to, child care, job skills training, and transportation vouchers.

HSE 7.1

The City shall serve as a model employer and an example to the larger community in addressing their employees' human services needs.

HSE 7.2

HHHS should work with local business organizations to encourage the creation of jobs that reflect good business practices, e.g., job training, employee benefits, family wages.

HSE 7.3

The City, through HHHS and other appropriate agencies, should encourage businesses that actively support human services for workers and their families, e.g., provide on-site child care, transportation subsidies, flexible work hours.

Discussion: Incentives may include, but are not limited to, tax benefits and annual awards.

HSE 7.4

The City should stress access to jobs, especially for lower-income people, youth workers, and people with disabilities, when involved with planning local and regional transportation systems.



CITY OF
BAINBRIDGE ISLAND

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

DATE: JULY 14, 2016
TO: PLANNING COMMISSION
FROM: JENNIFER SUTTON, AICP
SENIOR PLANNER
SUBJECT: COMPREHENSIVE PLAN UPDATE

I. REVIEW OF THE DRAFT *UTILITIES ELEMENT*

The Commission directed staff to use the revisions and additions proposed by the Utility Advisory Committee as a starting place for reviewing the DRAFT *Utilities Element*. The UAC recommended some reorganization and new sections:

- “Potable Water”, “Public Sewer”, “Storm and Surface Water” sections were located in the *Water Resources Element* in the 2004 Plan. During this 2016 Plan review, those sections have been brought over to the DRAFT *Utilities Element*.
- New “Solid Waste” section.
- The “Telecommunications” section, called “Cellular” in the 2004 Plan was substantially rewritten by the UAC.

Planning Commission Action: Discuss, review and confirm amendments to DRAFT *Utilities Element*. The Commission should ask questions of staff about the information presented, and give direction to the Drafting Committee to make any changes.

II. “CONSISTENCY CHECK” ON DRAFT COMPREHENSIVE PLAN

DRAFT Transportation Element

The Commission finished preliminary review of the *Transportation Element* in January. What is added in this latest CLEAN draft, is the implementation section at the end of the element.

DRAFT Environmental Element

The Commission finished preliminary review of the *Environmental Element* in November 2015. What is added in this latest CLEAN draft as attached, is the implementation section at the end of the element.

The two other changes in the attached DRAFT *Environmental Element* is staff recommendation to delete the *Greenways* and *Aquifer Recharge Areas* sections. The *Greenways* section has a lot of overlap with non-motorized transportation policies of the *Transportation Element*, and is an obsolete, given that the [Bainbridge Island Metro Parks and Recreation District has their own comprehensive plan and trail plan](#).

Staff is recommending deletion of the *Aquifer Recharge Areas* placeholder since comprehensive aquifer recharge and protection policies and implementation appear in the *Water Resources Element*.

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

III. JULY 5TH CITY COUNCIL COMPREHENSIVE PLAN STUDY SESSION

The City Council had a briefing on the Comprehensive Plan Update process at their July 5th meeting. The City Council discussed the DRAFT elements, and suggested some changes (see memorandum from planning consultant Joe Tovar).

The City Council also requested that the Commission consider whether or not the Business/Industrial (B/I) land use designation of the properties in/around the Coppertop development should be changed to another designation, such as “General Commercial”. The Commission has discussed this issue several times over the last year, noting that “Coppertop” has several conditional use business located there, as well as business permitted in the B/I zone, but that are not industrial in nature (e.g. Ballet studio).

Should the Commission want to further explore this idea, staff recommends scheduling it for discussion in early August. That would give staff time to prepare a mailing providing notice to potentially affected property owners and complete the type of analysis that the Planning Commission would need in order to have an informed discussion.

Planning Commission Action: Discuss the suggestions from the City Council and provide direction to staff about which changes should be integrated, and if the Commission wants to further consider changing the land use designation of the Business/Industrial properties around the Coppertop development.

IV. NEXT STEPS

The Commission will also begin to review the Capital Facilities and Utilities Element at their next meeting.

Cultural Element workshop prior to the regular Planning Commission meeting on July 28.

UTILITIES ELEMENT

TABLE OF CONTENTS

INTRODUCTION 1

GOALS AND POLICIES 2

All Utilities 2

Potable Water 5

Public Sewer 7

Storm and Surface Water 8

Electrical Goals and Policies 10

Solid Waste 11

Telecommunications Cellular Goals and Policies 13

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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 36.70A.070(4)). On 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~~ telecommunication companies currently serve the City for telephone, cellular, internet and cable television. ~~Cable television services are provided on Bainbridge Island by national a regional providers and by one local company.~~

GOALS AND POLICIES

ALL UTILITIES

On 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

~~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.~~ Ensure that reliable utility services are available to all Bainbridge Island residents.

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.

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]

GOAL 5

Ensure that new or major renovations to existing utility facilities are designed to minimize adverse impacts on residents and the environment. [Modified U 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 4]

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 Utility Advisory Committee (UAC) or other city organization the responsibility for advising the City Council on matters regarding all utility services on Bainbridge Island.

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

~~Utility 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 require 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 major 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.~~

POTABLE WATER (formerly “Drinking Water” in 2004 WR Element)

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 10

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 11

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

Policy U 11.1 ~~WR 3.6~~

All purveyors of public water systems shall depict water service areas on maps and evaluate modifications to their system boundaries based on ~~the following criteria~~ maintaining sufficient and sustainable capacity to meet the present and future needs of the service area.

- ~~A. There is sufficient capacity to serve the area; and~~
- ~~B. The service area modification does not limit the system from providing service to targeted growth areas; and~~
- ~~C. Modification will serve a public need or the water system will benefit by such modification; and~~
- ~~D. An analysis of the cumulative impacts to the water system resulting from providing service on an individual basis to single parcels beyond the current service area is provided.~~

Policy U 11.2 ~~WR 3.2~~

As an approved Satellite System Management Area (SMA), the City may elect to provide facilitate small water system management services by applying to the Department of Health to be an approved Satellite System Management Area (SMA) to other utility providers.

Policy U 11.3 ~~WR 3.3~~

New development in previously unclaimed ~~unserved~~ water service areas ~~maybe required~~ 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 if the City determines it is appropriate to accept, own and operate such systems .

Policy U 11.4 ~~WR 3.4~~

Engineering specifications for new public water systems and expansions or improvements to existing public water systems that are to be located within the public 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.

Policy U 11.5

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.

Policy U 11.6

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.

Policy U 11.7

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.

Policy U 11.8

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

PUBLIC SEWER**(formerly Public Sanitary Sewer in 2004 WR Element)**

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 #7, serves the Fort Ward 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 #7 treatment plant pursuant to an interlocal agreement. [Current SSP 2.1]

GOAL 12

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.

Policy U 12.1

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 #7.

Policy U 12.2 SSP 2.2

Within public sewer system service areas, new construction should provide for eventual connection to public sewer systems.

Policy U 12.3 SSP 2.5

Sewer connections shall not be mandated for use with existing septic systems that are fully functional and maintained, except as provided by law.

Policy U 12.4 SSP 2.7 (modified)

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.

Policy U 12.5 SSP 2.8

Re-use of treated wastewater for irrigation, recharge, ~~fire flow~~ 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.

Policy U 12.6

Consideration should be given to implementing methods to improve the quality of effluent discharged to the Puget Sound.

Policy U 12.7

Conduct a study of cooperation (such as shared operations) or consolidation of sewer systems owned by the City and Kitsap County Sewer District #7.

STORM AND SURFACE WATER**(formerly stormwater management in 2004 WR Element)**

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

GOAL 13

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.

Policy U 13.1 ~~SD 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.

Policy 13.2 ~~SD 1.3~~

The City should ~~shall~~ require new development to provide both on-site and off-site improvements necessary to avoid adverse ~~downstream~~ water quality and quantity impacts.

Policy 13.3 ~~SD 1.3 & 1.4~~

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 1.4]

Policy 13.4 ~~SD 1.5~~

Stormwater systems should be encouraged to provide for removal of pollutants and sediment through bio-filtration or other means, where appropriate and feasible.

Policy 13.5 ~~SD 1.6~~

Zoning 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.

Policy 13.6 ~~SD 1.7~~

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 1.7]

Policy 13.7 ~~SD 1.8~~

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 1.8]

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

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 14

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

Policy U 14.1 ~~E 1.1~~

The City should plan together with the electric service provider to undertake energy efficiency improvements and shall recognize PSE's public service obligation to make additions to and improvements other alterations of electric utility facilities that to provide adequate capacity for planned future growth.

Policy U 14.2 ~~E 1.2~~

The City should and PSE shall 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.

Policy U 14.3 ~~E 1.3~~

The City should shall encourage PSE the electric service provider to improve the reliability, with particular attention to mitigating impacts on service from storms or other natural events. of electric service for City residents so that it attains the average level of reliability of the PSE system.

Policy U 14.4

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, U 1.1, U 1.3,]

~~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.~~ **NOTE: PSE COMMENTED THAT THIS POLICY SHOULD REMAIN**

Policy U 14.4 ~~E 1.5~~

The City should encourage undergrounding new and existing electric power transmission 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, U 1.1, U 1.3,]

~~if and when the WUTC changes its rates, regulations and tariffs in such a manner as to allow equitable distribution of undergrounding costs across its rate base.~~

Policy U 14.5

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]

Policy U 14.6

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.

Policy U 14.7

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.

SOLID WASTE

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 15

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

Policy 15.1

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]

Policy 15.2

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.

Policy 15.3

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.

Policy 15.4

Consideration should be given to methods to reduce the amount of solid waste disposal or the conversion of solid waste to energy.

TELECOMMUNICATIONS

Telecommunications is the transmission of sound, images and/or data by wire, radio, optical cable, electromagnetic, or other similar means. On 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 16

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

Policy 16.1

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 9 C 1.1 and C 1.2]

Policy 16.2

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 9 C 1.1 and C 1.2]

Policy 16.3

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]

Policy 16.4

The City shall encourage all providers to equally serve all parts of the City. [New]

Policy 16.5

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]

Policy 16.6

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]

Policy 16.7

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

Policy 16.8

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

Policy 16.9

In addition to WUTC 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]

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.~~



TRANSPORTATION ELEMENT

TABLE OF CONTENTS

INTRODUCTION	1
TRANSPORTATION VISION	3
GOALS AND POLICIES	8
Multimodal	8
Non-Motorized System	8
Ferry Service	11
Bus Service.....	12
Transportation Demand Management	13
Operation and Mobility	13
State Route (SR) 305	15
<i>Neighborhoods</i>	16
Safety and Maintenance	16
Parking.....	17
Community Character	18
Environment.....	19
Community Involvement	19
Regional Coordination	20
Transportation Financing	20
TRANSPORTATION IMPLEMENTATION	21



TRANSPORTATION Introduction

Purpose and Structure of the Transportation Element

The *Growth Management Act* requires that a Transportation Element be consistent with and implement the Land Use Element and that it contain a number of specific sub-elements.¹ The primary focus of this Element is to set forth a Transportation *Vision, Goals* and *Policies* consistent with the rest of the *Comprehensive Plan* and to provide direction to implementing actions. Other *GMA* requirements, including a detailed inventory of transportation facilities, identification of needs, projects to meet those needs, and financing for those projects, are contained in the Island Wide Transportation Plan (IWTP). The IWTP is a functional plan, technical rather than *policy* in nature, and provides the primary means for carrying out the *policy* direction of the Transportation Element. The IWTP is hereby adopted by reference.

The Comprehensive Plan's Guiding Principles and *Policies* emphasize the important relationship between the Island's transportation system and community character, livability, public health, safety, economic vitality and environmental quality. Implementation of the Transportation Element plays a large role in the *sustainability* of Bainbridge Island's economy and environment and the quality of life of its residents.

Existing Conditions and Challenges

The ferry to Seattle and the Agate Pass Bridge are the only two public options for travel to or from the Island. Bainbridge is largely a bedroom community of Seattle and Kitsap County so many Islanders commute off-island by ferry or bridge. Likewise, many on-Island workers commute from off-island. Lengthy commute times by ferry or being stuck in traffic on SR305 mean spending hours away from family, friends, and activities. Speeding and cut-through traffic makes *neighborhood* streets feel unsafe. During commute hours, SR 305 creates a wall across the Island. Reliable and efficient transportation on and off island is important to balance jobs and housing and maintaining the quality of life for Island residents.

Poor quality or non-existent bicycle and pedestrian facilities can be a deterrent to residents walking or bicycling for transportation, connecting to *transit*, traveling to schools and parks, as well as for recreational purposes. Non-motorized facility networks provide options for active modes of transportation allowing residents to make healthy lifestyle choices. Walkability and bikeability are desirable characteristics of *neighborhoods*. An increasing number of Island residents are choosing to walk and

bike to goods and services in the urban developed area of the Island and to work.

How people choose to travel is a key element of both environmental sustainability and quality of life. Transportation is a significant contributor to *climate change*, as it accounts for a high percentage of *greenhouse gas* emissions. This *Comprehensive Plan* focuses growth in designated centers such as Winslow, Lynwood, Rolling Bay, and Island Center. The High School Road shopping area is designed to be automobile-oriented while the Winslow Master Plan for downtown stresses designing for pedestrian and bicycle modes of transportation. With good planning and implementation of mixed use and higher densities within these centers, development can lead to a more sustainable growth pattern and preserve community character. Investments in *infrastructure* for active transportation modes and access to *transit* reduce dependence on the automobile, which in turn reduces the Island's *greenhouse gas* emissions and improves the quality of life for Island residents.

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

Balancing Community Interests

One of the challenges of improving a transportation system is finding the right balance between sometimes competing community interests. For example it may be best to construct a sidewalk/separated pathway on one side of the roadway rather than on both sides to reduce impacts to vegetation. Evaluating the trade-offs and weighing the importance among competing community *goals* is an important function of the City of Bainbridge Island.

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

TRANSPORTATION VISION

Bainbridge Island has a safe, dependable, properly maintained, and fiscally responsible, *multimodal transportation system*. The system has active transportation modes and *transit*, consistent with and supporting the other Elements of the *Comprehensive Plan*. The transportation system improves mobility and safety for all users while respecting the character of *neighborhoods* and maintaining a *climate resilient* environment. The system is regionally coordinated, adequately financed, and community supported.

Transportation Issues

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

A. Limited Transportation Choices – Given the relative lack of non-motorized *infrastructure* in many parts of the Island, and limited transportation services, many Islanders are dependent on individual automobile travel as their only practical and safe transportation option. In order to meet the needs of a growing population and maintain or improve quality of life on the Island, we need to provide better transportation options to improve mobility for all ages and abilities.

B. Roadway Congestion – Traffic on Island roadways, particularly on SR 305 and within Winslow, can result in a variety of issues such as making it difficult to “get around” by automobile, traffic “spilling over” into adjacent *neighborhoods*, and making it more difficult for *transit* and non-motorized users to get to their destinations in a timely manner. Congestion related to ferry loading and unloading creates surges on Island roadways every 45 to 50 minutes. In the afternoon hours, impacts from ferry activities can snarl area traffic and cause traffic delays. In addition to ferry traffic, the SR 305 Corridor has experienced increasing congestion due to commuters traveling on and off island across the Agate Pass Bridge. Congestion and increased travel times are experienced during commute hours along the SR 305 Corridor.

C. SR 305 Traffic Congestion – Concern surrounds the future of the SR 305 Corridor. While the existing configuration of two lanes is adequate during off-peak hours, peak hour traffic coupled with surges from exiting ferry activities have resulted in high levels of congestion at multiple locations. This affects Island residents using the corridor, off-Island commuters, and increases the difficulty of cross-Island travel, resulting in higher volumes of traffic on local streets when drivers try to avoid SR 305 congestion. Access to SR 305 is becoming increasingly difficult at the north end of the Island.

D. School Related Congestion Congestion related to schools has become more problematic, such as intersections on New Brooklyn and Sportsman Club Roads. Youth are routinely being driven to and from school and not taking the school bus, walking, or bicycling to home or to after-school activities, causing additional demands on the transportation system.

E. Greater Winslow Area Traffic Congestion – Residential and economic on Bainbridge Island, particularly in the Winslow subarea, has resulted in more vehicles on the street system. Intersections are increasingly congested, in particular during commute and school drop off and pick up times, but also in general. These impacts are felt on streets adjacent to major corridors. Residents of these streets feel that the impacts of high traffic volumes and travel speeds need to be controlled to maintain the quality of the *neighborhoods*.

F. Motor Vehicle Speeds and Speed Limits – Excessive vehicular speeds puts the traveling public at greater risk especially for walkers, wheel chair users, and bicyclists. Many Island roads lack shoulder facilities or separate bicycle and pedestrian *infrastructure*. Speeding vehicles discourage many people who want to walk, use a wheelchair, or ride a bicycle for transportation or recreation in many areas on the Island.

G. Non-Motorized Travel – Non-motorized modes of transportation are important to many Islanders and the need for improved non-motorized *infrastructure* has consistently ranked high in community surveys. While significant improvements have been made, many parts of the Island *infrastructure* are not adequate to serve the needs of users of all ages and abilities. As a result, many people remain dependent on cars as the only practical and safe means of travel. Many people do not feel safe walking and biking outside of the urban center of Winslow.

H. Transit Service –Ferry Service is vital to many residents who work in Seattle and to the local and regional economy. As automobile capacity and parking space at

the ferry terminal is limited, non-motorized facilities with connectivity to the ferry and *transit* service are important to many Islanders for sustainably accommodating population growth. WSF forecasts significant growth of non-motorized trips in the coming decade.

Kitsap Transit provides bus service connecting many areas of the Island to the ferry and Winslow. Kitsap Transit is working to expand service during non-peak hours and to inter-Island locations, and many in the community would like to see this service maintained and expanded. This service has provided valuable mobility to the community, especially for older people, those with disabilities and younger populations.

I. Transportation Network Connectivity – Bainbridge Island’s roadway system has few roadways that contribute to the development of a “network”. Many parts of the Island have only a single way to access the area, such as the Beans Bight, West Port Madison or Agatewood areas. Mobility, emergency access, emissions, and circulation can all be improved with better roadway connections. Alternative modes of travel are a high priority for many Islanders. Expanding the Island’s network of both on-street and off-street non-motorized facilities is needed to provide *neighborhood*, inter-island, and regional connectivity.

J. Climate change – Transportation is both a cause of *climate change*, and provides opportunity to mitigate *climate change*. Creating a *transit* plan that reduces emission of *greenhouse gases* and increases our community’s resilience to the effects of *climate change* is a priority. These criteria *should* be used to evaluate all transportation solutions and proposed projects.

K. Roadway Intersection Congestion – At locations other than SR 305, intersections may limit capacity as the Island population grows. Islanders are increasingly concerned about relieving intersection capacity at school locations and during commute times in the urban center of Winslow. Intersection congestion can also lead to delay for non-motorized users, in particular bicyclists where riders share the road with vehicles.

L. Livability – Providing convenient active transportation choices provides for better public health and improved lifestyles both in the urban center of Winslow and outlying areas of the Island. Bikeable and walkable communities are increasingly desirable and important to many Island residents. These aspects of the community are attractive to visitors as well and are an important element to creating a vibrant downtown business community.

M. Community Character - There is a desire to retain the feel of the Island's existing road system. Outside of Winslow and other designated *neighborhood* centers, the scenic roadways, open drainage ditches, and winding roads provide a more rural flavor that many consider important elements of the Island's character. However, these elements need to be balanced with the community's desire for safe roads that provide mobility options for all ages and abilities of Island residents without requiring a vehicle.

N. Stormwater –*Stormwater* management is an important environmental concern. As *stormwater* regulations evolve, the cost of roadway construction has increased.

O. Regional coordination – The 2016 update of the Island Wide Transportation Plan (IWTP) and the Comprehensive Plan Transportation Element creates an opportunity to coordinate with WSDOT (WSF, Olympic Region), Kitsap Transit, and neighboring jurisdictions to ensure a more integrated transportation system.

P. Financing – Solutions to many of the Island's transportation issues will cost money, a lot of money. Considering how best to pay for these improvements and who *should* pay (City, State, Federal) are key issues to this Plan. The scale of investment must be commensurate with the scale of the problems we are trying to solve.

Relationship of the Transportation Element to the Island Wide Transportation Plan (IWTP)

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

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

Transportation Element Utilization

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

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

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

GOALS AND POLICIES

GOAL TR-1: MULTIMODAL

Encourage the development of an integrated multimodal transportation system that provides a range of safe transportation alternatives and increases the through movement of people, maximizing use of non-motorized and public *transit*.

Policy TR 1.1

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

Policy TR 1.2

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

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

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

Bicycle and pedestrian advocacy organizations are good resources of information on skill development and safety education for bicyclists and pedestrians.



GOAL TR-2: NON-MOTORIZED SYSTEM

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

Policy TR 2.1 Non-Motorized connectivity

Provide a non-motorized transportation system that effectively serves the needs of people of all ages and abilities who walk, bike, or ride horses, or use wheel chairs; encourages non-motorized travel; and provides continuous networks of safe, efficient and attractive *shoulders*, sidewalks, pathways (footpaths), and multi-purpose trails throughout the Island that are also connecting to regional systems. Provide safe and appropriately scaled non-motorized access that connects Neighborhood Service Centers, Winslow, the ferry terminal, services such as a doctors office, schools, parks, recreation areas, shorelines (including road-ends), and *transit* connections including to ferry and bus services.

Policy TR 2.2 Access to Schools

Provide networks of pedestrian facilities within one mile and bicycle facilities within two miles of schools. The City and the School District *should* coordinate efforts to develop non-motorized facilities. Each school *should* coordinate with neighboring property owners to provide access to the school. Separated facilities are preferred near schools and especially for elementary schools.

Policy TR 2.3 Sidewalk Facilities

Provide a network of sidewalk facilities adjacent to roadways in designated centers with the Winslow area given priority. Sidewalks *shall* be of sufficient width to accommodate expected pedestrian use, including safe crossings with adequate lighting, overhead or embedded. Where possible, separate sidewalks from the roadway with a street tree planting strip and buffer. Designs *should* accommodate users of all abilities, meeting ADA requirements.



Policy TR 2.4 Shoulder Facilities

Provide a network of shoulder facilities along the Island's arterial roadways and collector streets, creating an integrated network that serves cyclists as well as pedestrians in locations without sidewalks.

Policy TR 2.5 Pathways and Multiuse Trail Facilities

Develop a system trails to serve non-motorized users across the Island. As envisioned, the network will include the Waterfront Trail in Winslow, the Sound to Olympics Trail (a regional trail connecting the Ferry Terminal to the Agate Pass Bridge), intra-island multi-use trails, shoreline trails (Waterfront Park Trail), and connecting pathways within *neighborhoods*. The *goal* is to provide walkability within *neighborhoods* and Island-wide connectivity for both pedestrians and cyclists. Multi-use trails are envisioned to provide an alternative for cyclists to the *shoulder* network along arterial streets to accommodate users of all ages and abilities. Multi-use trails are envisioned to connect with pathways, sidewalks, and *shoulder* facilities to form an integrated non-motorized system.



Policy TR 2.6 Non-Motorized Design and Construction

Develop and regularly update design standards, for non-motorized facilities that provide safe and efficient access, encourage use and mobility, that are appropriate to the location and needs in the immediate area.

Standards for shoulders, sidewalks, pathways, and multiuse trails are to provide low levels of stress/ high levels of service for non-motorized users. Include appropriate amenities such as benches and short term and long term bicycle parking in the construction of non-motorized facilities. Parking lots and garages serving public, commercial, and multifamily residential buildings are required to provide convenient bicycle parking and storage facilities.



Policy TR 2.7 Non-Motorized Safety and Maintenance

Promote the safe use of non-motorized facilities through effective transportation improvements, maintenance operations, and enforcement.

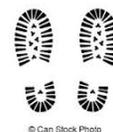
Provide safety enhancement in annual capital improvement programs and individual transportation improvement projects where applicable and needed to meet safety standards. Strongly encourage the Washington State Department of Transportation to accommodate non-motorized permeability and safety enhancements on SR 305.

Routinely evaluate facilities and roadway maintenance operation programs and resource levels to ensure adequate maintenance and preservation of the City's growing inventory of non-motorized facilities. Provide a high level of service to meet safety standards, maintain low user stresses and encourage active transportation.

Coordinate with the Police Department and the Washington State Patrol to provide officer training and consistent enforcement of traffic laws, including speed limits, for both motorized and non-motorized users.

Policy TR 2.8 Non-Motorized Community Education

Improve the safe use of non-motorized roadway facilities by non-motorized and motorized users and encourage active modes of transportation through continuous community education. Coordinate with the City Departments, Schools, the Park District, the Fire District, and other civic groups to develop and sponsor outreach programs. Programs *should* inform specific segments of the community including but not limited to motor-vehicle drivers, school age children, non-motorized commuters, recreational users, private property owners fronting non-motorized facilities, and the general public.



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Maintain and update guide maps that effectively identify the location of non-motorized routes and facilities and provide signage for public non-motorized facilities, such as trails, in order to clearly designate routes and access points.

TR2.9 Non-Motorized Implementation

The City supports the Federal, State, and Regional *goals* of doubling walking and cycling by 2036, the 20 year planning period of the City's comprehensive plan. The

City will maintain an advisory committee to advocate for transportation planning, public non-motorized projects, private development projects, and education and outreach. The committee *should* represent a broad range of interests including pedestrians, cyclists, and equestrians.

Secure easements and other land dedication for non-motorized facilities through development mitigation, donation, tax incentives, and direct acquisition.

Incorporate non-motorized improvements during the planning and design phase of transportation improvement projects. All commercial and residential development projects that reach design thresholds set in the municipal code, *shall* be reviewed for compliance with the transportation element non-motorized *goals* and *policies*, adopted plans, and standards.

GOAL TR-3: Ferry Service

Coordinate with Washington State Ferries (WSF) and other possible providers to operate ferries that meet local service and commuter needs, are integrated with all travel modes, and provides equitable regional service.

Policy TR 3.1 Parity of ferry services

Strongly advocate to equalize ferry services from Bremerton, Bainbridge, Kingston, and Southworth in order to optimize the use of each ferry service, balance peak hour travel times and provide ferry capacity in proximity to users' origin and destination.

Policy TR 3.2 Ferry priority

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

Policy TR 3.3 Passenger ferry options

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

Policy TR 3.4 Create Green Ferry *Transit*

Support WSF and other providers to create and incorporate best practices into ferry services that reduce *greenhouse gas* emissions and vulnerability of ferry *transit* from *climate change*.

Policy TR 3.5 Bicycle and Pedestrian Safety

Promote bicycle and pedestrian safety improvements in the vicinity of the ferry terminal.

GOAL TR-4: Bus Service

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

Policy TR 4.1 *Transit* Improvements

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

Policy TR 4.2 Public *transit* ferry access

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

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

Policy TR 4.3 Multiple-use P&R lots

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

Policy TR 4.4 Expansion of Island *transit*

Support the expansion of Island *transit* services that target:

- Ferry commuters
- Non-ferry commuters, including Island employees
- Connection of High School Road and Winslow Way
- Non-commuter travel to other Kitsap County service and employment areas
- Intra-Island connection to Neighborhood Service Centers and residential areas
- *Transit* dependent access, including addressing the access needs of all ages and abilities.

Policy TR 4.5 Integration with Non-motorized *Transit*

Public *transit* should be optimized for access, including accommodation for bikes and assistive devices.

Policy TR 4.6 Green Kitsap Transit fleet Island transit

Improve local air quality by improving the Kitsap Transit local transit fleet to meet the highest possible emission standards.

GOAL 5: Transportation Demand Management

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

Policy TR 5.1 SOV Parking restrictions

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

Policy TR 5.2 HOV parking

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

Policy TR 5.3 SOV reduction programs

Encourage schools, the private sector and the public sector to adopt programs that reduce SOV use including telecommuting, and promotion of ridesharing, walking, biking and reliance on buses.

Policy TR 5.4 SOV reduction projects

The development of projects to improve the transportation system and reduce SOV traffic *shall* include enhancements for cyclists and pedestrians.

Policy TR 5.5

Support the Washington Department of Transportation and Kitsap Transit with the development and implementation of demand management strategies for SR 305 to encourage alternate modes of transportation.

GOAL TR-6: OPERATION AND MOBILITY

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

Policy TR 6.1 Road development standards

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

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

Policy TR 6.2 Roadway classifications

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

Policy TR 6.3 Roadway LOS

Establish *Level of Service* standards for Bainbridge Island that measure the performance of the existing transportation system for motorized vehicles, bicycles, and pedestrians. Providing a *level of service* for all modes is important for a viable transportation system. Transportation networks *should* provide for all modes of transportation as a system.

Policy TR 6.4 Concurrency management

Enforce the City's *concurrency* ordinance and monitor the expected transportation impact of proposed development on the available capacity of the roadway system. Early in the development review process, ensure that there are adequate transportation facilities or that improvements are planned, scheduled and funded for completion within six (6) years.

Policy TR 6.5 Access management

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

Policy TR 6.6 Truck corridors

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

Policy TR 6.7 Island mobility

Identify and support measures that will improve vehicular and non-motorized connectivity across SR 305.

Policy 6.8 Acquisition of transportation facilities

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

Policy TR 6.9 Level of Service (LOS) reassessment

If the adopted *LOS* standard cannot be maintained due to funding shortfalls or other

events, the City *shall* evaluate and revise the adopted *LOS* standard, restrict land use development as required, or institute other actions consistent with *LOS* reassessment strategy.

GOAL TR-7: State Route (SR) 305

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

Policy TR 7.1 State Route 305 *LOS* standard

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

Policy TR 7.2

Develop a master plan for the SR 305 corridor as a green and scenic highway balancing the objectives of maintaining the treed character, and providing safe visibility. Incorporate best practices into highway improvements that reduce *greenhouse gas* emissions, and vulnerabilities of *transit* from *climate change*.

Policy TR 7.3 SR 305 Impacts to *Neighborhoods*

All proposed improvements to SR 305 *shall* include provisions to improve permeability for island residents, reduce *neighborhood* cut through traffic and improve access to and from North-end *neighborhoods*.

Policy TR 7.4 Bridges to the Island

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

Policy TR 7.5 SR 305 improvements

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

Policy TR 7.6 Sound to Olympics (STO) Trail

Support the construction of the STO and its branch trails.

Policy TR 7.7 Park & Ride facilities

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

Policy TR 7.8 Improvements to off-island State facilities
~~Promote~~ ~~Encourage~~ off-Island projects that will mitigate on-Island congestion ~~to~~ of SR 305.

GOAL TR-8 *Neighborhoods*

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

Policy TR 8.1 *Neighborhood* cut-through traffic

Protect residential *neighborhoods* from the impacts of cut-through motor vehicle traffic by providing appropriate connecting routes and applying appropriate traffic-calming measures to control vehicle volumes while maintaining emergency vehicle response times.

Policy TR 8.2 *Neighborhood* street development

Support the character of *neighborhoods* by providing *neighborhood* programs and projects for placemaking, traffic calming, greenways, appropriate street width, lighting for safety, curb cuts, and pedestrian and bicycle facilities as consistent with the *Comprehensive Plan*.

Policy TR 8.3 *Neighborhood* circulation

Develop a circulation and access management plan for *neighborhoods* and *neighborhood* service centers so that as properties develop, vehicular and non-motorized connectivity and circulation are maintained.

Policy TR 8.4 Waterfront Trail

Complete and protect the Winslow Waterfront Trail.

GOAL TR- 9 Safety and Maintenance

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

Policy TR 9.1 Maintenance is a priority

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

Policy TR 9.2 Roadway Network Traffic Control Evaluation

Conduct periodic traffic studies in areas of the Island's roadway network that have experienced significant traffic changes due to development to ensure that appropriate traffic control devices are employed for the safety of the traveling public.

Consider opportunities to improve the non-motorized *infrastructure* as a means to ~~facilitate additional~~ increase mobility options for cyclists and walkers ~~to the roadway network.~~

Policy TR 9.3 Roadside Safety Program

Periodically evaluate roadside conditions of the City's secondary arterial network and higher volume collectors to evaluate the condition of existing roadways and prioritize repairs and improvements to ensure the safety of the traveling public.

Policy TR 9.4 Street lighting guidelines

Provide street lighting, including safety features designed into sidewalks, to address safety issues. Light design and placement *should* minimize glare and light spillage, and maximize visibility of pedestrians and bicyclists.

GOAL TR- 10 Parking

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

Policy TR 10.1

Encourage on-street parking in designated centers. Development of street frontages in urban commercial areas *should* maximize on-street parking to the extent practical. Development projects in urban residential areas *should* consider on-street parking rather than off-street parking.

Policy TR 10.2

Preserve on-street parking in the mixed-use commercial districts of Winslow and *designated centers*. City projects in commercial districts *should* maximize parking to the extent practical within the existing rights of way. Note that "*Complete Streets*" projects must also balance other functions such as non-motorized uses. Seek opportunities to expand public parking.

Policy TR 10.3

The City *should* look to maximize public parking on City-owned properties in addition to maintaining convenient parking for visitors and staff at City facilities.

Policy TR 10.4

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

Policy TR 10.5

Support parking programs for customers in retail/ service areas and employees of local businesses in the mixed-use districts of Winslow.

Work with business owners to limit employee parking to off-street facilities to optimize available, convenient parking for patrons. Continue to manage City public parking to maximize close-in parking for patrons of local businesses and assist in providing some daily off-site parking for employees at walkable outlying locations.

Policy TR 10.6

Encourage bicycle parking in the designated *neighborhood* centers and at public facilities. Provide bicycle parking at locations convenient to businesses providing goods and services and for employees who commute to work by bicycle. Provide bicycle storage at *transit* facilities.

GOAL TR-11 Community Character

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

Policy TR 11.1 Scenic resource protection

Protect the Island's unique scenic resources along corridors including SR 305 and secondary arterials corridors outside designated centers; require broad greenbelts and trees to screen parking and unwanted views and buffer noises between the roadway and development. Consider developing a program for local designation of scenic roads.

Policy TR 11.2

Manage the appearance and safety of winding roadways in areas outside designated centers through the provision for and retention of appropriate roadside vegetation and trees, and following of the natural topography whenever possible. Retain the scenic character of SR 305 by minimizing the placement of signs, discouraging new access points, and planting and maintaining vegetation.

Policy TR 11.3 Street design guidelines

Create safe, attractive, and functional pedestrian and bicycle circulation within Winslow and designated *neighborhood* centers through the design and implementation of Complete Streets to enhance community character.

Policy TR 11.4 Street lighting guidelines

Minimize the use of street lighting outside of Winslow, except to address safety.

GOAL TR-12 Environment

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

Policy TR 12.1 Environmental sensitivity

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

Policy TR 12.2 Utilities

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

REVIEW WITH AND AFTER UTILITIES ELEMENTS

Policy TR 12.3 Air quality

Develop transportation plans and programs that reduce travel demand, improve traffic flow, and consider the impact to air quality including reducing *greenhouse gas* emissions, and support County, regional, and state air quality *goals* and requirements.

Policy TR 12.4 Wildlife corridors

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

GOAL TR-13 Community Involvement

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

Policy TR 13.1 Citizen involvement

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

Policy TR 13.2 Context Sensitive Design

In the design process for transportation projects, use the principles and practices of *context sensitive* solutions to refine the *goals* of the *Comprehensive Plan* and the *IWTP* in keeping with the context of the site.

Policy TR 13.3 Participation in regional decision-making

Insist on early and full City participation in regional transportation decisions affecting the Island. Such participation *should* include City and community representation in

the decision making process and public meetings on the Island.

GOAL TR-14 Regional Coordination

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

Policy TR 14.1 Agency cooperation

Work to ensure that the transportation system is planned and operated in coordination with adjoining jurisdictions by participating in regional coordinating functions with the Kitsap County, Kitsap Transit, Washington State Ferries (WSF), Kitsap Regional Coordinating Council, Puget Sound Regional Council, the Suquamish Tribe, and the Washington State Department of Transportation and other appropriate public transportation agencies and user groups.

Policy TR 14.2 Regional planning

Support the Puget Sound Regional Coordinating Council's (PSRC) long term planning efforts and studies that describe and identify the impacts of regional traffic on the Island's transportation system. The City *should* submit plans to PSRC for certification of consistency with regional long term planning.

Policy 14.3 West Sound Trail Planning

Coordinate planning and implementation with Kitsap County, Kitsap *Transit*, Washington Department of Transportation, Kitsap Coordinating Council, the Suquamish Tribe, the Puget Sound Regional Council, and other planning / advocacy groups to further non-motorized *goals*. This includes trails and access to *transit* in Kitsap County, the Olympic Peninsula, and the greater Puget Sound region.

GOAL TR-15 Transportation Financing

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

Policy TR 15.1 Interagency Financing Coordination

Pursue joint funding opportunities with the School District, Park and Recreation District, Washington State Department of Transportation and other agencies to meet high priority needs. Joint projects with multiple agency participation is an efficient way to leverage limited funds of each participant and enhance grant applications.

Policy TR 15.2 Developer LOS requirements

Require all new and expanded development to maintain the adopted Transportation LOS standard. The pro-rated cost of any improvements needed to maintain the

adopted *LOS shall* be the responsibility of developers.

Policy TR 15.3 Developer participation

Require new and expanded developments to construct, or upgrade unimproved and/or underimproved roadways, or participate in the funding of roadways that conform to City standards.

Policy TR 15.4 Funding from others

Aggressively seek available County, State, and Federal money to fund projects that help meet the Island's transportation objectives.

Policy TR 15.5 Advance system planning

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

Policy TR 15.6 Preservation of existing system

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

Policy TR 15.7 Traffic Impact Fee

Periodically update a traffic impact fees to mitigate the impacts of future development.

IMPLEMENTATION SECTION IS NEW

TRANSPORTATION IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating partnerships and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the many comprehensive plans policies that support that action.

HIGH PRIORITY ACTIONS

Action #1. Apply complete streets principles and context sensitive design when designing road improvements or new roads to maximize mobility, connectivity and scenic character.

Policy TR 1.1

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

Policy TR 2.1 Non-Motorized connectivity

Provide a non-motorized transportation system that effectively serves the needs of

people of all ages and abilities who walk, bike, or ride horses, or use wheel chairs; encourages non-motorized travel; and provides continuous networks of safe, efficient and attractive *shoulders*, sidewalks, pathways (footpaths), and multi-purpose trails throughout the Island that are also connecting to regional systems. Provide safe and appropriately scaled non-motorized access that connects Neighborhood Service Centers, Winslow, the ferry terminal, services such as a doctors office, schools, parks, recreation areas, shorelines (including road-ends), and *transit* connections including to ferry and bus services.

Policy TR 13.2 Context Sensitive Design

In the design process for transportation projects, use the principles and practices of *context sensitive* solutions to refine the *goals* of the *Comprehensive Plan* and the IWTP in keeping with the context of the site.

Action #2. Increase communication and coordination between the City, the State Department of Transportation, Puget Sound Regional Council, Kitsap Transit, Bainbridge Island School District, and the Bainbridge Island Metropolitan Park and Recreation District (BIMPRD) to improve the non-motorized and transit system.

GOAL TR-2: NON-MOTORIZED SYSTEM

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

Policy TR 4.1 Transit Improvements

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

Policy TR 7.5 SR 305 improvements

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

Policy TR 14.1 Agency cooperation

Work to ensure that the transportation system is planned and operated in coordination with adjoining jurisdictions by participating in regional coordinating functions with the Kitsap County, Kitsap Transit, Washington State Ferries (WSF), Kitsap Regional Coordinating Council, Puget Sound Regional Council, the Suquamish Tribe, and the Washington State Department of Transportation and other appropriate public transportation agencies and user groups.

Action #3. Fund new transportation facilities, in addition to safety and maintenance projects through the budget process, leveraging grants and/or

other shared funding opportunities.**Policy TR 6.1 Road development standards**

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

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

Policy TR 9.1 Maintenance is a priority

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

Policy TR 15.1 Interagency Financing Coordination

Pursue joint funding opportunities with the School District, Park and Recreation District, Washington State Department of Transportation and other agencies to meet high priority needs. Joint projects with multiple agency participation is an efficient way to leverage limited funds of each participant and enhance grant applications.

MEDIUM PRIORITY ACTIONS

Action #4. Increase City support for targeted public safety education campaigns to create awareness and improve behaviors by drivers, bikers, and pedestrians. Coordinate with other agencies, such as Kitsap Transit and the Bainbridge Island School District.

**Policy TR 1.2**

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

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

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

Bicycle and pedestrian advocacy organizations are good resources of information on skill development and safety education for bicyclists and pedestrians.

Policy TR 2.8 Non-Motorized Community Education

Improve the safe use of non-motorized roadway facilities by non-motorized and motorized users and encourage active modes of transportation through continuous community education. Coordinate with the City Departments, Schools, the Park District, the Fire District, and other civic groups to develop and sponsor outreach programs. Programs *should* inform specific segments of the community including but not limited to motor-vehicle drivers, school age children, non-motorized commuters, recreational users, private property owners fronting non-motorized facilities, and the general public.

Maintain and update guide maps that effectively identify the location of non-motorized routes and facilities and provide signage for public non-motorized facilities, such as trails, in order to clearly designate routes and access points.

Action #5. Coordinate with Kitsap Transit, Washington State Ferries, and other agencies to decrease the number of single-occupant vehicle(SOV) trips, with a focus on reducing SOV trips during commuting hours.

Policy TR 3.2 Ferry priority

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

Policy TR 4.2 Public *transit* ferry access

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

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

Policy TR 5.3 SOV reduction programs

Encourage schools, the private sector and the public sector to adopt programs that reduce *SOV* use including telecommuting, and promotion of ridesharing, walking, biking and reliance on buses.

Policy TR 5.4 SOV reduction projects

The development of projects to improve the transportation system and reduce *SOV* traffic *shall* include enhancements for cyclists and pedestrians.

Action #6. Improve transportation options to address the needs of all ages and abilities.

Policy TR 4.4 Expansion of Island *transit*

Support the expansion of Island *transit* services that target:

- Ferry commuters
- Non-ferry commuters, including Island employees
- Connection of High School Road and Winslow Way
- Non-commuter travel to other Kitsap County service and employment areas
- Intra-Island connection to Neighborhood Service Centers and residential areas
- *Transit* dependent access, including addressing the access needs of all ages and abilities.

Policy TR 4.5 Integration with Non-motorized *Transit*

Public *transit* should be optimized for access, including accommodation for bikes and assistive devices.

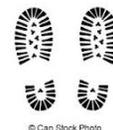
OTHER ACTIONS

Action #7. Regularly evaluate and improve design standards for all types of transportation facilities.

Policy TR 2.6 Non-Motorized Design and Construction

Develop and regularly update design standards, for non-motorized facilities that provide safe and efficient access, encourage use and mobility, that are appropriate to the location and needs in the immediate area.

Standards for shoulders, sidewalks, pathways, and multiuse trails are to provide low levels of stress/ high levels of service for non-motorized users. Include appropriate amenities such as benches and short term and long term bicycle parking in the construction of non-motorized facilities. Parking lots and garages serving public, commercial, and multifamily residential buildings are required to provide convenient bicycle parking and storage facilities.



Policy TR 6.1 Road development standards

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

Set street design guidelines which establish street widths, reflecting the desired vehicle speeds, accommodating bicycle, pedestrian, wheelchair, equestrian, and *transit* uses, and providing for emergency vehicle access and also considering

community character.

Policy TR 6.2 Roadway classifications

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

Policy TR 6.6 Truck corridors

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

Action #8. Improve air quality by converting public transportation to run on “greener” power.

Policy TR 3.4 Create Green Ferry *Transit*

Support WSF and other providers to create and incorporate best practices into ferry services that reduce *greenhouse gas* emissions and vulnerability of ferry *transit* from *climate change*.

Policy TR 4.6 Green Kitsap Transit fleet ~~Island transit~~

Improve local air quality by improving the Kitsap Transit ~~local transit~~ fleet to meet the highest possible emission standards.

Action #9. Work with Kitsap Transit and Island business owners to maximize parking and non-motorized opportunities for employees and customers commercial districts.

GOAL TR- 10 Parking

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

Action #10. Consider creating a program for local designation of scenic roads.

Policy TR 11.1 Scenic resource protection

Protect the Island's unique scenic resources along corridors including SR 305 and secondary arterials corridors outside designated centers; require broad greenbelts and trees to screen parking and unwanted views and buffer noises between the roadway and development. Consider developing a program for local designation of scenic roads.

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

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

(i) Land use assumptions used in estimating travel;

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

(iii) Facilities and services needs, including:

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

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

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

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

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

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter **47.06** RCW;

(iv) Finance, including:

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

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

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

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

(vi) Demand-management strategies;

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

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

strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.



ENVIRONMENTAL ELEMENT

TABLE OF CONTENTS

INTRODUCTION	2
VISION	3
GOALS AND POLICIES.....	3
Environment.....	3
Fish and Wildlife.....	5
Aquifer Recharge Areas (TBD, Placeholder).....	6
Frequently Flooded Areas.....	7
Sea Level Rise.....	8
Geologically Hazardous Areas.....	8
Air Quality	10
Noise.....	11
Greenhouse Gases	11
Dark Skies.....	12
Invasive Species.....	12
Greenways.....	13
Agricultural Lands	20
Forest Lands.....	23
Forests and Trees.....	23
Mining	25
ENVIRONMENTAL ELEMENT IMPLEMENTATION.....	25



ENVIRONMENTAL Introduction

2
3
4 This element addresses the natural environment of Bainbridge Island. The
5 Environmental Element includes *goals* and *policies* for all lands considered *critical*
6 *areas* under the *Growth Management Act* (GMA), such as *wetlands*, *streams*, *aquifer*
7 *recharge areas*, *fish and wildlife habitat*, *frequently flooded areas*, and *geologically*
8 *hazardous areas*. This element also addresses natural resources such as forests,
9 *agricultural lands*, and *mineral resources* and provides *goals* and *policies* concerning
10 air quality and the retention and development of the Greenways trails and *open*
11 *space* system.

12
13 Preserving and protecting the environmental resources and natural amenities of the
14 Island is an important component for the vision of our city. Bainbridge Island
15 contains interconnected forests, meadows, *wetlands* and *stream* systems, and
16 saltwater shorelines, all of which provide wildlife habitat and scenic value, and some
17 of which are protected as public parkland. The Island also contains *agricultural lands*
18 and land areas that are sensitive due to geological conditions, slope and/or soil
19 types.

20
21 As our Island grows and develops, continued protection of varied *open space* areas
22 and environmentally sensitive landscape is necessary to maintain the quality of life
23 that is currently enjoyed on Bainbridge Island. Additionally, the unpredictable
24 cumulative impacts of *climate change* in our region justify appeals to the
25 *Precautionary Principle*. *Climate change* may require that the areas we protect and
26 approaches we use to achieve our *goals* and *policies* will change.
27

28 Citizens of Bainbridge Island enjoy and value the Island's natural environment. The
29 public parklands, *open spaces*, and other natural areas contribute to the quality of
30 life on the Island. The 2013 and 2014 National Citizen Survey that the citizens'
31 support for preservation of *environmentally sensitive areas* and *agricultural lands*
32 remains high. It also indicates that the community is supportive of providing
33 pedestrian and bicycle trails and increased public access to shorelines.
34

35 Understanding the functions of the Island's valuable natural systems and what types
36 of activities may impact these functions, now and in the future as conditions change,
37 is key to protecting these lands and natural resource areas. Retaining the viability
38 and ecological functions of our natural systems and protecting those areas that are
39 sensitive to development is paramount to maintaining a healthy natural environment
40 and a high quality of life.
41

42 The goals and policies of the Environmental Element attempt to guide future action
43 such that the quality of the Island's natural environment is protected and maintained,
44 and when possible, restored and improved. Future actions will incorporate the best
45 available science as required by RCW 36.70A.172.

ENVIRONMENTAL VISION

NEW VISION TO BE DISCUSSED AT 7/14 PLANNING COMMISSION MEETING

GOALS AND POLICIES

Environment

GOAL EN-1

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

Policy EN 1.1

When making land use decisions, seriously consider the overall *goal* of the *Comprehensive Plan* in protecting the Island’s natural environment.

Policy EN 1.2

Taking into account the present and future need to reduce the potential for personal injury, loss of life, or property damage due to flooding, erosion, landslides, seismic events, *climate change* or soil subsidence, properties adjoining or adjacent to *critical areas* must be developed in observance of the following principles in descending order:

- Avoid the impact, if possible.
- Minimize or limit the degree or magnitude of the action and its implementation by using appropriate technology to avoid or reduce impacts.
- Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action.
- Rectify by repair, rehabilitation, or restoration of the affected environment.
- Compensate for unavoidable impacts by replacing, enhancing or providing substitute resources or environments.

Critical areas are identified in order to flag concerns during the review process and to make applicants aware of potential hazards or areas where be constrained. Compatible development will be allowed which avoids designated *critical areas*, minimizes the impact, or mitigates potential problems through engineering, siting, or design. Proposals will be examined on a case-by-case basis to allow for creative solutions and to assure that the special combinations of factors in a particular case are addressed.

Policy EN 1.3

Protect and enhance the natural systems and environmental quality of Bainbridge Island by continuing to build cooperative relationship between the City, citizens,

landowners, and other public, non-profit and private organizations.

Policy EN 1.4

Community *land use* plans and development patterns *should*, to the fullest possible extent, maintain and enhance natural systems, and protect wildlife, fish resources and *open spaces*.

Policy EN 1.5

The City *shall* create and maintain overlay maps that show the location of *agricultural lands*, *critical aquifer recharge areas*, *geologically hazardous areas*, floodplains, *streams*, *wetlands*, and *fish and wildlife habitat*. Additionally, the City *shall* utilize the maps from the Bainbridge Island Climate Impact Assessment (2016).

Policy EN 1.6

The City will use the City's Shoreline Management Master Program to address and protect marine fish and marine shoreline habitat.

Policy EN 1.7

To protect the island's ecosystems, the use of neonicotinoid pesticides *should* be prohibited.

Policy EN 1.8

The City will consider the potential impacts of *climate changes* and its impacts in all decisions related to natural systems and environmental quality

GOAL EN-2

Encourage sustainability in City Government operations.

Policy EN 2.1

In managing City government operations, take reasonable steps to reduce impacts to the environment and ecosystems upon which we depend. This *shall* include recognizing and preparing for the impacts of *climate change*.

Policy EN 2.2

Seek to minimize the quantity and toxicity of materials used and waste generated for City facilities and operations through reduction, reuse, and recycling.

Policy EN 2.3

Use, where feasible, new technologies that demonstrate ways to reduce environmental impacts, such as solar panels, electric and hybrid vehicles, high-efficiency lights and heating systems.

Policy EN 2.4

The City *shall* follow integrated pest management practices.

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Goal EN-3

Consider the impact on *critical areas* whenever land is subdivided.

Policy EN 3.1

The design of lots *shall* be based on protecting natural systems and avoiding or minimizing the impact to *critical areas*. In order to protect *critical areas*, the full *density* permitted under the zoning ordinance might not be achieved.

Policy EN 3.2

The use of TDRS' and PDRs to protect critical areas should be explored.

Policy EN 3.3

Any lot created by *subdivision* of land *shall* include sufficient area to accommodate a building site outside of a *critical area* and its buffers.

Goal EN-4

Encourage sustainable development that maintains diversity of healthy, functioning ecosystems which are essential for maintaining our quality of life and economic viability into the future.

Policy EN 4.1

Planning and land development *should* employ conservation design methods and principles such as, *low impact development* techniques for managing storm and waste water, *green building* materials, high-efficiency heating and lighting systems.

Policy EN 4.2

Create a program with effective mechanisms intended to offset development impacts to the ~~land~~ ecosystems.

Fish and Wildlife

GOAL EN-5

Protect and enhance wildlife, fish resources and natural ecosystems.

Policy EN 5.1

The protection and enhancement of *fish and wildlife habitat* and wildlife corridors *shall* be an integral component of the *land use* planning process.

Policy EN 5.2

The identification of *fish and wildlife habitat* *shall* be based on an evaluation of the species of wildlife on the Island and the habitat requirements of these species now and in the future.

Policy EN 5.3

The protection and enhancement of *fish and wildlife habitat* *shall* be among the

1 criteria used when evaluating the preservation of *open space* as part of development
 2 techniques, such as clustering, *flexible lot design subdivisions*, and *transfer of*
 3 *development rights* (TDRs).

4
 5 **Policy EN 5.4**

6 Protect *fish and wildlife habitat* and limit fragmentation of habitat that physically and
 7 genetically isolates fish and wildlife populations, by identifying an interconnected
 8 system of corridors that will provide continuous links east to west and north to south,
 9 connecting larger tracts identified as *critical habitat*.

10
 11 **Policy EN 5.5**

12 *Wetlands* and riparian areas *shall* be protected.

13
 14 **Policy EN 5.6**

15 Undertake appropriate, adequate, and timely actions to protect and recover state
 16 priority species, species listed under the federal *Endangered Species Act*, local
 17 species of concern, and their habitats located within the City to 1) avoid local
 18 extirpation of such species from the lands or fresh waters or nearshore of the City
 19 and 2) contribute to the protection and recovery of such species throughout the
 20 greater region in cooperation with federal, state, and other local agencies.

21
 22 Local extirpation means the elimination of self-sustaining residential populations
 23 from the entire Island and its waters, or elimination of habitat sufficient to sustain use
 24 of the Island's lands and waters by transitory or migratory populations.

25
 26 **Policy EN 5.7**

27 Work closely with the Washington State Department of Fish and Wildlife (the agency
 28 with expertise to "preserve, protect, and perpetuate" wildlife resources of the state)
 29 in matters involving wildlife including identifying "priority *fish and wildlife habitat*".
 30

31 **Policy EN 5.8**

32 The City, in coordination with the Department of Fish and Wildlife, the Bainbridge
 33 Island Metropolitan Park and Recreation District, and the Bainbridge Island Land
 34 Trust *should* develop a program to educate the citizens of the Island, particularly
 35 those citizens who reside adjacent to priority wildlife habitat, on ways to utilize private
 36 property in a manner that will help to protect and enhance wildlife habitat.
 37

38 **Policy EN 5.9**

39 The City will consider *climate change* and its impacts in all decisions related to
 40 wildlife, fish resources, and natural systems.

41
 42
 43 **RECOMMEND DELETING AQUIFER RECHARGE GOAL BECAUSE IT**
 44 **IS COVERED IN THE WATER RESOURCES ELEMENT**
 45 **AQUIFER RECHARGE GOAL/POLICIES TBD PLACEHOLDER**
 46

Frequently Flooded Areas

Regulation of *frequently flooded areas* is important for property and habitat protection. Floodplains are valuable natural resource areas that play a major role in the function of ecosystems. Floods are a natural process where rising water inundates otherwise dry land. Floodplains provide storage for floodwaters, which reduces downstream erosion and improves downstream water quality. Floodplains allow infiltration for *aquifer recharge* and provide important habitat necessary for the survival of many invertebrate, fish and wildlife species. Flood courses can change naturally, over time. As impervious development covers more land surface and encroaches on floodplains, damage increases to both the built and natural environments.

The Federal Emergency Management Agency (FEMA) has designated frequently flooded areas as areas that have a 1% or greater chance of flooding in any given year. Also known as the 100-year flood, this level was chosen to manage flooding as a compromise between an economic use of the land and an understanding of the natural benefits of flooding. These *Frequently Flooded Areas* are also identified in the City's *Critical Area Ordinance*.

GOAL EN-6

Protect the natural functions of frequently flooded areas.

Policy EN 6.1

Minimize public and private losses due to flood conditions by limiting development in *frequently flooded areas* as shown on the Flood Insurance Rate Maps. Educate property owners and residents in proximity to Frequently Flooded Areas about vulnerability over time.

Frequently flooded areas can and do migrate over time. Increased development may affect the level of occurrence and location of frequently flooded areas. The Flood Insurance Rate Maps adopted by the City were originally produced in 1975 and updated in 1977. Flood hazard maps *should* be kept current.

Policy EN 6.2

Limit the alteration of natural floodplains, *stream* channels, and natural protective barriers that help accommodate, dissipate, or channel floodwaters.

Policy EN 6.3

Emphasize nonstructural methods, such as setbacks and vegetation, to prevent or minimize flood damage.

Policy EN 6.4

Public facilities such as sewer and water lines *should* be located outside of *frequently flooded areas* and with consideration of future sea level rise, in order to minimize damage to both the *public facility* and the natural environment. *Public facilities* may be located within *frequently flooded areas* only if no environmentally preferable alternative exists to mitigate existing environmental concerns and

1 additional development is not encouraged in *frequently flooded areas*.

2 3 4 **Sea Level Rise**

5 6 **GOAL EN-7**

7 **Anticipate and prepare for the consequences of sea level rise.**

8
9 Sea level rise may happen as the result of natural or human activity such as geologic
10 subduction or *climate change*. Here in the Puget Sound we experience the effects of
11 both the geologic and climatological forces. Cumulative sea level rise has serious
12 implications for the shorelines and lowland areas of the Island such as beach and
13 bluff erosion and loss of intertidal zones. These areas serve such purposes as
14 nursery habitat, feeding grounds for fish and fowl, stormwater collection and water
15 filtration.

16 17 **Policy EN 7.1**

18 Consider the implications of sea level rise in all relevant decision-making by
19 using regional sea level rise projections and shoreline instability maps (as
20 provided by the WA Department of Ecology, and utilized and interpreted
21 with the Bainbridge Island Climate Impact Assessment).

22 23 **Policy EN 7.2**

24 Coordinate with Tribal, Federal, State and local agencies to address issues
25 related to sea level rise.

26 27 28 **Geologically Hazardous Areas**

29 30 **GOAL-EN-8**

31 **Protect *landslide hazard areas* and *erosion hazard areas* from the impacts**
32 **of use and development for the protection of public safety, property and**
33 **the environment.**

34 35 **Policy EN 8.1**

36 *Land uses on landslide hazard areas and erosion hazard areas should be*
37 *avoided. If the hazard caused by development can be mitigated, then land use*
38 *should be designed to prevent damage to persons or property and*
39 *environmental degradation, and to preserve and enhance existing vegetation to*
40 *the maximum extent possible.*

41 42 **Policy EN 8.2**

43 As the degree of slope increases, development intensity, site coverage, and
44 vegetation removal *should* decrease to mitigate problems of drainage, erosion,
45 siltation, and landslides.

Policy EN 8.3

In order to protect *landslide and erosion hazard areas* from damage during construction and from intrusion following construction, an analysis by a geotechnical engineer may be required.

Policy EN 8.4

Roads, driveways, and utility corridors *should* be constructed to preserve the integrity of the existing land forms, drainage ways, and natural systems, minimizing impact to the *landslide and erosion hazard areas*. Common access drives and utility corridors *should* be utilized where feasible.

Policy EN 8.5

Clearing, grading, or filling on sloped areas containing *landslide areas and erosion hazard areas* *shall* only be allowed when other alternatives are not feasible. Such activity *should* be limited to the dry period of the year.

Policy EN 8.6

Any alteration of a *landslide hazard area* or *erosion hazard area* may not increase the rate of surface water discharge or sedimentation, and may not decrease slope stability on adjacent property. The altered area *shall* be landscaped to provide erosion control.

GOAL EN-9

Identify and map areas that are at risk due to seismic activity and regulate activities in these areas for public safety and property protection.

Policy EN 9.1

The *best available science* *shall* be considered in regulating and permitting *land use* activities in areas that have a heightened risk from earthquakes, such as liquefaction areas and fault rupture zones, tsunami or other geological hazards, and in mapping these high-risk areas.

Policy EN 9.2

Consider tsunami hazards in regulating *land use* activities on Bainbridge Island.

Policy EN 9.3

Seismic activity and the potential for earthquake-induced landslides *should* be considered in the determination of *geologically hazardous areas*. Areas that are stable under normal conditions can become landslides during earthquake events.

Policy EN 9.4

The City *should* provide information and educational opportunities to the citizens of Bainbridge Island on the hazards posed by seismic events.

Air Quality

GOAL EN-10

Protect and promote clean air.

Policy EN 10.1

These policies address the need for clean air to protect the Island's residents and ecosystems, under current and future climatological conditions. For example, increasing regional air temperatures are increasing air pollution components such as ground level ozone and smog.

Policy EN 10.2

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

Policy EN 10.3

Encourage the retention of existing trees and vegetation and the installation of new trees and vegetation that provides natural filtration of suspended particulate matter, removes carbon dioxide, and improves air quality.

Policy EN 10.4

Consider the impacts of new development on air quality as a part of the environmental review process and require mitigation when appropriate.

Policy EN 10.5

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

Policy EN 10.6

Strive to ensure beneficial indoor air quality in all renovations and new construction of City-owned facilities, and promote design choices that enhance beneficial indoor air quality in private construction.

Policy EN 10.7

Reduce the amount of airborne particulates through regulations for dust abatement of construction sites and street sweeping programs in areas with concentrations of both vehicular and pedestrian traffic.

Policy EN 10.8

Maintain nuisance regulations to minimize offensive odors generated by commercial or industrial uses in proximity to *residential uses*.

Policy EN 10.9

Encourage the retrofit or replacement of non-certified wood stoves with certified appliances.

Policy EN 10.10

Transportation and energy production diminish air quality when power is produced with fossil fuel combustion, therefore to maintain and improve Island air quality, the city *should* consider and promote the development of carbon free *infrastructure*.

Noise**GOAL EN-11**

Promote the reduction of cumulative noise impacts.

Policy EN 11.1

Review the effectiveness of current noise standards and modify these standards as necessary to ensure acceptable noise levels.

Policy EN 11.2

Promote actions such as equipment modifications and operational requirements that reduce noise from transportation modes, construction sites, industrial uses, and commercial business establishments.

Policy EN 11.3

The City *should* work with the Federal Aviation Administration to design flight paths and schedules which minimize the airplane noise over Bainbridge Island.

Greenhouse Gases**GOAL EN-12**

Reduce greenhouse gas emissions through compliance with federal, state and regional policies while developing local strategies to reduce emissions further.

Policy EN 12.1

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

Policy EN 12.2

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

Policy EN 12.3

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

Policy EN 12.4

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

Policy EN 12.5

Promote energy conservation measures by **all government entities**, including:

- Retrofitting offices, shops and garages with high-efficiency lighting;
- Converting vehicles to hybrid fuel vehicles as replacement or new vehicles are acquired;
- Converting traffic signals and lighting to LED; and
- Adopting incentive programs and design standards that encourage the employment of renewable energy sources and energy efficient appliances on the Island.

Policy EN 12.6

Promote the installation of residential solar panels and the adoption of other energy saving technologies such as LED lights, heat pumps and insulation.

Dark Skies**Goal EN-13**

Preserve and enhance the view of the dark sky by controlling glare and light trespass.

Policy EN 13.1

Enforce regulations that provide standards for appropriate lighting practices and systems that will curtail the degradation of the nighttime visual environment.

Invasive Species**Goal EN-14**

Collaborate with the Kitsap County Noxious Weed Board and other relevant agencies to develop and maintain a plan to remove and control invasive plant species, as well as prepare for vulnerability to future invasive plant and animal species.

Policy EN 14.1

Coordinate with public agencies and nonprofit organizations to remove invasive plant species from public lands.

Policy EN 14.2

Improve public outreach to encourage residents to remove and control invasive plant species on private property.

1 **RECOMMENDED DELETING GREENWAYS SECTION (GOALS**
 2 **15-18) AS OBSOLETE, COVERED BY THE TRANSPORTATION**
 3 **ELEMENT AND THE BIMPRD COMPREHENSIVE PLAN**

4 **Greenways**

5
 6 **GOAL EN-15**

7 **Develop and maintain a Greenways Plan for Bainbridge Island.**
 8

9 On Bainbridge Island the “greenways” concept encompasses a variety of terms. The
 10 greenways system is composed of land areas and connector links. The land areas
 11 include, but are not limited to: large open areas, public lands, farmlands, critical areas,
 12 forests, shoreline areas, and parks. The features of the connector links include trail
 13 systems, riparian areas, visual or scenic views of ridgelines, wildlife corridors or any
 14 combination of these. In most cases these land areas and connectors will be public
 15 or will be private and encumbered with appropriate conservation easements (or
 16 other instrument), to insure that they will not be significantly altered by future
 17 development.
 18

19 The greenways system contributes to the preservation of the rural character of the
 20 Island, provides important wildlife habitat, improves the environmental quality of the
 21 Island (i.e., water quality, aquifer recharge, air pollution abatement) preserves working
 22 farms, and provides pedestrian, equestrian and bicycle trails, as well as other
 23 recreational opportunities.
 24

25 **Policy EN 15.1**

26 Each Greenway component *should* incorporate some or all of the following:

- 27 • Refuges, habitat, and functional migration routes for wildlife.
- 28 • Trails, free of motorized traffic, for use by walkers, joggers, bicyclists, and
 29 equestrians to travel to and from schools, recreation areas, public
 30 transportation areas, commercial areas, and neighborhoods.
- 31 • Recreation opportunities.
- 32 • Scenic landscapes and viewpoints.
- 33 • Large open spaces, farmlands, forests, shoreline areas and critical areas.
- 34 • Public end roads.
- 35 • Historic areas.
- 36 • Buffers of trees and vegetation that help to maintain the rural character of the
 37 Island.

38
 39 **Policy EN 15.2**

40 In creating a Greenways Plan, where feasible, multiple function characteristics
 41 *should* be considered and barrier-free trails that are designed and built expressly for
 42 access for persons with disabilities *should* be provided.
 43

44 **Policy EN 15.3**

45 Encourage the development of City road ends to promote neighborhood access
 46 and/or view corridors to the shoreline. Greenways *should* include access to the
 47 shoreline including road ends or rights-of-way leading to saltwater. Shoreline access

1 points *should* be marked and visible from the shore and water where appropriate for
 2 small boat use. Where possible, waterways *should* be designated between shoreline
 3 points for rowboat and kayak access.

4 5 **Policy EN 15.4**

6 Tax title strips which are of unknown ownership or owned by Kitsap County *should*
 7 be acquired, whenever possible, as part of the greenways system.

8
9 Tax title strips are usually narrow pieces of land that were left over because of an
 10 error in a legal description, a survey, a platting error, or a mis-measurement by the
 11 County Assessor's office. An Island-wide inventory of these lands *should* be
 12 conducted and strips appropriate for public use *should* be identified.

13 14 **Policy EN 15.5**

15 Wildlife corridors *should* provide connections to larger protected open space and
 16 habitat areas, including public parks and privately held reserves or open space
 17 areas.

18 19 **Policy EN 15.6**

20 The trail, open space and recreational components of the Greenways and Open
 21 Space Plan *should* be coordinated with the Non-Motorized Transportation Plan.

22 23 **Policy EN 15.7**

24 Greenways *should* include connections to recreational opportunities and sites of
 25 historical interest.

26 27 **GOAL EN-16**

28
29 **The City and the Bainbridge Island Park and Recreation District shall jointly**
 30 **develop a Greenways Master Plan that will identify greenway land areas and**
 31 **connector links, and other large tracts. The overall goal of the Greenways Plan**
 32 **is to provide several continuous links, east to west and north to south, to**
 33 **enhance the quality of life for Island residents.**

34
35 The Bainbridge Island Park and Recreation District and the City of Bainbridge Island
 36 are working cooperatively with Kitsap County to plan a county-wide Greenways
 37 system to create, adopt and implement a Greenways Master Plan. The Kitsap
 38 County Greenways project is being coordinated through the Regional Planning
 39 Council. Three planning area teams have been designated – North, Central and
 40 South Kitsap County. A Bainbridge Island Greenways Group has been formed as a
 41 subcommittee to the North Area Planning Team. Greenways and Open Space have
 42 been developed as a part of this Plan.

43 44 **Policy EN 16.1**

45 Promote and encourage the preservation of a greenways system through the use of
 46 property tax reductions, conservation easements, land donations, or other
 47 techniques such as land use actions requiring open space for new development, or

1 acquisition through purchase with public funds. Encourage and support community-
 2 based, non-profit organizations offering options and alternatives to development in
 3 the interest of preserving desirable lands as a public benefit.

4 5 **Policy EN 16.2**

6 Implementation of the Greenways Master Plan is one of the criteria used when
 7 evaluating the preservation of open space as part of clustering, flexible lot design
 8 subdivisions, transfer of development rights (TDRs), and purchase of development
 9 rights (PDRs).

10 11 **GOAL EN-17**

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

19
20 Trails are an important component of the connector links to provide human access,
 21 where appropriate. Not all greenway connectors will, or *should*, have trails. Some
 22 areas are environmentally sensitive or provide wildlife habitat that would cease to
 23 exist if human development were allowed. In some cases the connectors are visual
 24 buffers, such as trees along roadsides.

25 26 **Policy EN 17.1**

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

32 33 **Policy EN 17.2**

34 Trails *should* provide for the needs of a diverse population of differently-abled people
 35 engaging in non-motorized passive and active pursuits including:

- 36 • Recreation and nature study.
- 37 • Exercise.
- 38 • Shopping.
- 39 • Commuting to work and school.

40
41 See also the Transportation Element, Non-Motorized Transportation Plan.

42 43 **Policy EN 17.3**

44 The trail system *should* be recognized and maintained by the City or Parks District
 45 as distinct from informal or private pathways.

46
47 A Trails Plan adopted as part of the Bainbridge Island Park and Recreation District

1 Comprehensive Plan identifies those trails systems recognized and maintained by
 2 the City or Parks Districts as primary trails. Primary trails are distinct from informal or
 3 private pathways.

4
 5 **Policy EN 17.4**

6 Encourage the retention of existing informal or private pathways and the creation of
 7 new pathways which link to the greenways system. These trails *should* be
 8 developed and maintained under joint public/private partnership, if appropriate, or
 9 developed privately. Informal or private pathways *should* form a secondary system
 10 with linkages to the public system.

11
 12 **Policy EN 17.5**

13 Linkages *should* be provided to the Agate Pass Bridge, between residential areas,
 14 public transportation, commercial and Neighborhood Service Centers, and recreation
 15 areas.

16
 17 **Policy EN 17.6**

18 Unopened road rights-of-way *should* not be vacated, and unopened easements
 19 *should* not be revoked without a requirement for permanent public trail access.
 20 Trails *should* be planned to avoid conflict with future road development in these
 21 rights-of-way easements.

22
 23 **Policy EN 17.7**

24 New utility rights-of-way and easements *should* be encouraged to include trail access
 25 easements.

26
 27 **Policy EN 17.8**

28 Existing utility rights-of-way and easements *should* be reviewed on a case-by-case
 29 basis to provide trail access.

30
 31 A survey *should* be conducted of existing utility easements and rights-of-way that
 32 would be appropriate for trail use. This survey *should* occur in conjunction with
 33 implementation of the Non-Motorized Transportation Plan.

34
 35 **Policy EN 17.9**

36 The trails system *should* include parking areas at trail heads located on public land,
 37 and not neighborhood areas, unless it is not feasible to provide parking on public
 38 land for a trail system. Trails that connect with the ferry systems *should* encourage
 39 access for bicyclists and walk-on passengers, and discourage the need to drive an
 40 automobile

41
 42 **GOAL EN-18**

43 **Maintain a system of high quality public parks and recreation facilities on**
 44 **Bainbridge Island.**

45
 46 **Policy EN 18.1**

1 The park system for Bainbridge Island *should* include neighborhood, community,
2 and regional parks with sufficient acreage and facilities to meet the standards
3 contained in the Bainbridge Island Parks and Recreation District Comprehensive
4 Plan.

5
6 The Parks and Recreation Comprehensive Plan prepared by the Bainbridge Island
7 Park and Recreation District, which is adopted as part of this Plan, contains an
8 analysis of the existing and proposed future parks and recreation system.

9
10 **Policy EN18.2**

11 A greenways and open space designation *should* be created for public parks,
12 dedicated open spaces and trails.

13 The Greenways and Open Space category is for areas devoted to public recreational facilities
14 such as parks and trails and areas that have been preserved as open spaces through a variety
15 of open space methods.

16
17 **Policy EN 18.3**

18 Promote the use of property tax reductions, conservation easements, and other
19 techniques as incentives to preserve desirable lands as a public benefit.

20
21 **Policy EN 18.4**

22 Ensure that future development provides adequate recreational facilities and trail
23 linkages to public parks and recreational facilities.

24
25 **Policy EN 18.5**

26 Whenever new development adjoins a park site, visually screen the development
27 year-round from the park.

28
29 **BAINBRIDGE ISLAND GREENWAYS AND OPEN SPACE PLAN**

30 REVIEW WITH NMTP

31
32 A Greenways Plan was developed by staff based on the Greenways Goals and Policies
33 and the work of ongoing greenways-related projects (Bainbridge Island Greenways
34 Committee, Bainbridge Island Parks and Recreation District Trails Committee, Road
35 Ends Advisory Committee, Public Works Transportation Committee and others). The
36 maps will be coordinated with the Non-Motorized Transportation Plan and updated as
37 needed to show new greenways opportunities.

38
39 The Greenways Plan has an Open Space and Trails component and a Wildlife and
40 View Corridor component. The Open Space and Trails plan will take shape mainly
41 through the acquisition of land, the development of trails, and the dedication of
42 easements. It is driven largely by land ownership and use. The Wildlife and View
43 Corridor plan will rely primarily on retaining wildlife habitat and natural systems.
44 Existing regulations and preservation incentives rather than acquisition will be the
45 primary tools for implementing this part of the Plan.

Open Space and Trails Map

This map outlines the accessible part of the greenway which will connect large, public open spaces with a trail network. It distinguishes existing opportunities (public land, dedicated trails, water access, etc.) from potential opportunities for acquisition or trails. This map will be administered by the Department of Planning and Community Development and updated by resolution of the City Council without requirement to amend the Comprehensive Plan.

Existing Opportunities

Public recreation areas: This is public land dedicated to recreational use. These park lands are the major open spaces in the publicly accessible part of the Greenways Plan.

Private land with public access: These lands are not publicly owned but do have limited public access and internal trails. Included here are subdivisions on which trails have been obtained as mitigation for development impacts. The developments shown have received at least preliminary approval.

Private trail corridors: This trail network connects the island's large public open spaces along road rights-of-way. The Plan calls for the improvement of these roads to better accommodate pedestrian and bicycle traffic. These trails *should* be separated from traffic (moved onto undeveloped portions of the right-of-way) as the means become available. Trail easements across private land could also augment or replace roadside trails.

Established trails (other than those along public right-of-way): The map indicates where there are public trails across private property, but there is no attempt to map trail networks on property already designated on the map as public or private open space.

Water access or viewpoint: These are points on the shoreline with public uplands or with access to the shoreline by way of a utility corridor. There is not always access to the beach; some are viewpoints only.

Associated public tidelands: Public tidelands are shown where they adjoin public uplands and where there is potential for public access.

Potential Opportunities

Planned acquisitions: The City or the Parks District plan to purchase this land as the means become available.

Other land where the City *should* pursue trails: These are public, utility or institutional lands where we cannot assume public access. Also included are proposed residential developments through which we hope to establish public trails.

Potential water access or viewpoint: These locations are being looked into by the Road Ends Advisory Committee as possible City road ends. It *should* be noted that this map does not claim public access to these areas, but rather acknowledges their potential. The Greenways Plan supports the Road Ends Advisory Committee's

1 work, as the locations shown would help link the trail network to the water.

3 **Wildlife and View Corridor Map**

4
5 This map delineates critical areas, some important wildlife habitat, and parcels
6 which have some level of protection afforded them by their land use or
7 ownership. Other areas are delineated for their importance to the visual quality
8 of the island. This map will be administered by the Department of Planning and
9 Community Development and updated without requirement to amend the
10 Comprehensive Plan.

11
12 This is an inventory map identifying meaningful wildlife corridors and scenic
13 resources. The Bainbridge Island Wildlife Corridor Map, adopted by resolution of
14 the City Council, more specifically identifies habitat links to larger protected open
15 space habitat areas. Work remains to adequately analyze and catalog
16 vegetation and important viewsheds.

17
18 Many of the **Wildlife Corridor** elements on this map are already committed to
19 open space use or preserved by conservation easements. Much of the remaining
20 land can be protected through the purchase of development rights (proposed
21 TDR/PDR program) and the enforcement of existing critical areas regulations.
22 The preservation of **View Corridor** elements will rely on conscientious
23 development, the purchase of development rights and the pursuit of conservation
24 easements.

25 **Wildlife Corridor**

26
27 **Regulated critical areas:** This shows critical areas including priority wetlands,
28 stream corridors, lakes, ponds and steep slopes. Offshore areas include
29 tidelands, Eelgrass beds, Kelp beds, and Herring and Surf Smelt spawning
30 areas.

31
32 **Permanent public open space:** These parks are in public ownership and
33 typically have large areas of undeveloped land.

34
35 **Permanent private open space:** This includes conservation easements and
36 open space designated in Flexible Lot Designs, subdivisions and short plats.

37
38 **Current Use open space:** These property owners have made a ten-year
39 commitment not to develop their land. This land is much less secure as wildlife
40 habitat.

41
42 **Farms:** Farmland provides valuable habitat because of a low human presence
43 and because of the Edge Effect it produces in the transition zone between field
44 and forest.

45 **View Corridor**

46
47 **Ridgelines:** Ridgelines break up views across the island. Their importance
48

1 ~~should be considered in the review of development proposals; a little creative site~~
 2 ~~design can often provide easy alternatives to clearing a visually significant ridge.~~
 3 ~~**Scenic road corridors:** These road corridors are noted for having outstanding~~
 4 ~~buffers to screen the adjacent development. As parcels are developed along~~
 5 ~~these roads it is important to retain that buffer.~~

6 7 **Agricultural Lands**

8
9 The protection and support of existing *farms* and the preservation of prime
 10 *agricultural lands* and farms of local significance are important goals of the residents
 11 of Bainbridge Island. *Agricultural lands* provide *open space*, habitat, *groundwater*
 12 *recharge*, local food production with fewer transportation impacts, and cultural value.
 13 Their protection can augment *sustainability goals*.
 14

15 Farming on the Island provides economic, social, aesthetic, and nutritional benefit to
 16 the community. Equally important, protection of *agricultural lands* will enhance the
 17 cultural and economic diversity and help retain the Island's rural character. *Open*
 18 *space* dedicated to agriculture also conserves environmental resources.
 19

20 *Farm* operations on the Island are unique. 40 small *farms*, ranging in size from 1
 21 acre to 40+ acres, are mostly dispersed throughout the Island, with some clustering
 22 in a few locations. The specialty, high-intensity, small *farms* will continue to be an
 23 important adjunct to farming in the future.
 24

25 Currently, the City owns sixty acres of public farmland, managed under contract by a
 26 non-profit organization which also works with private landowners, seeking ways to
 27 increase the amount of land used for food production, and to conserve the land for
 28 agricultural uses over the long term. In order to preserve public farmland, the City is
 29 designating its public farmland properties as *Agricultural Resource Land (ARL)*.
 30 Other non-profits are also involved in promoting agriculture on Bainbridge.
 31

32 Agriculture is a vulnerable enterprise in any rapidly growing area. As land values
 33 continue to rise, the economic viability of farms on Bainbridge Island depends on the
 34 farmers' industry and ingenuity, and on public policies that provide incentives and
 35 tax relief.
 36
 37

38 **GOAL EN-19**

39 **Conserve and protect the Island's existing agricultural uses and increase the**
 40 **acreage of permanently protected and productive farmland by using**
 41 **preservation methods including incentive-based programs.**
 42

43 **Policy EN 19.1**

44 Owners of *farms* should have the option of participating in the *transfer of*
 45 *development rights (TDRs)/purchase of development rights (PDRs) program*.
 46

47 **Policy EN 19.2**

48 Inventory land currently used and/or potentially available for agriculture, including

1 community gardens.
2

3 Creating a specific area or areas for future *agricultural operations* aims to limit
4 conflicts with *residential uses* and would provide an opportunity for *farm* operations
5 within the area to share resources such as *farm* equipment, processing facilities, retail
6 sales area, and road access.
7

8 **Policy EN 19.3**

9 Where land that had historically been used for agriculture is being subdivided for
10 residential development, a portion *should* be reserved for agricultural use or
11 community gardens. Existing traditional *agricultural lands should* be included in the
12 *open space* of clustered development.
13

14 **Policy EN 19.4**

15 Develop a procedure to allow other property owners to designate their properties
16 *Agricultural Resource Land*.
17

18 **Policy EN 19.5**

19 Utilize the Floor Area Ratio (FAR) Farmland/Agriculture fund for viable farmland
20 preservation projects.
21

22 **Policy EN 19.6**

23 Prioritize food production on public farmland to address long-term food security for
24 island residents.
25

26 **Policy EN 19.7**

27 Encourage the use of native and/or regionally produced edible plants for use in
28 required landscape and roadside vegetation buffers.
29

30 **Policy EN 19.8**

31 Ensure protection of the Island's *aquifers* by promoting agricultural uses that are not
32 water intensive.
33

34 **Policy EN 19.9**

35 Work with the Conservation District and nonprofits to encourage farming that takes
36 into account changing Island conditions with regard to hydrology, temperature, and
37 other climatologically influenced factors. Selection of crops and commodities that
38 are adapted to future conditions and do not rely on chemical amendments that may
39 adversely impact future water availability.
40

41 **GOAL EN-20**

42 **Minimize conflict between agricultural and non-agricultural uses.**

43 **Policy EN 20.1**

44
45
46 Development adjacent to areas designated or registered as agricultural land *should* be
47 designed and located so as to avoid or minimize potential conflicts with agricultural
48 activities.

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Policy EN 20.2

Require notification on all plats, development permits, and building permits of the existence of any registered, agricultural lands within 300 feet of the development.

Policy EN 20.3

Maintain the Right to Farm Ordinance.

Policy EN 20.4

Cooperate with the Kitsap Conservation District to promote the use of Best Management Practices.

GOAL EN-21

Encourage and support farming as an economically viable option for *land use* and as a means to providing diversity of lifestyle

Policy EN 21.1

Small-scale farming *should* be encouraged.

Policy EN 21.2

The City *should* work with the Kitsap County Assessor's office to educate the farming community about the availability of the Tax Reduction Program.

Policy EN 21.3

Elevate and encourage public appreciation and awareness of *farms* by allowing tours of *farms* and farming facilities.

Policy EN 21.4

Permit the production, processing, and marketing of *farm* products from Island *farms*.

Policy EN 21.5

Support the Farmers' Market and promote the sale of local *farm* products in other locations.

Policy EN 21.6

The parking requirements for agricultural uses *should* be minimized (i.e., number of parking spaces, paved parking, and landscaping requirements), due to the seasonal nature of the marketing of *farm* products.

Policy EN 21.7

Support agricultural tourism that ensures compatibility with surrounding uses.

Policy EN 21.8

The City *should* consider establishing a Citizen Advisory Group on Agriculture,

1 comprised of citizens representing farmers, non-profit organizations involved with
 2 local agriculture, and businesses with an interest in local *farm* produce.
 3

4 **Forest Lands**

5 Few large tracts of second-growth timber remain on the Island and some of these
 6 could be converted to other uses in the near future. As of August 2015, there were
 7 approximately 529.34 acres classified as timberlands by the Kitsap County Tax
 8 Assessor. Forty-six parcels are classified as *Forest Land* including the 42-acre Port
 9 Madison watershed. These *forest lands*, together with tracts that are protected by
 10 conservancy agreements and other privately owned forested acres that may not be
 11 classified as timberlands, have immeasurable value within the Island-wide
 12 conservation strategy.
 13

14 **GOAL EN-22**

15 **Encourage the retention of *forest land* and multiple-aged forests, since healthy
 16 forests provide many ecological benefits to all forms of life on the Island.**
 17

18 **Policy EN 22.1**

19 Encourage forest stewardship of forests, to promote forest health, provide for
 20 selective harvest of merchantable timber, and protect *critical areas*. Department of
 21 Natural Resources and City regulations apply when converting *forest land* to
 22 agricultural, residential, or other uses.
 23

24 **Policy EN 22.2**

25 When acreage classified as timberlands or *forest land* is being converted to
 26 residential or agricultural use, promote protection of the most valuable trees and
 27 forested area, and compact development to limit the extent of clearing and soil
 28 disturbance.
 29
 30

31 **Forests & Trees**

32 **GOAL EN-23**

34 **Retain, conserve and improve portions of the community forests where people
 35 live, work and learn, through public education and through management and
 36 protection measures that will help to conserve these resources.**
 37

38 The community forests on Bainbridge Island are comprised of the street tree system
 39 in the urban center, trees in parks and on other public lands and trees and forested
 40 areas on private properties throughout the Island. Bainbridge Island's urban and rural
 41 forests have historically been a source of community identity and civic pride. **Trees
 42 and forested areas are essential to the Island's conservation strategy.**
 43

44 It is recognized that, in addition to biological benefits, a community forest provides a
 45 significant return by creating appealing streets and *neighborhoods*, with resulting
 46 higher property values in the built environment. In addition, trees and forests provide
 47 buffering and screening between differing *land uses*, reduce surface water *runoff*,
 48 improve air and water quality, help maintain soil and slope stability, provide wildlife

1 habitat, reduce energy consumption by providing shade and functioning as
2 windbreaks, and sequester carbon dioxide.
3

4 **Policy EN 23.1**

5 Encourage protection, restoration and maintenance of existing vegetation that has
6 environmental, wildlife habitat and aesthetic qualities, including tree groves,
7 significant tree stands, forested hillsides, and vegetation associated with *wetlands*,
8 *stream* corridors and riparian areas.
9

10 **Policy EN 23.2**

11 Utilize various tools to understand and monitor existing conditions and changes over
12 time of Island-wide tree cover, significant tree groves and significant individual trees.
13 The City *should* undertake periodic tree inventories to assess canopy cover and
14 health of forested areas and significant trees.
15

16 **Policy EN 23.3**

17 In preapplication conferences and as part of the review of development applications,
18 encourage property owners to maximize the preservation of trees and to maintain
19 and enhance the cohesive quality of tree groves through appropriate site design and
20 construction methods as well as *open space* dedication of areas that contain these
21 resources.
22

23 Incentives, such as a building height bonus, could be used to encourage tree
24 preservation during site design. Guidelines for Commercial and Mixed Use Projects
25 including Guidelines for Lynwood Center, Island Center and Rolling Bay *should* be
26 updated to incorporate tree preservation practices and policies.
27

28 **Policy EN 23.4**

29 A community-wide program to educate Island residents about the functions and
30 values of trees *should* be put into effect.
31

32 The City *should* consider partnering with the Bainbridge Island Land Trust and re-
33 establishing a Community Forestry Commission. The *Community Forest*
34 *Management Plan* (2006) and the *Community Forest Best Management Practices*
35 *Manual* (2007, 2010), with appropriate revisions, could form the basis for an ongoing
36 program of outreach and education.
37

38 **Policy EN 23.5**

39 Encourage Best Management Practices to protect and enhance community forests.
40

41 **Policy EN 23.6**

42 Activities that enhance the community's awareness of the value of trees and a
43 community forest *should* be encouraged.
44

45 Focused activities might include celebration of Arbor Day; developing a volunteer
46 tree protection program that identifies and conserves trees that are significant due to
47 size, species, or historical or cultural importance; and provision of expert arborist

resources where necessary. A program, such as a “Heritage Tree Program,” would be voluntary on the part of the property owner, and would include criteria that must be met to be considered as a resource important for recognition and protection. A Heritage Tree Program might, for example, require that special consideration be given to preservation of Heritage Trees during site development.

Policy EN 23.7

The City *should* develop street tree programs for the commercial and mixed-use zones, and the more densely developed residential zones.

Mining

GOAL EN-24

Bainbridge Island has had a history of mining, predominantly sand and gravel mining. While multiple sites have been reclaimed, there are still two active mining operations on the Island. One operation functions as a recycling/mulching facility and another as a sand mining operation.

Policy EN-24.1

Rigorously control the excavation of sand and gravel and other minerals.

IMPLEMENTATION SECTION IS NEW

ENVIRONMENTAL ELEMENT IMPLEMENTATION

To implement the goals and policies in this Element, the City must take a number of actions, including adopting or amending regulations, creating outreach and educational programs, and staffing or other budgetary decisions. Listed following each action are several of the comprehensive plans policies that support that action.

HIGH PRIORITY ACTIONS

Action #1. When updating the City’s Critical Areas Ordinance, integrate the precautionary principle and mitigation sequencing to protect and preserve natural resources.

Policy EN 1.2

Taking into account the present and future need to reduce the potential for personal injury, loss of life, or property damage due to flooding, erosion, landslides, seismic events, *climate change* or soil subsidence, properties adjoining or adjacent to *critical areas* must be developed in observance of the following principles in descending order:

- Avoid the impact, if possible.

- 1 • Minimize or limit the degree or magnitude of the action and its
- 2 implementation by using appropriate technology to avoid or reduce impacts.
- 3 • Reduce or eliminate the impact over time by preservation and maintenance
- 4 operations during the life of the action.
- 5 • Rectify by repair, rehabilitation, or restoration of the affected environment.
- 6 • Compensate for unavoidable impacts by replacing, enhancing or providing
- 7 substitute resources or environments.

8
9 *Critical areas* are identified in order to flag concerns during the review process and
10 to make applicants aware of potential hazards or areas where be constrained.
11 Compatible development will be allowed which avoids designated *critical areas*,
12 minimizes the impact, or mitigates potential problems through engineering, siting,
13 or design. Proposals will be examined on a case-by-case basis to allow for
14 creative solutions and to assure that the special combinations of factors in a
15 particular case are addressed.

16 17 **Policy EN 5.6**

18 Undertake appropriate, adequate, and timely actions to protect and recover state
19 priority species, species listed under the federal *Endangered Species Act*, local
20 species of concern, and their habitats located within the City to 1) avoid local
21 extirpation of such species from the lands or fresh waters or nearshore of the City
22 and 2) contribute to the protection and recovery of such species throughout the
23 greater region in cooperation with federal, state, and other local agencies.

24
25 Local extirpation means the elimination of self-sustaining residential populations
26 from the entire Island and its waters, or elimination of habitat sufficient to sustain use
27 of the Island's lands and waters by transitory or migratory populations.

28 29 **Policy EN 6.1**

30 Minimize public and private losses due to flood conditions by limiting development in
31 *frequently flooded areas* as shown on the Flood Insurance Rate Maps. Educate
32 property owners and residents in proximity to Frequently Flooded Areas about
33 vulnerability over time.

34
35 *Frequently flooded areas* can and do migrate over time. Increased development may
36 affect the level of occurrence and location of frequently flooded areas. The Flood
37 Insurance Rate Maps adopted by the City were originally produced in 1975 and
38 updated in 1977. Flood hazard maps *should* be kept current.

39 40 **Policy EN 8.1**

41 *Land uses on landslide hazard areas and erosion hazard areas should be*
42 *avoided. If the hazard caused by development can be mitigated, then land use*
43 *should be designed to prevent damage to persons or property and*
44 *environmental degradation, and to preserve and enhance existing vegetation to*
45 *the maximum extent possible.*

1 **Action #2 Integrate sustainability and conservation into development**
2 **regulations.**

3 **Goal EN-4**

4 Encourage sustainable development that maintains diversity of healthy, functioning
5 ecosystems which are essential for maintaining our quality of life and economic
6 viability into the future.

7
8 **Policy EN 4.1**

9 Planning and land development *should* employ conservation design methods and
10 principles such as, *low impact development* techniques for managing storm and
11 waste water, *green building* materials, high-efficiency heating and lighting systems.

12
13 **Action #3. Consider climate change in all relevant City decisions, including**
14 **capital projects, budgeting, staffing, and program creation.**

15 **Policy EN 1.8**

16 The City will consider the potential impacts of *climate changes* and its impacts in all
17 decisions related to natural systems and environmental quality.

18
19 **GOAL EN-2**

20 Encourage sustainability in City Government operations.

21
22 **Policy EN 2.1**

23 In managing City government operations, take reasonable steps to reduce
24 impacts to the environment and ecosystems upon which we depend. This *shall*
25 include recognizing and preparing for the impacts of *climate change*.

26
27 **Policy EN 6.4**

28 Public facilities such as sewer and water lines *should* be located outside of
29 *frequently flooded areas* and with consideration of future sea level rise, in order to
30 minimize damage to both the *public facility* and the natural environment. *Public*
31 *facilities* may be located within *frequently flooded areas* only if no environmentally
32 preferable alternative exists to mitigate existing environmental concerns and
33 additional development is not encouraged in *frequently flooded areas*.

34
35 **Policy EN 10.10**

36 Transportation and energy production diminish air quality when power is produced
37 with fossil fuel combustion, therefore to maintain and improve Island air quality, the
38 city *should* consider and promote the development of carbon free *infrastructure*.

39
40 **ACTION #4. Increase agriculture on Bainbridge Island by improving**
41 **information, creating new programs, while advocating for farming practices**
42 **that protect water quality and quantity. Consider creating a new “Agricultural**
43 **Resource Land” (ARL) designation, and consider designating City-owned**
44 **farmland ARL.**

45

Policy EN 19.2

Inventory land currently used and/or potentially available for agriculture, including community gardens.

Policy EN 19.4

Develop a procedure to allow other property owners to designate their properties *Agricultural Resource Land*.

Policy EN 19.6

Prioritize food production on public farmland to address long-term food security for island residents.

Policy EN 19.8

Ensure protection of the Island's *aquifers* by promoting agricultural uses that are not water intensive.

Policy EN 21.7

Support agricultural tourism that ensures compatibility with surrounding uses.

Policy EN 21.8

The City *should* consider establishing a Citizen Advisory Group on Agriculture, comprised of citizens representing farmers, non-profit organizations involved with local agriculture, and businesses with an interest in local *farm* produce.

MEDIUM PRIORITY ACTIONS

Action #5 Improve City outreach programs to educate the public about how they can protect and enhance natural resources and respond to climate change.

Policy EN 1.3

Protect and enhance the natural systems and environmental quality of Bainbridge Island by continuing to build cooperative relationship between the City, citizens, landowners, and other public, non-profit and private organizations.

Policy EN 5.8

The City, in coordination with the Department of Fish and Wildlife, the Bainbridge Island Metropolitan Park and Recreation District, and the Bainbridge Island Land Trust *should* develop a program to educate the citizens of the Island, particularly those citizens who reside adjacent to priority wildlife habitat, on ways to utilize private property in a manner that will help to protect and enhance wildlife habitat.

1 **Policy EN 23.4**

2 A community-wide program to educate Island residents about the functions and
3 values of trees *should* be put into effect.
4

5 The City *should* consider partnering with the Bainbridge Island Land Trust and re-
6 establishing a Community Forestry Commission. The *Community Forest*
7 *Management Plan* (2006) and the *Community Forest Best Management Practices*
8 *Manual* (2007, 2010), with appropriate revisions, could form the basis for an ongoing
9 program of outreach and education.

10

11 **Action #6. Evaluation the reasons why the City's PDR and TDR programs have**
12 **not been successful and explore ways to make them functional to meet City**
13 **objectives. NOTE: SAME ACTION IN LAND USE ELEMENT**

14

15 **Policy EN 3.2**

16 The use of TDRS' and PDRs to protect critical areas should be explored.
17

18 **Policy EN 5.3**

19 The protection and enhancement of *fish and wildlife habitat shall* be among the
20 criteria used when evaluating the preservation of *open space* as part of development
21 techniques, such as clustering, *flexible lot design subdivisions*, and *transfer of*
22 *development rights* (TDRs).

23

24 **Policy EN 19.1**

25 Owners of *farms should* have the option of participating in the *transfer of*
26 *development rights (TDRs)/purchase of development rights (PDRs) program*.
27

28 **Action #7. Coordinate with other agencies to promote safe and sustainable**
29 **pest and weed management.**

30 **Policy EN 1.7**

31 To protect the island's ecosystems, the use of neonicotinoid pesticides *should* be
32 prohibited.
33

34 **Goal EN-14**

35 Collaborate with the Kitsap County Noxious Weed Board and other relevant agencies
36 to develop and maintain a plan to remove and control invasive plant species, as well
37 as prepare for vulnerability to future invasive plant and animal species.
38

39 **Policy EN 14.1**

40 Coordinate with public agencies and nonprofit organizations to remove invasive plant
41 species from public lands.
42

43 **Policy EN 14.2**

44 Improve public outreach to encourage residents to remove and control invasive plan
45 species on private property.

1 **Action #8. Prepare and Island-wide Open Space Plan. NOTE: SAME ACTION IN**
 2 **LAND USE ELEMENT**

3 **Policy EN 5.4**

4 Protect *fish and wildlife habitat* and limit fragmentation of habitat that physically and
 5 genetically isolates fish and wildlife populations, by identifying an interconnected
 6 system of corridors that will provide continuous links east to west and north to south,
 7 connecting larger tracts identified as *critical habitat*.

8
 9 **Action #9. Review and update BIMC 16.22 Vegetation Management and other**
 10 **City tree regulations and programs.**

11 **Policy EN 22.2**

12 When acreage classified as timberlands or *forest land* is being converted to
 13 residential or agricultural use, promote protection of the most valuable trees and
 14 forested area, and compact development to limit the extent of clearing and soil
 15 disturbance.

16
 17 **Policy EN 23.7**

18 The City *should* develop street tree programs for the commercial and mixed-use
 19 zones, and the more densely developed residential zones.

20
 21
 22 **OTHER ACTIONS**

23 **Action #10 Coordinate with organizations and governments at all levels to**
 24 **prepare for and respond to climate change.**

25
 26 **Policy EN 7.1**

27 Consider the implications of sea level rise in all relevant decision-making by using
 28 regional sea level rise projections and shoreline instability maps (as provided by the
 29 WA D e p a r t m e n t of Ecology, and utilized and interpreted with the Bainbridge
 30 Island Climate Impact Assessment).

31
 32 **Policy EN 10.2**

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

36
 37 **GOAL EN-12 (AND ALL OF IT'S POLICIES)**

38 **Reduce greenhouse gas emissions through compliance with federal, state and**
 39 **regional policies while developing local strategies to reduce emissions further.**

40
 41
 42 **Action # 11 Policy EN 11.3**

43 The City *should* work with the Federal Aviation Administration to design flight paths
 44 and schedules which minimize the airplane noise over Bainbridge Island.



Joseph W. Tovar
FAICP

MEMORANDUM

DATE: July 7, 2016

TO: Bainbridge Island Planning Commission

FROM: Joseph W. Tovar, FAICP

RE: City Council feedback regarding Comprehensive Plan Elements

At their July 5, 2016 Study Meeting we reviewed with the City Council the Planning Commission's latest versions of the Comprehensive Plan Introduction, Land Use Element, Housing Element, Economic Element, Water Resources Element and Glossary. They expressed great appreciation for the tremendous work that the Planning Commission has done on the project and the quality and clarity of the current drafts. Commissioners Gale and Killian were present, so I am hoping they can assist us at your July 14 meeting as we explain the City Council's feedback.

The balance of this memo will point you to the pages on the attached versions where we have noted in red the Council members comments, concerns or requests. In some cases, they have asked the Commission to consider specific additional or revised language, which I have shown in these drafts with yellow highlighting. As we review each item with you at your meeting, we ask that you determine whether or not you wish to incorporate the highlighted language as part of your recommended draft or if you perhaps would prefer some variation.

INTRODUCTION

Page 2, lines 5 & 6. The Council pointed out the awkward sentence structure which seemed to suggest that all white people are well educated. I have drafted language there that I think more correctly makes the point.

Page 7, lines 28-30. Council asked the Commission to review the City-wide Vision Statement after you finish the Vision Statements for all Elements, and offer any revisions you see appropriate. They were very impressed with the Vision Statements for Land Use, Housing, Economic and Water resources.

Page 11, line 12. They agreed that a 100 year term is appropriate when considering natural systems, but not for other things. So they suggested changing "replace" to "augment."

LAND USE ELEMENT

Page 9, lines 6-9. They called out an apparent inconsistency between Policy LU 5.2 and Policy LU 9.1. Because the TDR program is not now functional, and may

not be for several years, they thought LU 5.2 as written would thwart trying to encourage residential and mixed use in designated centers as called for in LU 9.1. The Commission could choose to simply delete LU 5.2 or achieve consistency with LU 9.1 by revising it in some way.

Page 31, line 5. Council members thought it would make sense to add language to Action #3 so that, even if the conservation village idea is pursued, perhaps there would be other “innovative regulations” that might also be considered to achieve these objectives.

Page 31, lines 30-35. Two of the Councilmembers asked the Planning Commission to consider including as a high priority a major review and potential revision of the Land Use Code to achieve consistency with the Comprehensive Plan.

Page 32, lines 22-23. The Council asked that some definition be given to several terms in all these Elements, including one for “Open Space Plan.” We have taken a run at a definition in the Glossary, page 14, lines 2-4.

Page 39, lines 29-30. Several Council asked if a higher priority should be given to the task of reviewing and improving the City’s TDR/PDR programs to make them functional.

HOUSING ELEMENT

Although we did not do a line-by-line review of all the pages in this Element, we did call the Council’s attention to the Planning Commission’s recommended strategy of setting numeric housing targets, measuring progress and taking corrective action as needed. I would look to Commissioners Gale and Killion for their perspective, but it appeared to me that Council was in support of that Goal and the policies setting forth targets.

Page 4, line 4. There was a lot of discussion and some disagreement by two of the Council members whether “environmental stewardship” as a value should be considered equal to “the population’s needs for housing, health and safety, and access to employment, goods and services.” The compromise that was drawn was to suggest deleting the word “equally,” which leaves intact the notion that these competing values should still be “balanced.”

Page 13, lines 13-15. There was much discussion about whether to refer to developers as the “development community,” or name the constituent segments such as builders, realtors, lenders, etc. In the end the Council seemed most comfortable with the language shown with yellow strikethrough. The Commission may wish to agree with that resolution or not. Another option would be to refer to the “development Industry”.

Pages 15-19. Note that these pages are deleted from the Housing Element because they have been folded into the larger Glossary in Attachment 7 of this packet.

ECONOMIC ELEMENT

Page 4, lines 2-25. This version of the Vision Statement was crafted by Commissioners Gale and Quitslund working from a draft prepared by Commissioner Killiion. The Council seemed to really like this draft, but since the Commission has not seen it as a whole, I recommend that you all consider if you think it is adequate or needs further revision.

Page 6, lines 19-29. The Council thought that the Element already includes Goals and Policies that recognize the value of social capital and natural capital in addition to the financial capital which most people usually think of when they think of an economy. They asked that you consider using those terms specifically, or variations on those terms, to convey that these are the three components of a sustainable economy. We have included draft definitions for these terms in the Glossary at page 7, lines 11-29.

Page 15, lines 39-45. The Council as a whole really like the implementation actions, particularly naming the importance of both agriculture and the non-profit sector to the Island's economy. They asked the Commission to consider raising the priority for the parking action in view of the fact that the City is now looking at that issue with respect to Winslow, and with an eye toward the importance of parking not just for business, but for other public uses.

WATER RESOURCES ELEMENT

Page 4, line 5. One of the Council members asked if we could clarify just we mean by "all forms of life." I suggest that "flora and fauna" pretty much covers it.

Page 5, lines 33-34. The Council pointed out that the proper words here are "shall" rather than "should". I have some edited language that uses the active verbs "identify and assess" rather than "shall" in the first sentence.

Page 7, line 22. The correct verb here is "shall" since it refers to regulations that are mandatory, not discretionary.

Page 8, line 6. Same as comment above.

GLOSSARY

As noted above, the Council asked that a number of terms be identified. The following new definitions appear in the Glossary.

Page 1. **Adaptive management**

Page 2. **Aquifer Conservation Zone Regulations**

Page 7. **Economic capital** and its three subsets: **Financial capital, Natural**

capital, and Social Capital.

Page 14. **Open Space Plan**

Attachments

- Attachment #1 Council feedback re Introduction w/Eight Guiding Principles (V.4)
- Attachment #2 Council feedback re Land Use Element (V.5)
- Attachment #3 Council feedback re Housing Element (V.5)
- Attachment #4 Council feedback re Economic Element (V.5)
- Attachment #5 Council feedback re Water Resources Element (V.5)
- Attachment #6 Council feedback re Glossary (V.2)



COMPREHENSIVE PLAN INTRODUCTION

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TABLE OF CONTENTS

Bainbridge Island History 1

Bainbridge Island Today – People and Land Use2

What is a comprehensive plan and how is it used? 3

Bainbridge Island 2036 Vision 7

Eight Guiding Principles and Policies 8

BAINBRIDGE ISLAND –Past, Present and Future

I. BAINBRIDGE ISLAND HISTORY

The Historic Preservation Commission has prepared a lengthy historical narrative, which will be considered for adoption as an appendix to the Plan. The HPC has been tasked with preparing a condensed summary for inclusion in this part of the Plan’s Introduction. They expect to have that draft ready by mid-July.

1 **II. BAINBRIDGE ISLAND TODAY**

2
3 **People**

4
5 The population of the Island is relatively well- educated and predominantly white
6 (91%). white and well educated. With the majority of the population above 45 years
7 of age, the composition of the Bainbridge Island population is markedly different than
8 that of both Kitsap County and Washington State. The median age for Bainbridge
9 Island is nearly 10 years older than that of Kitsap County and nearly 12 years older
10 than that of Washington State.

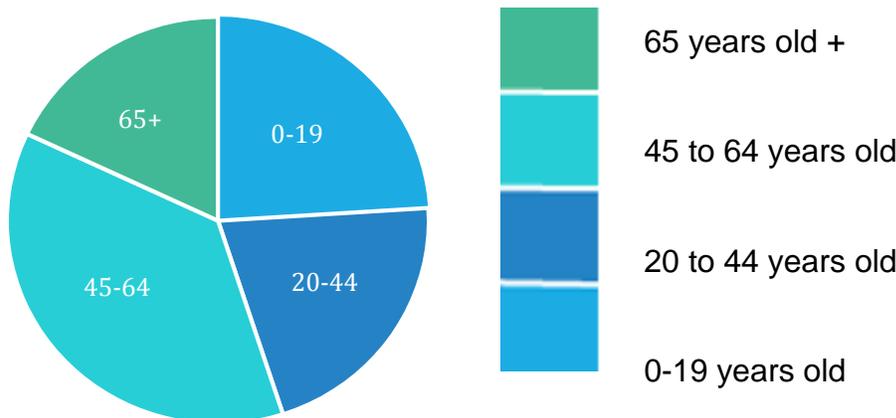
11
12 **Figure 1 - Population age cohorts 2000 to 2019**



14
15 *Source: 2000-2010 U.S. Census and Experian Census Area Projections & Estimates*

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17
18 The median age of Bainbridge Islanders in 2016 is 49 years old.

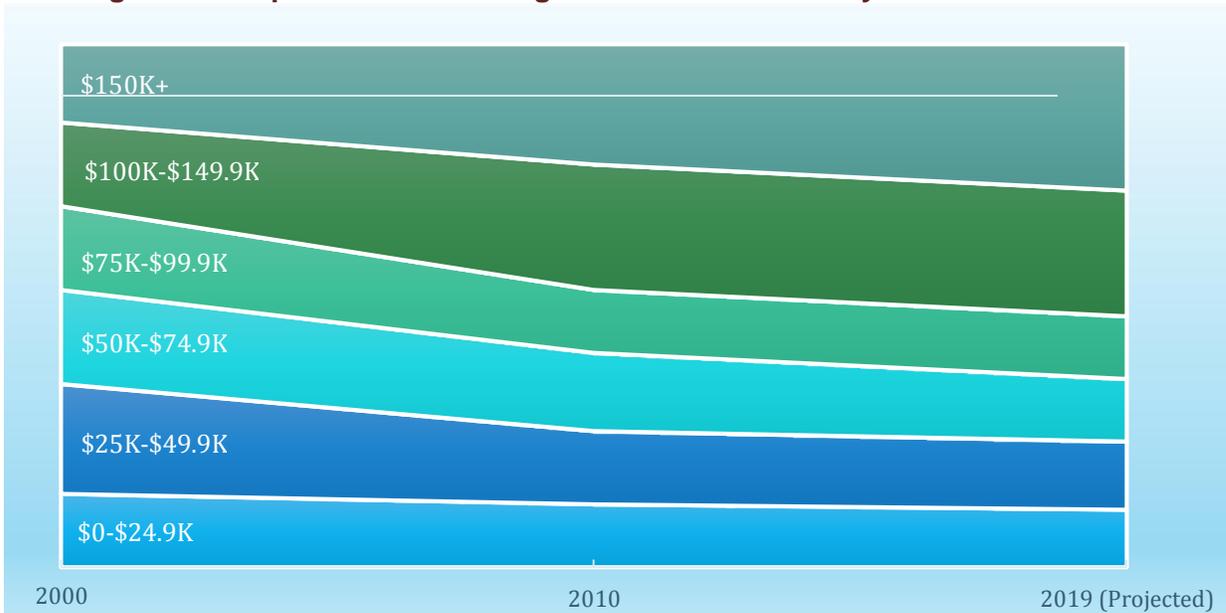
19
20 **Figure 2 – Population by Age Cohort in 2016**



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Bainbridge Island’s population is relatively affluent. The trend line from the years 2000 through 2019 indicates relative increases in yearly household incomes above \$100,000 and corresponding decreases in the percentage of households earning below \$100,000.

Figure 3 - Proportion of Bainbridge Island Households by Income Brackets



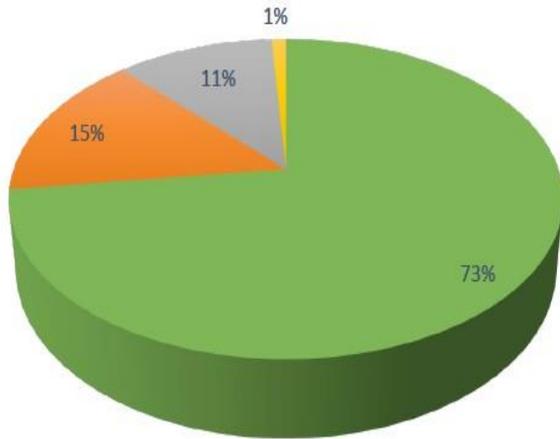
Source: 2000-2010 U.S. Census and Experian Census Area Projections & Estimates

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Island-wide Land Profiles

Almost 88% of the twenty-six square miles of the Island’s land coverage is either tree cover or grass/scrublands. The developed portions of the Island constitute impervious surface totaling about 11% of its land area.

Figure 4 – Land Coverage Types

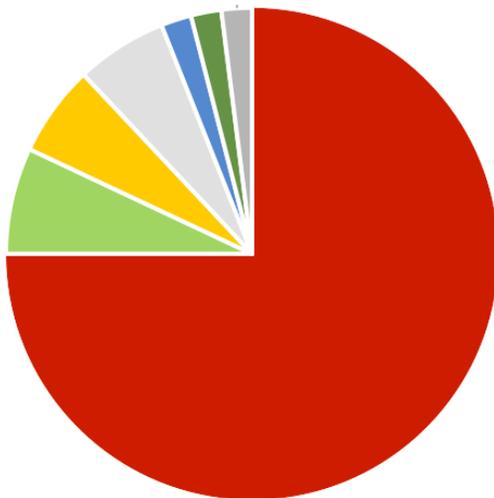


TREE COVER	73%
GRASS/SCRUBLANDS	15%
IMPERVIOUS SURFACE	11%
OTHER COVERAGE	1%

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The predominant land use on Bainbridge Island is residential (75%), with forest, agriculture, parks/recreational lands totalling another 15%. The remaining 10% of the Island is transportation (6%), Commercial/Industrial (2%) and Public Facilities (2%).

Figure 5 – Land Use Types



RESIDENTIAL	75%
PARKS/RECREATION	7%
AGRICULTURE	6%
TRANSPORTATION	6%
COMMERCIAL/INDUSTRIAL	2%
PUBLIC FACILITIES	2%
FOREST	2%

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III. THE BAINBRIDGE ISLAND COMPREHENSIVE PLAN

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

1 City may choose to adopt policies and strategies with an even longer time frame. For
2 example, sustainability goals, policies or strategies may have a multi-decade or even
3 multi-generational perspective.

4 5 **What a Comprehensive Plan is and isn't**

6
7 The GMA definition of a Plan is:

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

11
12 Thus, the Bainbridge Island Comprehensive Plan is a "policy statement" that
13 provides important direction to a variety of city actions, including, but not limited to,
14 the adoption of its capital budget and its development regulations. However, the
15 Plan is not a "land use control" which means that it is not designed or intended to be
16 applied directly to development permits.

17
18 The GMA definition of development regulations is:

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

24
25 The GMA also states:

26 "Each county and city that is required or chooses to plan under RCW
27 36.70A.040 *shall perform its activities* and make capital budget decisions in
28 conformity with its comprehensive plan."

29
30 The "shall perform its activities" phrase suggests broader application of
31 comprehensive plan policies than simply codes and capital budgets. On Bainbridge
32 Island, the City maintains a number of functional plans, such as the City's utilities
33 plans as well as programs it funds and administers through its budget. The City also
34 coordinates with other units of local government, e.g., the Bainbridge Island School,
35 Fire, and Parks districts, each of which maintains its own programs and functional or
36 operational plans. These are inventoried in the "Capital Facilities Element."

37 38 **How is the Comprehensive Plan used?**

39
40 The Vision, Guiding Principles and Policies in this section of the Comprehensive
41 Plan provide substantive direction to all of the Plan Elements as well as the City's
42 budget and work program priorities. They also provide direction to the City's
43 functional plans such as its parks, storm water and utilities plans.

44
45 In addition, the Vision, Guiding Principles and Policies communicate the City's
46 priorities to the other units of government responsible for providing services to the

1 Island community. This includes the Bainbridge Island Fire, Park and School
2 Districts, and the Washington State Department of Transportation, all of which
3 prepare functional and operating plans to provide their respective services and
4 facilities to Island residents.

6 **Types and degrees of policy direction**

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

14 Depending on the issue and the Element, the Goals and Policies may provide
15 direction to the City Council, the Planning Commission, the Hearing Examiner and
16 City staff. Some of the actions will take the form of land use or other regulations;
17 others will be capital projects or programs; and still others may take the form of
18 outreach, education, coordination or partnership with citizens, organizations or other
19 units of government.

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

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

36 **How and when may the Comprehensive Plan be amended?**

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

- 41 • A comprehensive plan may be amended only once in any calendar year.
- 42 • All proposed plan amendments, including those initiated by private parties or by
43 the City, should be considered concurrently to determine the cumulative effect of
44 the proposals.
- 45 • Procedures must be adopted for any interested person to suggest amendments
46 to either the Comprehensive Plan or development regulations.

- 1 • A city must establish a means by which it will “docket” (i.e., compile and maintain
2 a list) of all suggested plan or development regulation amendments and consider
3 whether or not to adopt them during the amendment process.
- 4 • Public participation programs must be developed and followed for proposed
5 amendments to the Comprehensive Plan or development regulations.
- 6 • Exceptions to the once-a-year limitation on plan amendments include: the initial
7 adoption of a subarea plan; the adoption or amendment of a Shoreline Master
8 Program; the amendment of the capital facilities element that occurs concurrently
9 with the adoption of the city budget; when the city is under a remand order from
10 either the Growth Hearings Board of a court; and when the City declares an
11 emergency.

12 13 14 **IV. VISION, GUIDING PRINCIPLES AND POLICIES**

15
16 This section contains the Island’s Vision, an aspirational description of the
17 community’s desired future. The values and priorities in the Vision are served and
18 advanced through this Comprehensive Plan and its implementing actions. This
19 section also contains eight guiding principles that connect the Vision to the elements
20 of the Comprehensive Plan. These eight principles affirm, clarify and update the five
21 principles in the 2004 version of the Comprehensive Plan.

22
23 The Guiding Principles are at the top of the Plan’s hierarchy of substantive and
24 directive policy. Grouped below and serving each Principle are several Guiding
25 Policies. These provide further specific direction to the Goals and Policies in the
26 Plan’s Elements.

27
28 **NOTE: The City Council has asked the PC to revisit the Citywide Vision Statement**
29 **below and potentially suggest revisions in light of the element-specific Visions that**
30 **are being prepared.**

31 32 **VISION - Bainbridge Island 2036 and Beyond**

33
34 Bainbridge Island is notable for its beauty, its maritime climate, its location between Seattle and the Olympic
35 Peninsula, and its support of the arts. The island consists of beaches and harbors, forests and fields, trails
36 and two-lane country roads, homes and businesses surrounded by the waters of Puget Sound. We are
37 defined as much by the water around us as by the ground beneath our feet.

38
39 Bainbridge has a rich natural and cultural history including a long presence of indigenous people, followed
40 more recently by European and Asian immigrants who built timber, maritime and agricultural economies.
41 Contemporary Bainbridge Island is home to a diverse mix of people including farmers, artists, students,
42 business professionals, retirees, and is hospitable to visitors.

43
44 The people of Bainbridge aspire to accommodate inevitable growth while protecting the wildlife habitat,
45 watersheds, shorelines, open space, and the air and water quality of the island. We welcome innovative
46 ideas, industrious business people, new and traditional cultures, and people of all ages and backgrounds.
47 We strive to provide quality housing, education, health care, and business, recreational, and cultural

1 opportunities for all of our inhabitants. We embrace local food sources, renewable energy, and paths for
2 biking and walking.

3
4 Global warming and the impacts of climate change are major issues for our generation, and will be for the
5 foreseeable future. We recognize that it will be challenging to adapt to the environmental and economic
6 changes that we will face in the decades ahead. The good will, imagination, and pragmatism of our citizens
7 will foster a compassionate environment in which we listen to, learn from, and engage with all the people
8 who live here. There is no word for exclusion in the Lushootseed language of Puget Sound.

9
10 The people of Bainbridge Island understand that it will take an active approach to not only maintain, but
11 restore and enhance the condition of the island if we expect to continue enjoying its bounty. Island residents
12 balance personal interests with concern for the community and the environment. As the island’s population
13 increases, we will manage our lands and waters thoughtfully, with innovative planning policies.

14
15 Bainbridge citizens embrace the challenges of our future. That future calls on residents and visitors alike to
16 actively participate in shaping a joyful, stable, and sustainable community, where its present and future
17 generations are stewards of the land and keepers of its culture.

21 **EIGHT GUIDING PRINCIPLES AND POLICIES**

22 **Guiding Principle #1**

23
24
25 **Preserve the special character of the Island, which includes downtown**
26 **Winslow’s small town atmosphere, historic buildings, extensive forested**
27 **areas, meadows, farms, marine views, and scenic and scenic and winding**
28 **roads supporting all forms of transportation.**

29 **Guiding Policy 1.1**

30
31 Adopt an island-wide conservation plan to identify and apply effective strategies
32 to preserve the natural and scenic qualities that make the Island a special place,
33 including better protections for trees, soils, and native plants.

34 **Guiding Policy 1.2**

35
36 Accommodate new growth in *designated centers* that meet the Island’s identified
37 needs for housing, services and jobs-while respecting conservation and
38 environmental protection priorities.

39 **Guiding Policy 1.3**

40
41 The built environment represents an important element of the Island’s special
42 character. Improve the quality of new development through a review process that
43 implements the community vision and supports long-term goals for the
44 preservation of the Island’s special character.

1 **Guiding Principle # 2**

2 **Protect the water resources of the Island.**

3
4 **Guiding Policy 2.1**

5 Manage water resources for Bainbridge Island for present and future
6 generations, recognizing that the Island’s finite groundwater resources [aquifers]
7 are the sole source of our water supply.

8
9 **Guiding Policy 2.2**

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

16
17 **Guiding Policy 2.3**

18 Preserve and protect the ecological functions and values of the Island’s aquatic
19 resources.

20 **Guiding Policy 2.4**

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

24
25 **Guiding Policy 2.5**

26 Create a Bainbridge Island groundwater management plan for the purpose of
27 maintaining the long-term health of our fresh water aquifers.

28
29 **Guiding Policy 2.6**

30 Recognizing the importance of our ground water and other water resources to
31 present and future generations of Bainbridge Islanders, apply the precautionary
32 principle to activities that pose a potentially adverse impact upon those
33 resources.

34
35 **Guiding Policy 2.7**

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

39
40 **Guiding Principle # 3**

41
42 **Foster diversity with a holistic approach to meeting the needs of the Island’s**
43 **and the human needs of the residents consistent with the stewardship of our**
44 **finite environmental resources.**

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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 affordable housing.

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

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

The use of land on the Island should be based on the principle that the Island’s environmental resources are finite and must be maintained at a sustainable level.

Guiding 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 5.3

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

1 **Guiding Policy 5.4**

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

4
5
6 **Guiding Principle #6**

7
8 **Address the needs of the present without compromising the ability of future**
9 **generations to meet their own needs.**

10
11 **Guiding Policy 6.1**

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

16
17 **Guiding Policy 6.2**

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

21 **Guiding Policy 6.3**

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

24
25 **Guiding Principle #7**

26
27 **Reduce greenhouse gas emissions and increase the Island’s climate**
28 **resilience.**

29
30 **Guiding Policy 7.1**

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

36
37 **Guiding Policy 7.2**

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

41
42 **Guiding Policy 7.3**

43 Evaluate the climate vulnerabilities and implications of city actions and identify
44 policies that alleviate those vulnerabilities. Consider the effects of shifting
45 conditions (e.g., sea level rise, changing rainfall patterns, increasing

1 temperatures and more extreme weather events) and the effects they cause
2 (e.g., altered vegetation, changing water demands, economic shifts).
3
4

5 **Guiding Principle #8**
6

7 **Support the Island’s Guiding Principles and Policies through the City’s**
8 **organizational and operating budget decisions.**
9

10 **Guiding Policy 8.1**

11 Promote good governance and an Island culture of citizenship, stewardship and
12 civic engagement.
13

14 **Guiding Policy 8.2**

15 Update each City department’s work program annually, allocate sufficient time
16 and resources and provide needed policy direction to achieve consistency with
17 and implement the Comprehensive Plan in a manner that is transparent and
18 consistent with the community vision.
19

20 **Guiding Policy 8.3**

21 Grow a diversified and vibrant local economy.
22

23 **Guiding Policy 8.4**

24 Nurture a healthy and attractive community including a focus on the quality of
25 the built environment through progressive development regulations and reviews.
26

27 **Guiding Policy 8.5**

28 Build reliable infrastructure and connected mobility that encourages physical
29 activity such as biking and walking while also respecting the Island’s scenic
30 qualities.
31

32 **Guiding Policy 8.6**

33 Grow a green, well-planned, environmentally sustainable community.
34

35 **Guiding Policy 8.7**

36 Plan for a safe city where citizens, City officials, and Law Enforcement work
37 together in an environment of accountability and trust.
38

39 **Guiding Policy 8.8**

40 In implementing policies, consider longer-term, indirect or unintended
41 consequences of decisions.
42
43

LAND USE ELEMENT

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TABLE OF CONTENTS

INTRODUCTION.....2

LAND USE VISION3

GOALS AND POLICIES4

ISLAND-WIDE CONSERVATION AND DEVELOPMENT STRATEGY6

DESIGNATED CENTERS8

WINSLOW11

HIGH SCHOOL ROAD AREA12

NEIGHBORHOOD CENTERS14

LYNWOOD CENTER16

ISLAND CENTER.....16

MILLER ROAD/BATTLE POINT DRIVE CONTRACT REZONE.....16

ROLLING BAY16

FORT WARD.....16

STANDARDS FOR ALL DESIGNATED CENTERS17

BUSINESS/INDUSTRIAL18

ISLAND-WIDE CONSERVATION AREA20

LOCAL FOOD PRODUCTION23

TRANSFER OF DEVELOPMENT RIGHTS24

ESSENTIAL PUBLIC FACILITIES28

IMPLEMENTATION30

MAPS

 Island-wide Land Use Concept6

 Future Land Use Map9

SUBAREA PLANS

 Lynwood Center Subarea Plan and Winslow Master Plan

The Land Use Element is one of the mandatory elements of the Comprehensive Plan under the Growth Management Act (GMA). It addresses the general location and distribution of land uses within the city and, in combination with other Plan Elements, guides the use of land on Bainbridge Island. These other Elements include:

- The Environment and Water Resources Elements that address the protection and conservation of natural systems, including the Island’s sole source aquifer, the quality and quantity of water, habitat, vegetation, and air.
- The Housing Element that identifies strategies to increase the diversity of *housing types* and the supply of *affordable housing* on the Island.
- The Economic Element that encourages programs and policies to support economic vitality and opportunity for Island residents.
- The Transportation Element to provide mobility and safety for all users while respecting neighborhood character and climate resilience.
- The Capital Facilities and Utilities Elements to address the infrastructure needed to serve the planned land uses.

Taken together, these Elements balance the Island’s highly held values of environmental stewardship with the needs of its people for housing, health, safety, economic opportunity, and access to goods, services, recreation, and cultural amenities.

All of these Elements are guided by the Eight Guiding Principles set forth in the Introduction Chapter of this Comprehensive Plan. These Principles emphasize the importance of shaping future growth and redevelopment in a way that retains the Island’s character and quality of life that its residents so highly value.

Future growth on Bainbridge will be accommodated in a manner that is consistent with the requirements of the *GMA*, yet in several ways this comprehensive plan goes beyond the *GMA*’s minimum requirements. For example, it exceeds the *GMA*’s minimal requirement to address water resources as a component of the Land Use Element by instead devoting an entire additional Element to Water Resources. The *GMA* requires plans to be based on a twenty-year horizon, but this plan uses a fifty-year/one hundred-year horizon to better account for the implications of Climate Change and the much longer-term cycles of natural systems and public infrastructure investments.

The Island has sufficiently zoned land in 2016 to accommodate the anticipated growth through the year 2036. Therefore, any localized increase in *density* over current *zoning should* further one or more of these a public purposes:

- 1) Shift *density* from *critical areas* or farmland to Winslow or other *designated centers*.

- 2) Increase the range and supply of *housing types and affordable housing*.
- 3) Contribute to public *infrastructure* or public amenities in excess of what is needed to mitigate the impacts of an individual project's development.
- 4) Reduce *greenhouse gas* emissions while planning for the effects of *climate change*.

Another important component of the Plan's implementation are benchmarks and targets against which to assess progress. For example, the Housing Element sets aspirational targets to increase the diversity of *housing types* and supply of *affordable housing*, establishes benchmarks, a monitoring program and a schedule for progress reports. A monitoring program must be created to track progress in achieving other aspects of the Plan's *vision and goals*.

LAND USE VISION



Bainbridge Island 2036

The environment, values and culture of our Island community have been protected, conserved and enhanced by managing growth according to the comprehensive plan's guiding principles, goals and policies.

Most of the preceding two decades of growth has been attracted to the high quality of life in the Island's thriving **Designated Centers** where cultural amenities, employment and housing opportunities abound, and public services, utilities and infrastructure are efficiently provided. These designated centers are compact, human-scaled and pedestrian-oriented, promoting a healthy lifestyle, and are linked to each other and the region by a network of trails and transit.

Outside of the centers, almost 90% of the Island is a green and open landscape. The land use pattern in this **Conservation Area** minimizes the footprint of the built environment and embodies design principles that protect the Island's aquifers, surface waters, fish and wildlife habitat. This broad landscape of canopied woodlots, parks and saltwater shorelines is dotted with working farms, historic structures, freestanding residences and conservation villages



Fig. 1
Island-wide
Land Use Concept

- Gateways
- 305 Corridor
- Designated Centers**
 - Winslow
 - Lynwood Center
 - Rolling Bay
 - Island Center
 - Day Road
 - Sportsman Triangle
 - Fort Ward
- Conservation Area**

1

GOALS AND POLICIES

2

3

GOAL LU-1

4

Plan for growth based on the growth targets established by the *Kitsap Regional Coordinating Council*: 5,635 additional residents from 2010-2036 and, at the same time, promote and sustain high standards that will not diminish the quality of life and/or degrade the environment of the Island.

6

7

Policy LU 1.1

8

The City accepts the *Kitsap Regional Coordinating Council* (KRPC) population allocation and will continue to analyze the impacts of these allocations as the *Comprehensive Plan* is implemented. With an allocation of 28,660, the Island must plan for an increase in population of 5,635 persons by the year 2036.

10

11

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14

1 **Policy LU 1.2**

2 Outside of Winslow and the *Neighborhood Centers*, the Island has a rural appearance
3 with forested areas, meadows, *farms*, and winding, narrow, and heavily vegetated
4 roadways. These characteristics represent the Island character that is so highly
5 valued by its residents. As important as preserving Island character is to its
6 residents, of equal importance is the protection of the Island’s *environmentally*
7 *sensitive areas*. These outlying areas contain much of the Island’s sensitive areas –
8 the major *recharge* areas for the Island’s *aquifers*, *wetlands*, and *streams* that serve
9 a variety of important functions. Much of the area serves as *fish and wildlife habitat*.
10 There is strong public support to encourage a pattern of development that preserves
11 and protects this portion of the Island.
12

13 **GOAL LU-2**

14 **This *Comprehensive Plan* recognizes and affirms that, as an Island, the City has**
15 **natural constraints based on the *carrying capacity* of its natural systems.**
16 **The Plan strives to establish a development pattern that is consistent with the**
17 ***goals of the community and compatible with the Island’s natural systems.***
18

19 **Policy LU 2.1**

20 Recognizing that the *carrying capacity* of the Island is not known, the citizens of
21 Bainbridge Island should strive to conserve and protect its natural systems, within
22 the parameters of existing data. Revisions to the Plan *should* be made as new
23 information becomes available.
24

25 The *carrying capacity* of Bainbridge Island is determined by many factors, including the
26 supply of limited resources (particularly water), changes in patterns of consumption,
27 and technological advances. This Plan acknowledges that, with current information,
28 the carrying capacity of the Island is not known. During the timeframe of this Plan,
29 additional information on the *carrying capacity* of the Island should be developed.
30

31 The Plan seeks to take a balanced and responsible approach to future development.
32 As our understanding of the Island’s capacity changes, the recommendations of this
33 Plan should be reconsidered to ensure that they continue to represent a responsible
34 path for the long-range future of the Island.
35

36 **Policy LU 2.2**

37 A public education program *should* be established to foster the community’s
38 understanding of the natural systems on the Island and their *carrying capacity*.
39

40 **Policy LU 2.3**

41 This Plan recognizes that stewardship of the land is a responsibility of individual
42 citizens and the community as a whole. Through its status as an employer and
43 landowner, the City *should* take advantage of its opportunities to be an example of
44 environmental stewardship so that others will be encouraged to do so.
45

1 **Policy LU 2.4**

2 The City *should* develop a program that recognizes and rewards stewardship so that
3 others will be encouraged to follow suit.
4

5 **Policy LU 2.5**

6 Work with EcoAdapt and others to prepare a Bainbridge Island Climate Change and
7 Water Conservation Plan strategy.
8

9 **GOAL LU-3**

10 **Develop a meaningful process for citizen participation that includes participation**
11 **from all segments of the Island community.**
12



13
14 **Fig. 2** Strong citizen participation informed the comprehensive plan update.
15

16 **ISLAND-WIDE CONSERVATION AND DEVELOPMENT STRATEGY**

17 **GOAL LU-4**

18 **As part of a long-term, Island-wide, Conservation and Development Strategy,**
19 **focus urban development in *designated centers*, maximize public access to and**
20 **protect the shoreline, minimize impacts from the SR 305 corridor, and conserve**
21 **the Island’s ecosystems and the green, natural and open character of its**
22 **landscape.**
23

24 **Policy LU 4.1**

25 Focus development and redevelopment on the Island over the next fifty years in
26 *designated centers* that have or will have urban levels of services and *infrastructure*.
27
28

29 **Policy LU 4.2**

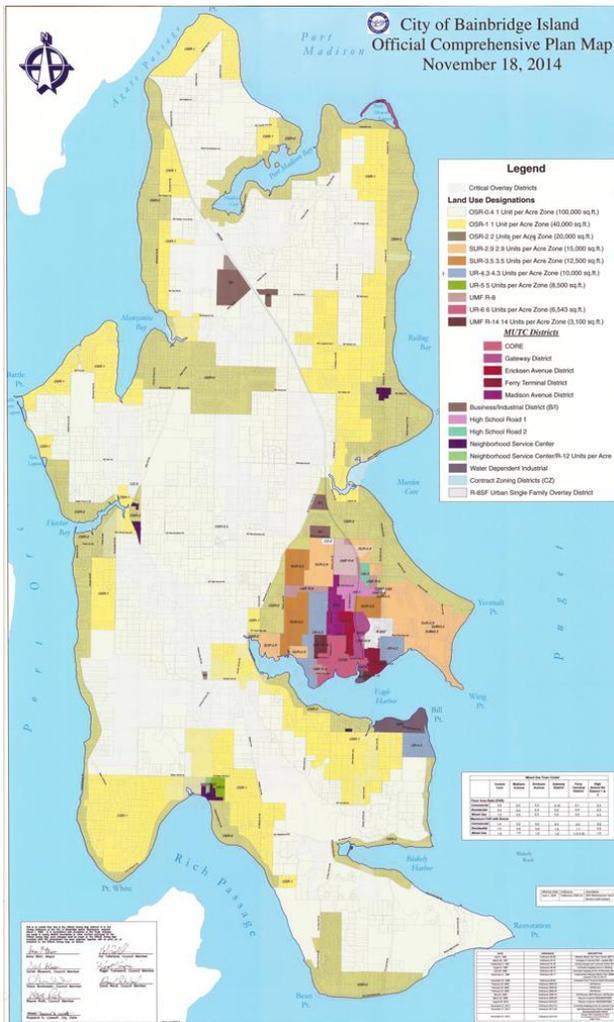
30 Adopt a multi-year work program to undertake the “*Special Planning Area Process*” for
31 the *designated centers* of Winslow, Island Center, Rolling Bay, Sportsman Triangle, Fort
32 Ward and Day Road. The product of the “*Special Planning Area Process*” will be
33 *Subarea Plans* for each of the *designated centers* that will be adopted as part of the
34 *Comprehensive Plan*.

1 **Policy LU 4.3**

2 Updating the Winslow Master Plan is the City’s highest work program priority because
3 the greatest potential for achieving many of the City’s priorities is focused there,
4 including increasing the diversity of *housing types* and the supply of *affordable housing*
5 while helping to reduce the development pressures in the Island’s conservation areas.
6

7 **Policy LU 4.4**

8 The *special planning area process* for each *designated center* shall be informed by
9 surface water and aquifer data in the respective watershed and appropriate provision
10 made to limit permitted uses or require specific measures to protect the water resource.
11



< Fig. 3 Future Land Use Map

Policy LU 4.5

The *special planning area process* for each designated center shall engage residents, landowners, businesses and other stakeholders in envisioning the appropriate extent, scale, use mix, and the desired and required services and *infrastructure* to serve the selected use mix and intensity.

Policy LU 4.6

The Future Land Use Map in Fig. 3 adopted in this Plan establishes the future distribution, extent, and location of generalized *land uses* on the Island.

Policy LU 4.7

Continue to utilize the *goals* and use regulations of the Shoreline Master Program to protect the environmental quality of and public access to the Island’s saltwater shoreline.

12 **Policy LU 4.8**

13 The SR 305 corridor, with its gateways at the Washington State Ferry landing in
14 Winslow and the Agate Pass Bridge, is a major regional facility managed by the
15 Washington State Department of Transportation. See Fig. 1. The City shall actively
16 work with the State and others to minimize the traffic impacts of SR 305 on mobility,
17 safety, air quality and the visual character of Bainbridge Island, while also serving both
18 the motorized and non-motorized needs of Island residents and businesses.
19

1



2

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Fig. 4 The SR 305 corridor is a major part of the Island’s functional mobility and visual character

4

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Policy LU 4.9

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Lands shown on Fig. 1 as “Conservation Areas” are appropriate for residential, recreational, agricultural, habitat and open space uses. The City will use a variety of conservation tools, including public acquisition of certain properties, regulatory protection of environmentally *critical areas*, and innovative *tools* such as aquifer conservation zoning and conservation villages to minimize the development footprint within these Conservation Areas.

DESIGNATED CENTERS

15

GOAL LU-5

16

Focus urban development in *designated centers*

17

18

19

The Plan focuses residential growth in Winslow and other current and future centers with urban services, such as the Neighborhood Centers. Collectively, Winslow and the Neighborhood centers constitute Bainbridge Island’s *designated centers*.

20

21

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25

26

This is a change from the 1994 and 2004 Plans, both of which specified a numeric growth strategy as follows: accommodate 50% of the population growth in Winslow through the year 2012, and accommodate 5% of population growth in the Neighborhood Centers. The balance of the growth was to be absorbed throughout the remainder of the Island.

Policy LU 5.1

27

28

29

30

31

32

Winslow is the urban core of the Island, while the Neighborhood Centers are smaller-scale centers. In order to achieve the *goals* of the *GMA* this Plan:

- Encourages development in areas where *public facilities* and services exist or can be provided in an efficient and effective manner.
- Provides a vibrant, pedestrian-oriented core.
- Reduces sprawl.

- Provides choice of housing location and lifestyle.
- Maintains and protects environmentally sensitive and resource lands.
- Encourages the retention of open spaces.
- Maintains and enhances the fish and wildlife habitat.

NOTE: The City Council pointed out that as written Policy LU 5.2 thwarts and is inconsistent with Policy LU 9.1 which calls for mixed-use development in the Neighborhood Centers. The PC should decide whether to delete LU 5.2 entirely, or modify the words “should only occur through” to something less absolute, such as “should be encouraged by”.

Policy LU 5.2

Increased density over and above the existing zoning in the NSCs *should* only occur through a shift in *density* from *critical areas* and *farms* through *TDRs* and through the use of *density bonuses* for *affordable housing*.

Policy LU 5.3

Encourage *residential uses* in a variety of forms and *densities* as part of the use mix in *designated centers*.

Policy LU 5.4

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

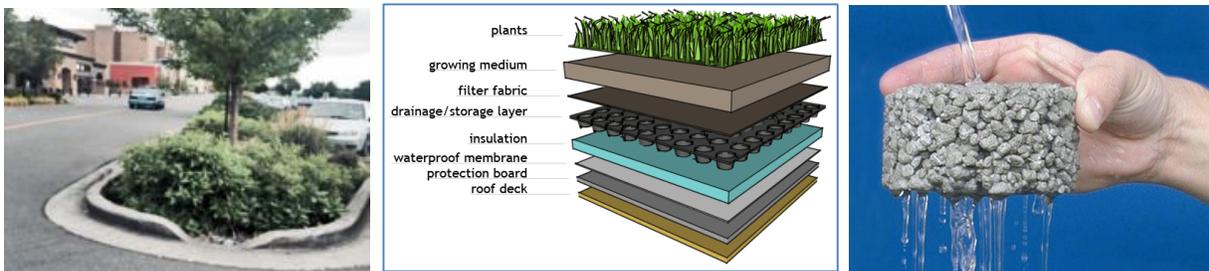


Fig. 5 Low Impact Development methods mimic natural drainage processes

Policy LU 5.5

Implement an optional *green building* code or “green factor” for both commercial and *multifamily* residential projects.

Policy LU 5.6

Address mechanisms for retaining and preserving *open space* in the vicinity of *designated centers*.

Policy LU 5.7

Encourage the design of buildings in *designated centers* for a long life and adaptability over time to successive uses.

Policy LU 5.8

Adopt *development standards* and program public improvements to encourage

1 walkability within each *designated center* and to the surrounding areas.

2
3
4 **Policy LU 5.9**

5 Development *should* be designed and located so as to avoid or minimize potential
6 conflicts with agricultural activities, and right-to-farm ordinances must be recognized
7 by any development located adjacent to agricultural uses.

8
9 **Policy LU 4.8**

10 Amend the Island-wide Transportation Plan to link *designated centers* and reduce
11 vehicle miles traveled and *greenhouse gas* emissions.

12
13 **GOAL LU-6**

14 **Ensure a development pattern that is true to the *vision* for Bainbridge Island by**
15 **reducing the inappropriate conversion of undeveloped land into sprawling**
16 **development.**

17
18 **Policy LU 6.1**

19 *Land use* designations *should* reflect the priority of Bainbridge Island to remain primarily
20 residential, with nonresidential development concentrated in the *designated centers*.

21
22 **Policy LU 6.2**

23 Higher intensity residential and commercial development and human activity is
24 encouraged within Winslow, the heart of Bainbridge Island. In order to create a vibrant
25 city center, direct growth where *infrastructure* exists, reduce reliance on the automobile,
26 provide opportunities for *affordable housing*, and absorb growth that would otherwise be
27 scattered in outlying areas.

28
29 **Policy LU 6.3**

30 Island Center, Rolling Bay, Lynwood Center and Fort Ward offer housing, small-scale,
31 commercial and service activity outside of Winslow. These *designated centers should*
32 be allowed to develop at higher *densities* to reinforce their roles as centers.

33
34 **Policy LU 6.4**

35 Designation of new centers *should* be considered only after detailed analysis of the
36 economic impact of the new development shows there will be no significant, adverse
37 impact on the existing commercial centers, including Winslow.

38
39 **Policy LU 6.5**

40 The *designated centers* at Day Road and Sportsman Club are intended to augment the
41 Winslow, Lynwood, and Rolling Bay designated centers and allow a diverse economy
42 with business retention, growth and innovation on the Island.

43
44 **Policy LU 6.6**

45 Applications for development approval on Bainbridge Island *should* be processed within
46 the timelines established in the City's land *development regulations* in order to ensure

1 affordability, fairness, and predictability in the land development process.

2
3
4 **Policy LU 6.7**

5 To reflect the policies in the Housing Element to provide for a variety of housing options
6 in areas designated for residential development, including residential open space,
7 *accessory dwelling units* shall be considered allowed uses in all residential zoning
8 districts except R-6.(See Housing Element policy H 3.2)

9
10 **Policy LU 6.8**

11 Water or wastewater *infrastructure*, which may contribute to system capacity exceeding
12 local need, *shall* not be used to justify development counter to the City-wide *land use*
13 policies.

14 **Winslow**

15
16
17 **GOAL LU-7**

18 **The Winslow mixed use and commercial districts are designed to strengthen the**
19 **vitality of downtown Winslow as a place for people to live, shop, and work.**
20 **The Mixed Use Town Center is intended to have a strong, residential component**
21 **to encourage a lively community during the day and at night.**
22
23



24
25 **Fig. 6** Human scale, pedestrian orientation and active uses
26 create character on Winslow Way
27

The Winslow Master Plan encourages development of a *neighborhood* that contains a strong, vital downtown where people want to live, shop and work. Outside the mixed use, higher *density* center, there would be a variety of housing choices, from higher *density multifamily* areas immediately adjacent to the downtown to single-family residential *neighborhoods*.

28 **Policy LU 7.1**

29 The major center for new commercial development is
30 the Mixed Use Town Center (MUTC) and the other commercial districts in Winslow.

31
32 Development within the MUTC and High School Road Districts shall be consistent with
33 the Winslow Master Plan (contained in the Subarea chapter of this Plan). The level of

1 development is determined using Floor Area Ratio (FAR) rather than *dwelling units* per
2 acre. The use of FAR may result in an increase in the base level of development
3 (*density*) over the existing zoning, but will provide greater flexibility in type and
4 size of housing units that will further the *goals* of this Plan.

5 **Policy LU 7.2**

6 A base level of commercial and residential *density* within the *overlay districts* of the
7 MUTC and the High School Road districts is described in the Winslow Master Plan,
8 with an increase in the FAR allowed through the use of:

- 9 • *Affordable housing.*
- 10 • *TDRs (transferable development rights).*
- 11 • Contributions to public *infrastructure* and public amenities in excess of what is
12 required to mitigate the impacts of development.
- 13 • Transfer of *density* within the MUTC and within the High School Road Districts.
- 14 • Preservation on-site of historic structures eligible for inclusion on a local,
15 state or federal register of historic places.
- 16 • Locating ferry-related parking under building.



18
19 **Fig. 7** Winslow's residential, commercial and civic uses are inter-connected

20
21 **Policy LU 7.3**

22 Phasing mechanisms and/or incentives *should* be developed to promote the timely
23 and logical progression of commercial and residential development.

24
25 **High School Road District**

26
27 **GOAL LU-8**

28 **The High School Road District is intended to provide mixed-use and**
29 **commercial development in a pedestrian-friendly retail area.**

30
31 **Policy LU 8.1**

32 The High School Road District includes a diversity of types of shopping and
33 employment. A variety of *commercial uses* are allowed which offer goods and
34 services for the convenience of Island residents.

35
36 **Policy LU 8.2**

1 Development in the High School Road District *should* promote *pedestrian-oriented*
2 mixed-use and residential development to offer a variety of housing types and sizes.
3



4 **Fig. 8** Detail of the High School Road Area
5

6 **Policy LU 8.5**

7 The properties designated on the Land Use Map as High School Road District II
8 are each limited to no more than 14,400 square feet of retail use. Retail use between
9 5,000 and 14,400 square feet requires a conditional use permit.
10

11 This portion of High School Road, designated High School Road District II on the Land
12 Use Map, is immediately adjacent to a semi-urban, residential area of 2.9 to 3.5
13 units per acre and *should* have less intense uses than the remainder of the High
14 School Road district.
15

16 Since existing businesses are located in this area and infrastructure is in place, this
17 Plan recommends the area for the High School Road designation, but with a limitation
18 on the size of retail uses.
19

Policy LU 8.3

Auto-oriented uses and drive-through businesses that benefit from access to SR305 shall be limited to the yellow dashed area shown in Fig. 8.

Policy LU 8.4

To visually screen development year-round, properties with frontage along SR 305 *shall* provide a vegetated buffer along the highway that includes the preservation and protection of existing vegetation. Access to these properties *should* not be directly from SR 305.



Fig. 9 Low rise and mid-rise building forms in the High School Road Area

Policy LU 8.6

To ensure visual appeal and pedestrian and bicycle safety, the land *development regulations* include design standards for:

- Building height, bulk, and placement.
- Landscaping, including screening of parking lots, and development of *pedestrian-oriented* streetscape with building and landscaping (including trees) located at the street edge.
- Lot coverage.
- *Open space*.
- Road access and internal circulation including pedestrian connections; developing more pedestrian crossings; and requiring parking in the rear wherever possible.
- Signage.
- Additional *transit* stops on both sides of SR 305.

NEIGHBORHOOD CENTERS

The Neighborhood Centers provide Island-wide commercial and service activity outside Winslow. These areas *should* be developed at higher *densities* to reinforce their roles as community service centers. The service centers will also help reduce traffic congestion by providing an alternative to shopping in Winslow.

GOAL LU-9

Encourage the development of the Neighborhood Centers at Rolling Bay, Lynwood, Day Road, Fort Ward and Island Center, as designated on the Future Land Use Map, as areas with small-scale, commercial, mixed use and residential development outside Winslow.

Policy LU 9.1

The Neighborhood Centers *should* provide Island-wide small-scale commercial and service activity and *mixed-use development* outside Winslow.

1 **Policy LU 9.2**

2 Development *should* be oriented toward the pedestrian. Retail uses *shall* be
3 encouraged on the ground floor to prevent blank walls with little visual interest
4 for the pedestrian. Offices and/or residential uses should be encouraged above
5 ground floor retail.

6
7 **Policy LU 9.3**

8 Allow development of Neighborhood Centers in areas designated on the Future
9 Land Use Map.

10
11 **Lynwood Center**



13
14 **Fig. 10** Lynwood is a thriving mixed-use pedestrian neighborhood center

15
16 **Policy LU 9.4**

17 Any new development or expansion of existing development in Lynwood Center
18 will be required to connect to *public sewer*, when available, or meet other Health
19 District requirements, when appropriate.

20
21 Lynwood Center is designated as a *Special Planning Area*, and a *subarea plan* was
22 completed in 1997. The “Lynwood Center Report and Final Recommendations” is
23 included in the section of the *Comprehensive Plan* entitled *Subarea Plans*.

24
25 **Island Center**

26
27 **Policy LU 9.5**

28 Island Center is designated as a *Special Planning Area*. The boundaries for Island

1 Center are as shown on the Land Use Map. Any changes to the boundaries may be
2 determined during the special planning process.

3
4 **Contract Zone: Miller Road/Battle Point Drive**

5
6 **Policy LU 9.6**

7 The 16.7-acre site on Miller Road is designated a contract zone to recognize the
8 activities currently occurring on-site under the provisions of an Unclassified Use Permit
9 and to consider some expansion of those activities.

10
11
12 **Rolling Bay**



13
14 **Fig. 11** Rolling Bay is a cluster of primarily retail and civic uses

15
16 **Policy LU 9.7**

17 The Neighborhood Center boundaries are as shown on the Land Use Map. Rolling
18 Bay is designated as a *Special Planning Area*. Any changes to the boundaries may be
19 determined during the special planning process.

20
21 **Fort Ward**



22
23 **Fig. 12** History and several structures help create unique character and identity at Fort Ward

1 **Policy LU 9.8**

2 Maintain and enhance the unique character of Fort Ward Planning Area (see Figure A)
3 to recognize the history and natural landscape of the area and the sense of community
4 that exists, including an *open space* system made up of *wetlands*, a *neighborhood*
5 park, the historic marching fields, unbuildable slopes and the State Park The Fort
6 Ward Action Plan is adopted as a part of the *Comprehensive Plan*.

7

8 **Policy LU 9.9**

9 Where possible, create tax incentives and encourage private purchase and renovation
10 of historic structures. Transfer *density* within the Fort Ward Study Area as incentives
11 for the preservation of historic structures.

12

13 **All Neighborhood Centers**

14

15 These following standards ensure that development will be designed to fit into the
16 scale and character of the existing centers and the adjacent residential *neighborhoods*.
17 The City developed design prototypes or illustrated design guidelines for each of the
18 three *neighborhood centers* to serve as a visual reference for the future development
19 of the community. These design guidelines can be crafted to recognize the distinct
20 qualities of each designated center.

21

22 **Policy LU 9.10**

23 The *neighborhood centers* should achieve a mix of neighborhood-scale businesses,
24 public uses, and housing which are compatible with the scale and intensity of the
25 surrounding *residential neighborhood* and which minimize the impact of noise, odor,
26 lighting, fire safety, and transportation on the *neighborhood*.

27

28 **Policy LU 9.11**

29 *Mixed-use development* is strongly encouraged.

30

31 **Policy LU 9.12**

32 Proposed uses must consider the impact on water quality, stormwater *runoff*, and
33 *environmentally sensitive areas* such as *wetlands*, *streams* and high vulnerability
34 *recharge areas*.

35

36 **Policy LU 9.13**

37 The *development regulations* include design standards for:

38

39

40

41

42

43

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45

- Building height, bulk, massing and articulation to promote a pedestrian scale.
- Parking requirements, including location of parking to the rear or side yards, unless otherwise provided for in a *Special Planning Area* plan. Landscaping, including parking lots and buffer areas between higher and lower intensity uses and consideration of trees that allow solar access.
- Lighting standards that prevent unnecessary glare on neighboring residential properties.
- Location and screening of service areas such as dumpsters.

- *Open space.*
- Pedestrian linkages.

Policy LU 9.14

Encourage *neighborhood* participation in defining the design standards for each *neighborhood center*.

Policy LU 9.15

Establish and implement a street tree plan and planting program for major roadways at the *Neighborhood Centers*.

Policy LU 9.16

Develop a parking plan, if appropriate, for each service center.

Policy LU 9.17

Opportunities for providing a *neighborhood* commons or meeting place should be considered with any proposal for major redevelopment of an existing *Neighborhood Center* or as part of development of a new *Neighborhood Center* to encourage the use of the *Neighborhood Center* by surrounding residents.

Policy LU 9.18

To minimize visual and environmental impacts, encourage parking in the rear or side yards of *multifamily*, commercial, and *mixed use developments*. Parking lots should be *pedestrian-oriented* and provide pedestrian and bicycle routes between the street, parking area, and main entrance, and consideration *should* be given to the use of trees that allow solar access.

Policy LU 9.19

Infill within the boundaries of *Neighborhood Centers* through the *transfer of development rights* from the *Conservation Areas* of the Island (See Fig. 1) or through an *affordable housing density bonus*.

Policy LU 9.20

The base density of residential development in the *Neighborhood Centers* is 2 units per acre. A *density bonus* of 3 units per acre may be obtained in *areas* not served by public water and sewer systems and using *TDRs* or providing *affordable-housing*, provided state and local Health District regulations can be met. Allow up to R-5 with public water and sewer.

Business/Industrial

GOAL 10

The Business/ Industrial Zone (B/I) provides opportunities for new businesses and expansion of existing Island businesses, for diversity of jobs and for low-impact industrial activity that contributes to well-paying jobs, where traffic congestion, visual,

1 and other impacts on the surrounding *neighborhood* can be minimized.

2
3 **Policy LU 10.1**

4 The Business/Industrial District is for light manufacturing development as well as
5 other uses that add to the diversity of economic activity on the Island. New uses shall
6 be compatible with established uses and the character of other development in the
7 *neighborhood*.

8 **Policy LU 10.2**

9 New manufacturing businesses that plan to utilize toxic/hazardous substances must
10 list these substances and quantities projected for annual usage; demonstrate
11 compliance with all Federal, State and Kitsap Public Health District requirements for
12 their handling. Development proposals are evaluated using performance standards
13 for the B/I district. Uses of certain toxic/hazardous substances can disqualify the
14 application from approval because of potential environmental impact. However, the
15 City would consider factors such as quantity used, adequacy of storage,
16 containment, spill management, and waste disposal plans in reviewing such a
17 proposal.

18
19 **Policy 10.3**

20 Coordinate with the Bainbridge Island Fire Department when reviewing development
21 proposals concerning hazardous.

22
23 **Policy LU 10.4**

24 Applications for development approval within the Business/Industrial District must
25 show that adequate water, wastewater, transportation, fire, and storm drainage
26 services are available to serve the development.

27
28 **Policy LU 10.5**

29 Ensure the adequate monitoring and enforcement of hazardous material
30 regulations.

31
32 **Policy LU 10.6**

33 Performance standards for the Business/Industrial District address odor, lighting,
34 noise, vibration, signage, traffic volumes, ingress and egress, parking, delivery and
35 loading areas, and pedestrian and vehicle circulation, to create safe, efficient,
36 compatible conditions among a variety of on-site uses and to protect adjacent
37 residential *neighborhoods*.

38
39 **Policy LU 10.7**

40 Business/Industrial uses must be visually screened the development year-round
41 from adjacent, non-industrial properties and from adjacent roadways.

42
43 This policy establishes a performance standard – Business/Industrial uses must be
44 visually screened from the roadway and from adjacent non-Business/Industrial
45 development. The visual screening could be achieved through a combination of
46 vegetation and building setback that would add depth to the buffer.

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GOAL LU-11

Provide appropriate land for Business/Industrial in order to provide opportunities for small manufacturing businesses on the Island to expand, and to provide additional employment opportunities.

Policy LU 11.1

Discourage the inappropriate designation of isolated Business/Industrial Districts.

Policy LU 11.2

Isolated Business/Industrial activities are designated to reflect historical use and the designation *should* not be expanded.

ISLAND-WIDE CONSERVATION AREA

GOAL LU-12

Conserve ecosystems and the Island’s green, natural, open character

Policy LU 12.1

Preserve the open space area outside *designated centers* through a *land use* pattern which will enhance the character of the area – forested areas, meadows, *farms*, scenic and winding roads that support all forms of transportation – and the valuable functions the open space area serves on the Island (i.e., *aquifer recharge, fish and wildlife habitat*, recreation).



Fig. 13 The view from the road on much of the Island is of green, leafy countryside

Policy LU 12.2

Protect *open space, critical areas*, and agricultural uses through public and private initiatives such as open space tax incentives, *cluster development, PUDs, transfer and purchase of development rights*, public land acquisition, greenways, *conservation*

1 easements, landowner compacts, or limiting the amount of lot coverage-

2

3 **Policy LU 12.3**

4 Encourage the aggregation of nonconforming lots of record and undeveloped
5 subdivisions and short plats in order to achieve a development pattern that is
6 consistent with *goals* of the Plan to preserve *open space*, provide greenways through
7 the Island, protect *environmentally sensitive areas*, and protect the water resources.

8 **Policy LU 12.4**

9 Protect aquifer recharge functions throughout the Island, all of which is an *aquifer*
10 *recharge area*, through the application of critical areas regulations, Shoreline Master
11 Program use regulations, *low impact development* regulations, and the wellhead
12 protection regulations administered by the Kitsap Health District.

13

14 **Policy LU 12.5**

15 Establish appropriate procedures to monitor the effect of water drawdowns within and
16 between *aquifers*, and adopt programs and regulations to preclude *groundwater*
17 contamination, and to encourage water conservation and enhanced *aquifer recharge*.

18

19 **Policy LU 12.6**

20 Work with the County Health Department to allow innovative solutions for on-site
21 sewage treatment, including community septic and grey water systems.

22

23 **Policy LU 12.7**

24 Allow a *density bonus* in exchange for dedicating a portion of property into conservation
25 as *open space*, farmland, or public access. Priority should be given to conserving these
26 lands near more densely developed areas-

27

28

GOAL LU-13

29 **Adopt landscape design standards and identify and protect public vantage**
30 **points, view corridors and scenic vistas to support the Island’s sense of place,**
31 **identity and orientation.**

32

33 **Policy LU 13.1**

34 Existing vegetated buffers *should* be managed to preserve the Island’s character and
35 the forested view from the road. Invasive species *should* be removed in order to keep
36 the *native vegetation* healthy.

37

38 **Policy LU 13.2**

39 New development *should* be designed to respond to the natural landscape and *should*
40 be sited so as to have the least visual and environmental impact on the Island
41 landscape. Features that enhance the Island’s character such as barns, fences, fruit or
42 vegetable stands, *should* be retained and encouraged.

43

44 **Policy LU 13.3**

45 Map tree-covered hillsides and hilltops, particularly the ridgelines so valued by the

1 community, and adopt regulations and programs to protect them for their visual and
2 aesthetic benefits to the Island as well as their functions as wildlife habitat and erosion
3 and runoff retardation.
4
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8 **Open Space Residential District**

10 **GOAL LU-14**

11 **Preserve the character of the interior areas of Bainbridge Island through**
12 **establishment of an Open Space Residential District.**

14 **Policy LU 14.1**

15 The Open Space Residential District is designated for less intensive, residential
16 development and a variety of agricultural and forestry uses.
17

18 **Policy LU 14.2**

19 Residential development *should* be compatible with the preservation of *open space*,
20 forestry, agricultural activities, and natural systems. Accessory *farm* buildings and
21 uses are allowable.
22

23 **Policy LU 14.3**

24 The overall *density* for *residential use* is a maximum of one unit per 2.5 acres.
25 However, the landscape *should* maintain the natural and scenic qualities of the Island.
26

27 **Policy LU 14.4**

28 *Home occupations* provide employment opportunities and *should* be permitted
29 where they are compatible with surrounding neighborhoods and the environment.
30

31 **Residential Open Space**

33 **GOAL LU-15**

34 **The Residential-1 (R-1) and Residential-2 (R-2) Districts are intended to**
35 **recognize an existing development pattern in the Island’s Open Space areas.**
36

37 **Policy LU 15.1**

38 The R-1 District is intended to recognize an existing development pattern of one
39 unit per acre.
40

41 **Policy LU 15.2**

42 The R-2 District is intended to recognize an existing development pattern of two

1 units per acre.

2

3 **Policy LU 15.3**

4 Establish *land use policies* and *development standards* through the development of
5 subarea plans tailored to the individual communities. *Neighborhood* participation in
6 development of *subarea plans* should be encouraged.

7 **Local Food Production**

8

GOAL LU-16

9 **Promote food security, local food production, and public health by encouraging**
10 **locally-based food production, distribution, and choice through urban**
11 **agriculture, community gardens, farmers markets, and food access initiatives.**
12 **Establish partnerships and share resources to promote food access and**
13 **production.**

14 **Policy LU 16.1**

15 Allow community gardening and/or agriculture on public land where appropriate

16



17

18 **Fig. 14** Agriculture is part of Bainbridge Island’s landscape, history, economy and culture

19

20 **Policy LU 16.2**

21 Encourage the development of neighborhood community gardens.

22

23 **Policy LU 16.3**

24 Promote interagency and intergovernmental cooperation and resource-sharing to
25 expand community gardening opportunities.

26

27 **Policy LU 16.4**

28 Promote the dedication of land for community gardens in new housing developments.

29

30 **Policy LU 16.5**

31 Support the local farmers market and the connection between consumers and farmers.

32

33 **Transfer of Development Rights Program**

1
2 **GOAL LU- 17**

3 **Prioritize program *goals* and establish and maintain planning tools, including a**
4 ***purchase and transfer of development rights* program, to allow transferring**
5 **development rights from areas intended for conservation, and promoting**
6 **development in areas suitable for more dense development.**

7 **Policy LU 17.1**

8 Maintain and improve the City’s *Purchase of Development Rights* (PDR) and *Transfer of*
9 *Development Rights* (TDR) programs to enable transferring development rights from the
10 *Conservation Areas* of the Island into *Designated Centers*. See Fig. 1.

11
12 **Policy LU 17.2**

13 Within the Conservation Area of the Island, prioritize those parcels most appropriate as
14 TDR sending sites.

15
16 The highest priority sending areas could contain sensitive lands that are not protected
17 by the *critical areas* regulations, priority links in the Wildlife Corridor, priority *open*
18 *space* lands, or historic resources. Determination of priorities for sending areas
19 should also be coordinated with the development of an Island-wide *open space* plan.

20
21 **Policy LU 17.3**

22 Adopt an Island-wide open space plan.

23
24 **Policy LU 17.4**

25 The City recognizes the need to take a proactive role in the *purchase and transfer of*
26 *development rights* and such a program should include:

- 27 1) Designating appropriate staff resources to promote the program;
28 2) Providing for the outright *purchase of development rights* by the City and
29 establishing a fund for banking development rights; and
30 3) Creating a process that coordinates the *purchase and transfer of*
31 *development rights*.
32 4) Initiating an outreach program to educate property owners and potential
33 buyers about the use of the *Purchase and Transfer of Development Rights*
34 *program*.

35
36 **PROPERTY RIGHTS**

37
38 **GOAL LU-18**

39 **Strive to ensure that basic community values and aspirations are reflected in the**
40 **City’s planning program while recognizing the rights of individuals to use and**
41 **develop private property in a manner that is consistent with City regulations.**
42 **Private property shall not be taken for public use without just compensation**
43 **having been made. The property rights of landowners *shall* be protected from**
44 **arbitrary and discriminatory actions.**

1 **INTERGOVERNMENTAL COOPERATION AND COORDINATION**

2
3 **GOAL LU-19**

4 **All government entities *should* strive to cooperate and serve their**
5 **constituents in a fiscally sound manner.**

6 In addition to the City government, there are three special purpose districts and the
7 Kitsap Public Health District and Sewer District #7 which all serve the citizens of
8 Bainbridge Island, as well as a number of state and county agencies. This *goal*
9 addresses the need for cooperation and coordination in order to serve the Island’s
10 citizens in the most cost effective manner.

11 **HISTORIC PRESERVATION**

12
13 **GOAL LU-21**

14 **Maintain and support a *Historic Preservation Program*– A successful *historic***
15 ***preservation* program requires on-going support of the community, as well as**
16 **the City government and its designated department.**

17
18 **Policy LU 21.1**

19 Maintain the City’s status as a Certified Local Government (CLG), thereby promoting
20 collaboration among City departments, boards and commissions.

21
22 **Policy LU 21.2**

23 The City and its Historic Preservation Commission (HPC) *should* regularly review the
24 local *historic preservation* ordinance and update where necessary to assure that it
25 achieves the *Comprehensive Plan’s goals and policies*.

26
27 **Policy LU 21.3**

28 The City and the HPC *should* develop the City’s preferred method of project
29 compliance review and reporting, consistent with state laws and local ordinances.

30
31 **Policy LU 21.4**

32 The City and HPC *shall* coordinate with tribal communities and other interested
33 stakeholders who have an interest in historic resources on the Island.

34
35 **GOAL LU-22**

36 **Identification and Evaluation of Historic Resources – Historic property inventory**
37 **and context statements inform planning efforts by identifying areas where**
38 **resources worthy of preservation exist or are likely to occur.**

39
40 **Policy LU 22.1**

41 The City and HPC *shall* recognize historic resources listed on, or eligible for, the local
42 registry as significant historic properties.

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Policy LU 22.2

The City and HPC *shall* continue to inventory historic resources, thereby maintain an up-to-date site database using the latest affordable technologies available.

Policy LU 22.3

The City and HPC *should* continue to support and expand the Local Historic Register program.

Policy LU 22.4

The City and HPC *should* develop protocols for the consistent evaluation of historic resources on the Island.

Policy LU 22.5

The City and HPC *shall* define and identify its “iconic” structures and sites (those intended for permanent preservation), which are deemed essential elements of the community’s character, history and identity.

GOAL LU-23

Preservation and Enhancement of Historic Resources – An effective *historic preservation* program provides meaningful practical incentives and policies for property owners and developers to preserve historic resources.

Policy LU 23.1

The City *shall* encourage preservation of existing historic structures and sites as an important tool in building a sustainable and unique community.

Policy LU 23.2

Encourage the preservation, rehabilitation and restoration of existing structures through the adoption and implementation of the International Existing Building Code (IEBC).

Policy LU 23.3

Collaborate with the HPC and Design Review Board to develop design guidelines for projects within or adjacent to significant historic properties and/or *neighborhoods* to ensure compatible development.

Policy LU 23.4

Develop guidelines to ensure review of potential direct and indirect impacts to significant historic properties when planning and/or permitting projects.

Policy LU 23.5

Identify and support practical owner/operator economic incentives and *policies* to encourage the rehabilitation and preservation of significant historic resources.

1
2 **Policy LU 23.6**

3 Engage in cooperative efforts with owners to encourage the preservation of historic
4 resources.

5
6 **GOAL LU-24**

7 **Public Participation – Establishing a broad base of support from citizens and
8 their city government will strengthen the community’s commitment to *historic
9 preservation.***

10
11 **Policy LU 24.1**

12 Support an on-going education program to increase awareness of the historic
13 resources on the Island.

14
15 **Policy LU 24.2**

16 Support efforts to publicly recognize preservation efforts within the Island community.

17
18 **Policy LU 24.3**

19 Collaborate with interested stakeholders to promote historic preservation on the Island.

20
21 **Policy LU 24.4**

22 Identify and give public access to, an appropriate repository for curating historic
23 preservation records and documentation.

24
25 **ESSENTIAL PUBLIC FACILITIES**

26
27 **GOAL LU-25**

28 **The needs of the community *should* be met by providing *essential public
29 facilities* and services that are equitably distributed throughout the community;
30 that are located and designed to be safe and convenient to the people they
31 serve; that provide flexibility of use and maximum efficiency; and that are
32 compatible with adjacent uses, the environment, and preservation of public
33 health and safety.**

34
35 The *GMA* requires that all jurisdictions planning under the Act must provide a process
36 for siting *essential public facilities* such as airports, correctional facilities, sewage
37 treatment plants. These *goals* and *policies* are intended to guide the siting process,
38 and therefore, in accordance with RCW 36.70A.200(2), they do not preclude the siting
39 of *essential public facilities*. Site specific consideration of a proposed *essential public
40 facility* would occur during the development application review process.

41
42 **Policy LU 25.1**

43 The City *should* develop a list of *essential public facilities* of a local nature that may

1 potentially be sited on Bainbridge Island and coordinate with the *Kitsap Regional*
2 *Coordinating Council* in the development of a list of state and countywide *public*
3 *facilities*.

4
5
6 **Policy LU 25.2**

7 When an *essential public facility* of a statewide or countywide nature is proposed for
8 Kitsap County, the City *should* appoint representatives as members of the Facility
9 Analysis and Site Evaluation Advisory Committee or any other established siting
10 committee to evaluate proposed *public facility* siting.

11
12 **Policy LU 25.3**

13 New *essential public facilities* shall not be located in designated resource lands, and
14 *critical areas*.

15
16 **GOAL LU-26**

17 **The process for siting essential public facilities should create an**
18 **environment of cooperation and include adequate and early public review to**
19 **promote trust between government agencies and the community.**

20
21 **Policy LU 26.1**

22 If an *essential public facility* is proposed for Bainbridge Island that is an “*essential*
23 *public facility*,” as defined in RCW 36.70A.200, the City *should* create a Facility
24 Analysis and Site Evaluation Committee composed of citizens, City staff, elected
25 officials and appropriate technical experts which should consider in determining a
26 recommendation to City Council, at a minimum, the following:

- 27 ● Analysis of the need for such facility;
- 28 ● The development of specific siting criteria for the proposed project;
- 29 ● Identification, analysis, and ranking of potential sites;
- 30 ● Consistency with the *goals and policies* of the City’s *Comprehensive Plan*;
- 31 ● Identification of potential physical impacts including, but not limited to, those
32 relating to land use, the environment, transportation, utilities, noise, odor and
33 public safety;
- 34 ● Identification of potential cumulative impacts, including the likelihood of a
35 related development locating in proximity to the proposed *essential public*
36 *facility*;
- 37 ● Identification of potential fiscal impacts to the local economy; and
- 38 ● Measures to minimize and/or mitigate such impacts.

39
40 **Policy LU 26.2**

41 The City or other government agency, if responsible for construction of an *essential*
42 *public facility*, shall develop a community notification and communications plan that
43 will ensure ongoing contact with the community during the planning and construction
44 phase of a project. The plan *should* include identification of all departments that will

1 play a role in the planning or construction of an *essential public facility*; identify other
2 governmental regulatory requirements; identify strategies for coordinating
3 interdepartmental and interagency activities and strategies for responding to

LAND USE IMPLEMENTATION

4 emergency or problem situations; and identify a conflict resolution process.

5
6
7 To implement the goals and policies in this Element, the City must take a number of
8 actions, including adopting or amending regulations, creating partnerships and
9 educational programs, and staffing or other budgetary decisions. Listed following
10 each action are several of the comprehensive plans policies that support that action.

11 12 **HIGH PRIORITY ACTIONS**

13
14
15 **Action #1. Update the Winslow Mixed Use Town Center Plan in order to facilitate**
16 **progress on the Housing Priorities that can best be accommodated in an area**
17 **with an existing urban character, urban facilities, services and multi-modal**
18 **transportation options.**

19
20 **GOAL LU-4** As part of a long-term, Island-wide, Conservation and Development
21 Strategy, focus urban development in *designated centers*, maximize
22 public access to and protect the shoreline, minimize impacts from the
23 SR 305 corridor, and conserve the Island’s ecosystems and the green,
24 natural and open character of its-landscape.

25
26 **Policy LU 4.3** Updating the Winslow Master Plan is the City’s highest
27 work program priority because the greatest potential for achieving
28 many of the City’s priorities is focused there, including increasing the
29 diversity of *housing types* and the supply of *affordable housing* while
30 helping to reduce the development pressures in the Island’s
31 conservation areas

32
33 **GOAL LU-5** Focus urban development in *designated centers*.

34
35 **Policy LU 5.3** Encourage *residential uses* in a variety of forms and
36 *Densities* as part of the use mix in *designated centers*.

37
38 **GOAL LU-7** The Winslow mixed use and commercial districts are designed to
39 strengthen the vitality of downtown Winslow as a place for
40 people to live, shop, and work. The Mixed Use Town Center is
41 intended to have a strong, residential component to encourage a
42 lively community during the day and at night.

1
2 **GOAL LU-8** The High School Road District is intended to provide mixed-use
3 and commercial development in a pedestrian-friendly retail area.
4

5 **GOAL EC-5** Provide a variety of *affordable housing* choices so that more
6 people who work on Bainbridge Island can live here.
7

8
9 **Action #2.** Adopt a multi-year planning work program for updating the subarea
10 plans for Island Center, Rolling Bay, Fort Ward, Sportsman Triangle, and Day
11 Road.
12

13 **GOAL LU-4** As part of a long-term, Island-wide, Conservation and Development
14 Strategy, focus urban development in *designated centers*, maximize
15 public access to and protect the shoreline, minimize impacts from the
16 SR 305 corridor, and conserve the Island’s ecosystems and the green,
17 natural and open character of its-landscape.
18

19 **Policy LU 4.2** Adopt a multi-year work program to undertake the
20 “*Special Planning Area Process*” for the *designated centers* of
21 Winslow, Island Center, Rolling Bay, Sportsman Triangle, Fort Ward
22 and Day Road. The product of the “*Special Planning Area Process*”
23 will be *Subarea Plans* for each of the *designated centers* that will be
24 adopted as part of the *Comprehensive Plan*.
25

26 **Policy LU 4.5** The *special planning area process* for each designated
27 center shall engage residents, landowners, businesses and other
28 stakeholders in envisioning the appropriate extent, scale, use mix, and
29 the desired and required services and *infrastructure* to serve the
30 selected use mix and intensity.
31

32 **GOAL LU-6** Ensure a development pattern that is true to the *vision* for Bainbridge
33 Island by reducing the inappropriate conversion of undeveloped land
34 into sprawling development.
35

36 **Policy LU 6.3** Island Center, Rolling Bay, Lynwood Center and
37 Fort Ward offer housing, small-scale, commercial and service activity
38 outside of Winslow. These *designated centers should* be allowed to
39 develop at higher *densities* to reinforce their roles as centers.
40

41 **GOAL LU-9** Encourage the development of the Neighborhood Centers at Rolling
42 Bay, Lynwood, Day Road, Fort Ward and Island Center, as designated
43 on the Future Land Use Map, as areas with small-scale, commercial,
44 mixed use and residential development outside Winslow.
45

46 **GOAL EC-6** As the city’s *designated centers* evolve, balance their functions as

1 places of commerce and employment with their roles helping to meet
2 housing needs and provide focal points for civic engagement and
3 cultural enrichment.
4

5 **Action #3.** Prepare a new *Conservation Village* **or other innovative** land use
6 **regulations** to incentivize creation of a new housing pattern that consolidates and
7 **dedicates open space.**
8

9 **Policy LU 4.9** Lands shown on Fig. 1 as “Conservation Areas” are
10 appropriate for residential, recreational, agricultural, habitat and open
11 space uses. The City will use a variety of conservation tools, including
12 public acquisition of certain properties, regulatory protection of
13 environmentally *critical areas*, and innovative *tools* such as aquifer
14 conservation zoning and *conservation villages* to minimize the
15 development footprint within these Conservation Areas.
16

17 **Policy HO 6.4** Create new *conservation villages* permit process to
18 apply outside of *designated centers* to increase housing choices,
19 including *affordable housing* and requiring *green building* practices,
20 while better conserving *open space*.
21

22 **Policy HO 3.1** Encourage innovative zoning regulations that increase
23 the variety of *housing types* and choices suitable to a range of
24 household sizes and incomes in a way that is compatible with
25 character of existing neighborhoods. Examples of innovative
26 approaches are *cottage housing* development, *conservation villages*,
27 stacked or common-wall housing, *tiny houses*, and *accessory dwelling*
28 *units*. See Figure 1 illustrating several different *housing types*
29

30 **MEDIUM PRIORITY ACTIONS**

31 **NOTE:** Several City Council members asked the Planning Commission to consider whether
32 to recommend a complete review of the entire development code rather than the more
33 limited revisions named below in Medium Priority Actions #1 and #2 and Other Priority
34 Action #1. Such a code revision process would be a major undertaking and would have to
35 be ranked relative to other action priorities in not just Land Use, but also Housing and other
36 Element priorities.
37

38 **Action #1.** Identify discrete sections of the Land Use Code to amend to eliminate
39 confusion, redundancy and delay in the permit process.
40

41 **Policy LU 6.6** Applications for development approval on Bainbridge
42 Island *should* be processed within the timelines established in the
43 City’s land *development regulations* in order to ensure affordability,
44 fairness, and predictability in the land development process.
45

46 **Action #2.** Create more efficient review processes, including the roles and best

1 practices and procedures for the Planning Commission, Design Review Board,
2 and Hearing Examiner.

3
4 **Policy LU 6.6** Applications for development approval on Bainbridge
5 Island *should* be processed within the timelines established in the
6 City's land *development regulations* in order to ensure affordability,
7 fairness, and predictability in the land development process.
8

9
10 **Action #3.** Prepare benchmarks and a schedule to measure progress on
11 implementing the above named priorities.
12

13 **GOAL LU-27** Ensure that the community *vision* and *goals* in this plan are realized.

14
15 **Policy LU 27.1** Develop a series of benchmarks against which to
16 measure the Plan's continued viability and ensure that continued
17 public input is part of the monitoring program.

18
19 **Policy LU 27.2** The Action Plan to implement the *Comprehensive*
20 *Plan* should be reviewed yearly to determine the status of actions
21 described in the Action Plan.
22

23 **NOTE:** City Council asked to include a definition in the glossary of the "open space
24 plan" referred to below.
25

26 **Action #4.** Prepare an Island-wide open space plan.

27
28 **Policy LU 17.3.** Adopt an Island-wide open space plan.
29
30

31 **OTHER PRIORITY ACTIONS**

32
33 **Action #1.** Review and update design standards and guidelines for the
34 neighborhood centers.
35

36 **Policy LU 5.4** –*Sustainable* development and redevelopment will be
37 focused in the *designated centers* through a combination of
38 intergovernmental and public-private partnerships, *affordable housing*
39 programs, "green" capital projects, and *low impact development*
40 standards.
41

42 **Policy LU 5.7** Encourage the design of buildings in *designated*
43 *centers* for a long life and adaptability over time to successive uses.
44

45 **Policy LU 5.6** Address mechanisms for retaining and preserving *open*

1 space in the vicinity of *designated centers*.

2
3 **Policy LU 8.6** To ensure visual appeal and pedestrian and bicycle
4 safety, the land *development regulations* include design standards for:

- 5
6 • Building height, bulk, and placement.
7 • Landscaping, including screening of parking lots, and development of
8 *pedestrian-oriented* streetscape with building and landscaping
9 (including trees) located at the street edge.
10 • Lot coverage.
11 • *Open space*.
12 • Road access and internal circulation including pedestrian connections;
13 developing more pedestrian crossings; and requiring parking in the
14 rear wherever possible.
15 • Signage.
16 • Additional *transit* stops on both sides of SR 305.

17
18 **Policy LU 9.2** Development *should* be oriented toward the pedestrian.
19 Retail uses *shall* be encouraged on the ground-floor to prevent blank
20 walls with little visual interest for the pedestrian. Offices and/or
21 residential uses should be encouraged above ground floor retail.
22

23 **Policy LU 9.18** To minimize visual and environmental impacts,
24 encourage parking in the rear or side yards of *multifamily*,
25 commercial, and *mixed-use developments*. Parking lots should be
26 *pedestrian-oriented* and provide pedestrian and bicycle routes between
27 the street, parking area, and main entrance, and consideration *should*
28 be given to the use of trees that allow solar access.
29

30 **Several Council members asked if the task of improving the PDR and TDR**
31 **programs should be moved to a higher priority.**

32
33 **Action #2.** Evaluate the reasons why the City's PDR and TDR programs have not
34 been successful and explore ways to make them functional to meet City
35 objectives.

36
37 **Policy LU 17.** Maintain and improve the City's *Purchase of*
38 *Development Rights* (PDR) and *Transfer of Development Rights* (TDR)
39 programs to enable transferring development rights from the
40 *Conservation Areas* of the Island into *Designated Centers*. See Fig. 1.
41
42
43

HOUSING ELEMENT

TABLE OF CONTENTS

Introduction.....2

Bainbridge Island Snapshot: People and Housing.....2

GMA Goal and Requirements for Housing.....3

Housing Needs.....3

Housing Element Vision4

Goals and Policies.....5

Implementation Strategies.....12

Glossary of Housing Terms.....15

1
2
3

HOUSING ELEMENT - Introduction

1
2 Decent and safe housing is a basic human need increasingly unavailable to many
3 Americans, including many Bainbridge Island residents and workers. The Washington
4 State Growth Management Act (GMA) provides direction for cities to address these
5 needs in the Housing Element of the Comprehensive Plan. Many of the Plan's Guiding
6 Principles and Policies carry this direction forward to be addressed in various Elements,
7 including Housing.

8 The City's Housing Needs Assessment (HNA) issued in December of 2015, documents
9 current housing conditions on the Island, and identifies trends and specific needs. The
10 HNA is adopted as a part of this Element as though fully set forth herein.

11
12 The Element follows with goals and policies to address the identified housing needs and
13 concludes with a series of implementation strategies to prioritize action by the City and
14 others.

16 BAINBRIDGE ISLAND SNAPSHOT: PEOPLE AND HOUSING

17
18 Bainbridge Island's 2015 population of 23,390 is predominantly white (91%), well-
19 educated, and relatively affluent. The median household income (\$92,558) is 1.5 times the
20 Kitsap County average. Almost 60% of residents have occupations with relatively high
21 incomes. For example, the median wage for financial analysts, lawyers, and marketing
22 managers ranges between \$100,457 and \$122,618. Another third of Island residents
23 employed in the service sector, such as retail clerks, waiters, bank tellers, have median
24 wages between \$27,703 and \$30,972.

25
26 Over the past decade, the population has experienced shifts in the age cohorts. Between
27 2000 and 2010 the Island's senior population (60+ years old) increased from 17% to 26%.
28 The "young adult" cohort (between 18 and 34 years old) has declined from 15% of the
29 Island's population in 1990 to less than 10% in 2016.

30
31 Bainbridge Island's housing stock is predominantly detached single-family homes (80% of
32 all units) in a very low-density land use pattern that occupies about 90% of the Island's
33 land area. The average single-family home price is just under \$700,000.

34
35 Multi-family units that constitute 16% of the housing stock are now concentrated in
36 Winslow and Lynwood Center. While the *designated centers* total about 10% of the
37 Island's land area, a significant portion of that area is occupied by commercial uses with no
38 residential component. Rental apartments make up less than 7% of total housing units on
39 the Island. Very few rental units have been built on the Island in the last decade, which
40 partly accounts for a vacancy rate of 1.5%, well below the 5% rate typical of well-
41 functioning rental markets

1 **GMA GOAL AND REQUIREMENTS FOR HOUSING**
2

3 The *Growth Management Act (GMA)* recognizes the importance of planning for
4 adequate housing by requiring it as an element in Comprehensive Plans. Adequate
5 housing is addressed specifically in one of the 14 major goals:
6

7 “Housing. Encourage the availability of *affordable housing* to all economic
8 segments of the population of this state, promote a variety of densities and
9 *housing types*, and encourage preservation of existing housing stock.”
10 RCW 36.70A.020(4)
11

12 The requirements for a housing element mandated by the GMA include:
13

14 “A housing element recognizing the vitality and character of established
15 *neighborhoods* that: a) includes an inventory and analysis of existing and
16 projected housing needs; b) includes a statement of goals, policies, and
17 objectives for the preservation, improvement, and development of housing;
18 c) identifies sufficient land for housing, and group homes and foster care
19 facilities; and d) makes adequate provisions for existing and projected
20 needs of all economic segments of the community.” RCW 36.70A.070(2)
21

22 **HOUSING NEEDS**
23

24 In 2015 the City of Bainbridge Island issued an updated Housing Needs Assessment
25 (**HNA**) for Bainbridge Island, including an inventory of the amount, location and condition
26 of the Island’s housing stock and demographic and economic information about its
27 population. It also includes an in-depth analysis of *affordable housing* needs of
28 Bainbridge Island’s Housing needs documented in the HNA.
29

30 Almost 34% of individuals and families at all income levels who live in owner-occupied
31 housing units are **cost burdened**, meaning that they spend over 30% of their income on
32 housing. Almost 40% of individuals and families at all income levels who live in renter-
33 occupied housing units are cost burdened. The majority (around 28%) of these residents
34 have an annual income between zero and \$34,999. This means that as of 2012, 569
35 renters on the Island that have an income of \$34,999 or less are housing cost burdened.
36 This is concerning as lower income cost burdened households are more likely to have to
37 choose between housing costs and other necessities.
38

39 The HNA analysis of Workforce Housing Affordability indicates that there is a gap in
40 housing affordable for the Island’s workforce in service professions (e.g., restaurant
41 workers, bank tellers, retail clerks, school bus drivers). Many of those workers are obliged
42 therefore to commute from less-expensive off-island housing, which increases their
43 transportation costs, congestion on SR 305 and greenhouse gas emissions.
44

45 Bainbridge Island’s jobs/housing balance is 0.59 jobs for every housing unit, making it a
46 “bedroom community.” The Puget Sound Regional Council suggests that housing-rich

1 neighborhoods add employment in order to increase economic opportunities for current
2 residents.

3
4 Market forces alone will not address the urgent housing needs facing Bainbridge Island. In
5 the face of daunting circumstances, the City aspires to an ambitious Vision of its future and
6 commits to an innovative, aggressive and multi-faceted housing strategy. The City's
7 success in achieving the housing Vision will also depend upon achieving the policy
8 objectives identified in the Land Use, Transportation, Economic and Environmental
9 Elements of this Plan.

10

HOUSING VISION

11

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31

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* remains at much lower densities and constitutes almost 90% of the Island's area. Houses built in the previous twenty years, in the vicinity of designated centers and elsewhere in the Open Space Residential zones, are compact, energy-efficient, and well-integrated in their landscape. 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

32

33

34

35

36

37

38

39

40

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." 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.

1 **GOAL HO-1**

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

4 **Policy HO 1.1**

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

7
8 **Policy HO 1.2**

9 Decrease to 18% or less the number of cost burdened families owning homes (down from
10 34%).

11
12 **Policy HO 1.3**

13 Increase the number of rental housing units to at least 11% of total housing units (up from
14 7%).

15
16 **Policy HO 1.4**

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

19
20 **Policy HO 1.5**

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

22
23 **Policy HO 1.6**

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

26
27 **Policy HO 1.7**

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

29
30 **GOAL HO-2**

31 **Beginning in 2019, prepare biennial reports on the status of housing on**
32 **Bainbridge Island. The report shall describe progress toward achieving the**
33 **targets set forth in Policies HO 1.1 HO 1.7.**

34 **Policy HO 2.1**

35 The Housing report shall address the following aspects of housing:

- 36 A. Housing trends in general both regionally and on Bainbridge Island.
- 37 B. The number and location of *housing types* constructed or active applications in the
- 38 permit process in the preceding two years.
- 39 C. An evaluation of the effectiveness of the City’s measures and identification of
- 40 additional or revised measures or targets.
- 41 D. The vacancy rate for rental apartments.
- 42 E. The number of cost burdened and extremely cost burdened households.
- 43 F. The status of efforts to address housing needs at the regional level.
- 44 G. The condition of the local housing market and the number of new housing units,
- 45 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.
- K. If insufficient progress is made toward meeting the targets in Policies HO 1.1 through HO 1.7, determine what actions are not working and make appropriate adjustments.

Policy HO 2.2

Make the Biennial Housing Reports 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. This Biennial Housing Report will be part of a comprehensive update of the Housing Needs Assessment in order to inform the next state-mandated update of the Comprehensive Plan in 2024.

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 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.

Policy HO 3.1

Encourage innovative 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, *conservation villages*, stacked or common-wall housing, *tiny houses*, and *accessory dwelling units*. See Figure 1 illustrating several different *housing types*.

Figure 1

Detached Housing



Single-family home



Cottage housing



Accessory dwelling unit

1 **Common Wall Housing**

2



3 Duplex



4 Row houses



5 Zero lot line

6 **Stacked Units Housing**

7



8 Garden apartment



9 Mixed use, mid-rise



10 Micro units

11 **Policy HO 3.2**

12 Recognize—that the City shares a housing and employment market, as well as a
13 transportation network, with the larger region. Therefore, the City should work with the
14 *Kitsap Regional Coordinating Council* to develop an equitable and effective county-wide
15 planning policies and other strategies to locate, finance and build *affordable housing*.
16

17 **Policy HO 3.3**

18 Designate the appropriate staff effort or organizational entity to assist and advise the
19 community, landowners, and private and public entities about options for *affordable*
20 *housing*, financing strategies, and funding sources.
21

22 **Policy HO 3.4**

23 Partner with non-profit housing organizations, churches, the development community, local
24 lending institutions, elected officials, and the community at large to assist in meeting
25 *affordable housing goals* and implementing strategies.
26

27 **Policy HO 3.5**

28 Support the efforts of community non-profit housing organizations and local and
29 regional public and private entities in developing and managing *affordable housing* on
30 Bainbridge Island.

31 **Policy HO 3.6**

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

1 **Policy HO 3.7**
2 Expand opportunities for infill in the residential neighborhoods of the Winslow Master
3 Plan study area and the Neighborhood Centers. Allow the creation of small lots (e.g., in
4 the 3,000 square foot range) as well as smaller footprint homes (e.g., under 1,200
5 square feet).

6
7 **GOAL HO-4**

8 **Increase the supply of permanently affordable *multifamily* housing each year**
9 **through the year 2036 with goals based on data provided by the Housing**
10 **Needs Assessment and the City’s housing reports.**

11
12 **Policy HO 4.1**

13 Encourage new *multifamily* housing in a variety of sizes and forms in *designated centers*.

14
15 **Policy HO 4.2**

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

21
22 **Policy HO 4.3**

23 Partner with non-profit or for-profit housing sectors to create new *multifamily* housing in
24 *designated centers*, including a significant percentage of *affordable housing*, through the
25 joint or exclusive use of surplus publicly owned property or air space.

26
27 **Policy HO 4.4**

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

30
31 **Policy HO 4.5**

32 Remove barriers to the creation of new *multifamily* housing, particularly *affordable*
33 *housing* through a variety of actions, such as the adoption of regulations that “right-
34 size” parking requirements, reduce certain *impact fees*, and encourage the use of
35 parking management programs to enable the more efficient use of parking.

36 **Policy HO 4.6**

37 Allow *accessory dwelling units* in all residential zones, except at Point Monroe, the
38 Sandspit (R-6). Review and revise as appropriate to create reasonable flexibility
39 regarding development standards including lot coverage, setbacks, parking
40 requirements, and Health District requirements for water and sewage.

41
42 **Policy HO 4.7**

43 Encourage agencies whose mission is to develop *affordable housing* to create new
44 subsidized *multifamily* rental housing by aggressively pursuing Kitsap County
45 *Community Development Block Grant Funds*, state funds, donations from private

1 individuals and organizations, public revenue sources and other available funding.

2

3 **Policy HO 4.8**

4 Evaluate the efficacy of existing regulations in facilitating the provision of assisted and
5 independent living *senior housing*, and take action to amend regulations as needed.

6

7

GOAL HO-5

8 **Maintain the existing stock of affordable and rent-assisted housing, in**
9 **partnership with community non-profit organizations and local and regional**
10 **public and private entities.**

11

12 **Policy HO 5.1**

13 Develop a continuing strategy to maintain the Rural Development Agency and HUD
14 subsidies on existing rent-assisted housing. The primary strategy shall be to support
15 Housing Kitsap and non-profit organizations such as Housing Resources Bainbridge to
16 purchase the units through the provisions of the 1990 Housing Act.

17

18 **Policy HO 5.2**

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

22

23 **Policy HO 5.3**

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

28

29

GOAL HO-6

30 **Facilitate the provision of a diverse *affordable housing* stock in all geographic**
31 **areas of the community.**

32

33 **Policy HO 6.1**

34 Encourage housing created by agencies such as a community land trust.

35 **Policy HO 6.2**

36 In order to provide for permanently *affordable housing* pursue effective strategies to
37 reduce the land cost component of for-purchase housing, which may include alternative
38 land use zoning, *density bonuses* and other incentives.

39

40 **Policy HO 6.3**

41 Maintain an innovative housing program and clarify or adopt new flexible permit processes
42 in all *designated centers* to promote an increase in the supply, diversity, and access to
43 housing, including *affordable housing*.

44

1 **Policy HO 6.4**
2 Create new *conservation villages* permit process to apply outside of *designated*
3 *centers* to increase housing choices, including *affordable housing* and requiring *green*
4 *building* practices, while better conserving *open space*.
5

6 **Policy HO 6.5**
7 Provide incentives to construct *affordable housing* for farm workers on or near farmlands.
8

9 **Policy HO 6.6**
10 Consider the merits of programs and regulations pioneered by other communities to
11 discourage the land, energy and natural resource consumptive pattern of large single-
12 family homes. Adopt amendments to City programs and regulations as appropriate.

13 **GOAL HO-7**

14 **Promote and facilitate the provision of rental and for-purchase housing that is**
15 **affordable to *income-qualified* households with a variety of income levels.**
16

17 **Policy HO 7.1**
18 Exempt from City *impact fees* and other administrative development fees housing
19 developments where all units are limited to residents in specified income groups.
20

21 **Policy HO 7.2**
22 All income-qualified rental housing units created as a result of the policies of this Housing
23 Element shall remain affordable to *income-qualified households* for a period of not less
24 than 50 years from the time of first occupancy and shall be secured by recorded
25 agreement and deed running with the title of the land, binding all the assigns, heirs and
26 successors of the applicant. This policy does not preclude the use of the Multi-Family
27 Property Tax Exemption.
28

29
30 **GOAL HO-8**

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

33 **Policy HO 8.1**
34 Support the services of community non-profit organizations and local and regional
35 public or private entities in providing shelter for temporarily homeless singles and
36 families with children, adolescents and victims of domestic violence on Bainbridge
37 Island.
38

39 **Policy HO 8.2**
40 Support the development of programs to meet the housing needs of the
41 developmentally, physically and emotionally disabled within the community.
42

43 **Policy HO 8.3**
44 Support programs that provide assistance to low-income, elderly and disabled

1 persons to repair, rehabilitate or retrofit their homes to be more accessible and
2 safe.

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GOAL HO-9

Explore the use of the City’s bonding capacity and other resources to support the creation of *affordable housing*.

Policy HO 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.

Policy HO 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.

Policy HO 9.3

Consider the issuance of 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.

Policy HO 9.4

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

Policy HO 9.5

Consider the options for 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. Take into consideration, however, the full range of uses that City-owned properties may serve over the long-term.

HOUSING IMPLEMENTATION

1 To implement the goals and policies in this Element, the City must take a number of
2 actions, including adopting or amending regulations, creating partnerships and
3 educational programs, and staffing or other budgetary decisions. Listed following each
4 action are several of the comprehensive plans goals and policies that support that action.
5

6 HIGH PRIORITY ACTIONS

7
8 **Action #1. Set targets for increasing the supply of moderately priced and *affordable***
9 ***housing*, measure progress, and if insufficient progress is being made toward**
10 **meeting the housing targets, determine what actions are not working and make**
11 **appropriate adjustments.**

12 GOAL HO-1

13 Make steady progress toward the following aspirational targets for increasing the
14 diversity of *housing types* and the supply of *affordable housing*.
15
16

17 GOAL HO-2

18 Beginning in 2019, prepare biennial reports on the status of housing on Bainbridge
19 Island. The report shall describe progress toward achieving the targets set forth in
20 Policies HO 1.1 through HO 1.7.
21
22

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

25 Policy HO 3.6

26 Develop standards to encourage development of small to mid-size single-family
27 housing units. These provisions may include a framework to permit small-unit housing
28 development such as *tiny houses*, *micro units*, and *cottage housing*.
29
30

31 Policy HO 4.2

32 Increase the efficiency of the review process and revise *building envelope* and other
33 development standards for the High School Road and Ferry Terminal districts and other
34 portions of the Winslow Area Master Plan to encourage the transformation of these
35 areas from auto-oriented, low-rise, homogeneous commercial land use districts into
36 walkable, transit-served, mid-rise, mixed-use neighborhood with *affordable housing*.
37

38 Policy HO 6.3

39 Maintain an innovative housing program and clarify or adopt new flexible permit
40 processes in all *designated centers* to promote an increase in the supply, diversity, and
41 access to housing, including *affordable housing*.

1
2 **Policy HO 6.4**

3 Create new *conservation villages* permit processes to apply outside of *designated*
4 *centers* to increase housing choices, including *affordable housing* and requiring
5 *green building* practices, while better conserving *open space*.
6
7

8 **Action #3. Partner with other jurisdictions, the development community, and non-**
9 **profit organizations to increase the diversity of housing types and supply of**
10 **affordable housing.**
11

12 **Policy HO 3.4**

13 Partner with developers and others ~~non-profit housing organizations, churches, the~~
14 ~~development community, local lending institutions, elected officials, and the community~~
15 ~~at large~~ to assist in meeting *affordable housing goals* and implementing strategies.
16

17 **Policy HO 4.3**

18 Partner with non-profit or for-profit housing sector to create new *multifamily* housing in
19 *designated centers*, including a percentage of *affordable housing*, through the joint or
20 exclusive use of surplus publicly owned property or air space.
21

22 **Policy HO 4.4**

23 Partner with the for-profit sector to create *affordable housing* through the targeted use
24 of the multifamily property tax exemptions in *designated centers*.
25

26 **Policy HO 9.5**

27 Consider the options for making City- owned land or air-space available through long-
28 term leases or other mechanisms for the purpose of creating income-qualified
29 housing, and support other public entities that wish to use publicly-owned land for this
30 purpose. Take into consideration, however, the full range of uses that City-owned
31 properties may serve over the long-term.
32

33 **MEDIUM PRIORITY ACTIONS**
34

35 **Action #1. Focus additional city and other financial resources to help increase the**
36 **supply of affordable housing.**
37

38 **Policy HO 9.4**

39 Increase City support of the Housing Trust Fund and explore new sources
40 of funding for the development and preservation of *affordable housing*.
41

42 **Policy HO 7.1**

43 Exempt from City *impact fees* and other administrative development fees housing
44 developments where all units are limited to applicants of specified income groups.
45

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

3 **Policy HO 4.5**

4 Remove barriers to the creation of new *multi-family housing*, particularly *affordable*
5 *housing* through a variety of actions, such as the adoption of regulations that “right-
6 size” parking requirements, reduce certain impact fees, and the encourage the use
7 of parking management programs to enable the more efficient use of parking.

8
9 **OTHER PRIORITY ACTIONS**

10
11 **Action #1. Identify ways to achieve local results with and through regional**
12 **actions.**

13
14 **Policy HO 3.2**

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

1
2 **NOTE: ALL THE TERMS BELOW HAVE BEEN ADDED TO THE MASTER**
3 **GLOSSARY, SO THE GLOSSRY OF HOUSING TERMS WILL BE DELETED.**

GLOSSARY OF HOUSING TERMS

4
5 ~~**Accessory Dwelling Unit:** Separate living quarters contained within or detached from a single-~~
6 ~~family residence on a single lot.~~

7
8 ~~**Affordable Housing:** Housing where the occupant pays no more than 30% of gross~~
9 ~~monthly income for total housing costs, including the cost of taxes and insurance for~~
10 ~~homeowners and monthly utilities for owners and renters.~~

11
12 ~~Affordable housing is defined according to the interpretation found in the Growth~~
13 ~~Management Act – Procedural Criteria [WAC365-195-070(6)]. The term "applies to the~~
14 ~~adequacy of the housing stocks to fulfill the housing needs of all economic segments of~~
15 ~~the population. The underlying assumption is that the market place will guarantee~~
16 ~~adequate housing for those in the upper economic brackets but that some appropriately~~
17 ~~zoned land, regulatory incentives, financial subsidies, and innovative planning techniques~~
18 ~~will be necessary to make adequate provisions for the needs of middle and lower~~
19 ~~income persons."~~

20
21 ~~The Department of Housing and Urban Development (HUD) sets household income~~
22 ~~limits for five income categories based on the local median household income that is~~
23 ~~determined each year. They are as follows:~~

24

25	Extremely Low Income	30% or less of median household income
26	Very Low Income	31% – 50% of median household income
27	Low Income.....	51% – 80% of median household income
28	Moderate Income.....	81% – 95% of median household income
29	Middle Income.....	96% – 120% of median household
30	income	

31
32 ~~**Assisted Housing:** Multifamily rental housing that receives governmental assistance and~~
33 ~~is subject to use restrictions~~

34
35 ~~**Community Land Trust (CLT):** A model of homeownership where a developer (usually an~~
36 ~~affordable housing agency or nonprofit) sells a home to an income-qualified resident, but~~
37 ~~retains ownership of the land. The homeowner earns equity in the home, but not the land.~~

38
39 ~~**Co-housing:** a type of residential community characterized by either attached or~~
40 ~~detached single-family dwelling units which may or may not be located on separate lots,~~
41 ~~and includes a common building, which may contain a large dining room, kitchen,~~
42 ~~lounges, meeting rooms, recreation and laundry facilities, storage, guest rooms, library,~~
43 ~~workshops, and/or childcare, to serve only the co-housing community.~~

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Conservation Villages: A development form that concentrates housing on a relatively small portion of the total site, with the larger portion of the site left untouched as dedicated conservation area. The housing may take the form of common wall structures and/or detached units placed close by one another, situated to minimize the cost of running roads and serving utilities and maximizing the retention of scenic views, open space, natural contours, and vegetation. The techniques used to concentrate buildings may include reduction in lot sizes, building setback and/or bulk requirements. An increase in density may be considered only if appropriate limitations are placed on building footprint, bulk, shape, location, orientation or other site or building design details. The conservation open space is secured in perpetuity by deed restriction.

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.

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.

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

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

14 **Homeless:** Persons whose primary nighttime residence is 1) a public or private place
15 not designed for, or ordinarily used for, sleeping accommodations for human beings, or
16 2) a residence which is a publicly or privately operated shelter designed to provide
17 temporary living accommodations.
18

19 **Household:** One or more related or unrelated persons occupying a housing unit.
20

21 **Housing types:** This term refers to the physical form, configuration or scale of
22 housing, as opposed to an ownership pattern (i.e., rental vs. owned).
23 The list below groups housing types by the category of whether the housing units are
24 detached, common wall, or stacked:
25
26

- 27 ■ **Detached housing**, includes one and two-story houses, ramblers, split-levels,
28 cottages, cabins, accessory dwelling units, mobile homes, and carriage houses
29 (unit over a garage);
30
- 31 ■ **Common wall housing**, includes duplexes, zero lot line homes, rowhouses and
32 townhouses; and
33
- 34 ■ **Stacked housing**, includes two or three story garden apartments and mid-rise,
35 mixed-use structures with commercial ground floor uses and two or more stories
36 of residences above.
37

38 **Impact Fees:** Charges levied by the City against a new development for its pro-rata
39 share of the capital costs of facilities necessitated by the development. The Growth
40 Management Act authorizes the imposition of impact fees on new development and sets
41 the conditions under which they may be imposed.
42

43 **Income-qualified:** A description for a renter or owner of designated affordable housing
44 unit, meaning that the entity managing the affordability has verified the potential
45 resident's income to fall within the income ranges defined under "Affordable housing".
46

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

4 **Low Impact Development (LID):** A stormwater management strategy that emphasizes
5 conservation and use of existing natural site features integrated with distributed, small-
6 scale stormwater controls to more closely mimic natural hydrologic patterns in
7 residential, commercial, and industrial settings. LID employs principles such as
8 preserving and recreating natural landscape features and minimizing impervious
9 surfaces to create functional and appealing site drainage that treat stormwater as a
10 resource rather than a waste product. Practices that adhere to these LID principles
11 include bio-retention facilities, rain gardens, vegetated rooftops, rainwater harvesting
12 (rain barrels and cisterns) and permeable pavements.
13

14 **Manufactured Housing:** A broad term including mobile homes, modular homes and
15 other "factory built" housing. The main distinction is that manufactured housing is
16 created in one or more parts in a factory and is designed and constructed for
17 transportation to a site for installation on a permanent foundation and occupancy when
18 connected to required utilities.
19

20 **Micro unit:** A small studio apartment; micro unit could include a fully functioning and
21 accessibility compliant kitchen and bathroom or rely upon communal kitchen or bathroom
22 facilities.
23

24 **Mixed-Use Development:** The presence of more than one category of use in a
25 structure, for example, a mixture of residential units and office or retail uses in the same
26 building.
27

28 **Multifamily:** A structure or portion of a structure containing two or more dwelling units.
29

30 **Neighborhood:** A small, predominantly residential area of the Island in which the
31 residents share a common identity which may focus around an elementary school, park,
32 community business center or similar feature.
33

34 **PUD or Planned Unit Development:** A development of land that is under unified control
35 and is planned and developed as a whole in a single development operation or
36 programmed series of development stages. Development through a PUD is a process in
37 addition to the subdivision process, which permits development flexibility that will
38 encourage a more creative approach than lot-by-lot development in design.
39

40 **Residential Use:** Any land use that provides for living space. Examples include single
41 family residence, multi-family residence, special residence mobile home park, boarding
42 house, caretaker's quarters, accessory dwelling.
43

43 **Senior Housing:** Housing specifically designed and operated to assist elderly persons
44 (as defined in the State or Federal program); or intended for, and solely occupied by
45 persons 62 years of age or older.

- 1 ~~**Special Needs Populations:** Individuals or families who require supportive social~~
2 ~~services in order to live independently for semi-independently.~~
- 3 ~~**Subarea Plan:** An optional comprehensive plan feature authorized by the Growth~~
4 ~~Management Act. Subarea plans provide detailed land use policies for a geographic~~
5 ~~subset of a city.~~
- 6
- 7 ~~**Subdivision:** The division or re-division of land into five or more lots, tracts, parcels,~~
8 ~~sites or divisions for the purpose of sale, lease or transfer of ownership.~~
- 9
- 10 ~~**Substandard Housing:** A dwelling unit that does not meet the criteria for an acceptable~~
11 ~~standard of living, through lack of maintenance, age of unit, neglect, lack of plumbing~~
12 ~~facilities, kitchen facilities, or crowded conditions.~~
- 13 ~~**Tiny House or Home:** A small dwelling, with a kitchen and bathroom, possibly mounted on~~
14 ~~wheels.~~
- 15 ~~**Urban Concentration:** An area within the urban growth boundary of Bainbridge Island in~~
16 ~~which urban level of development with urban levels of public services and facilities are~~
17 ~~concentrated.~~
- 18
- 19 ~~**Vision:** A Vision is a narrative description of a preferred future, describing desired long-~~
20 ~~term qualities and characteristics of the community 20 or more years in the future.~~
- 21
- 22 ~~**Vision 2040:** Vision 2040 constitutes the multi-county planning policies for the region~~
23 ~~consisting of King, Pierce, Snohomish and Kitsap counties and the cities within these~~
24 ~~counties.~~

ECONOMIC ELEMENT

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TABLE OF CONTENTS

WHAT IS AN ECONOMIC ELEMENT?..... 2

FRAMEWORK..... 2

ECONOMIC VISION4

GOALS AND POLICIES 4

 Diversified Economy 4

 Infrastructure..... 5

 Sustainability..... 5

 Civic Life 6

 Jobs/Housing Balance 7

 Development in *Designated Centers* 7

 Public/Private Partnerships..... 8

 Retail and Services 9

 Services Sector.....10

 Building, Design and Construction Sector.....10

 Tourism.....11

 Arts11

 Home-based Businesses.....12

 Agriculture.....13

 Business/Industrial.....13

IMPLEMENTATION.....14

ECONOMIC PROFILE.....15

ECONOMIC ELEMENT - Introduction

1
2
3
4
5
6
7
8
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The future economy of Bainbridge Island is linked to the community’s *vision* and strategy for dealing with future needs. A healthy, resilient economy, based on our collective future vision of the Island, is a tool for accomplishing larger community *goals* that will help create a robust future.

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

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

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

FRAMEWORK

Retain and enhance an economy that reinforces Bainbridge Island’s diverse character and capitalizes on its assets, including: history and heritage, high educational attainment, diverse skills, artistic creativity, rural quality, agricultural base, natural resources, preserved *open spaces*, beaches and shorelines, maritime orientation, and proximity to the Seattle metropolitan area and the Kitsap Peninsula.

These critical elements of our community identity and economy are all susceptible to anticipated changes in our climate, population and the subsequent responses we make with regard to that change. By considering these changes explicitly we can work to increase the resilience of our economy and thrive in the face of change.

1
2 The intention is to integrate the Economic Element with other parts of the
3 *comprehensive plan* because the economy is intertwined with all aspects of
4 community life. The Economic Element recommends *goals and policies*
5 which recognize the following considerations:
6

7 **1. The Island’s economic future *should* include enterprises that are**
8 **diverse by type and scale, under local ownership and control; that offer**
9 **a variety of employment options; and that support a broad range of**
10 **income and skill levels.**

11
12 Bainbridge Island residents have high incomes relative to the rest of the state and
13 region. However, the prospect of functioning solely as an exclusive high-income
14 bedroom community is not desirable. The Comprehensive Plan aims to foster diverse
15 residential and business opportunities, as does the Economic Element. Creating a
16 diversity of jobs and affordable housing coupled with provisions for responding to
17 market conditions and encouraging innovative business activity are important
18 economic policy steps for the City’s future.
19

20 **2. Bainbridge Islanders are enterprising and are establishing small scale**
21 **businesses which create jobs and grow bigger businesses.**

22
23 Over half of Island-based businesses are home-based. National studies indicate
24 that small businesses provide impetus for new business development and job
25 creation. Existing land use codes and City business tax structure are supportive
26 of home-based and small-scale businesses. This support *should* be continued
27 and expanded into a more complete continuum of opportunities for locating and
28 maintaining Island-grown business.
29

30 **3. When weighing choices regarding our future economy, the fundamental**
31 **considerations *should* be the quality of the Island’s natural environment**
32 **and the community’s desire to maintain the visual character.**
33

34 Bainbridge Island’s quality of life is associated with forests and fields, waters and
35 harbors, *open space* and abundant natural resources, and a thriving town center.
36 These elements of Bainbridge Island are anticipated to be affected by climate change
37 over the coming decades. Careful stewardship of our land and other resources - the
38 foundation for our invaluable sense of place—will be necessary as we promote and
39 permit new development, both residential and commercial.
40

41 The Economic Element incorporates fifteen *goals* and related *policies* as
42 enumerated below. The order of the *goals* and *policies* does not indicate
43 preference or priority.
44
45

ECONOMIC VISION

1
2 Bainbridge Island has balanced economic development with stewardship of our Island's
3 finite natural resources and the needs of a diverse population. Affordable housing is
4 available for much of the local service sector workforce and improvements in
5 communications infrastructure have enabled more successful local enterprises,
6 including home-based business.

7
8 The economy of Bainbridge Island reaps advantages from proximity to the Seattle area
9 and the Kitsap peninsula. The Island is a destination for visitors interested in learning
10 about sustainability and resilient community development. Local employment
11 opportunities are diverse, including small manufacturing, artisanal crafts, high tech, e-
12 commerce, arts, and food. Small retailers are thriving by serving the needs of local
13 residents as well as visitors.

14
15 Agriculture is a thriving part of the Island's economy: all City-owned agricultural land is
16 now under cultivation and producing seasonal foods for local consumption. The number
17 of farms on private acreage has increased and is supplementing the local food supply.

18
19 Innovative and flexible city programs encourage the real estate market to adapt to
20 trends that favor conservation, efficient use of land and resources, and homes of
21 modest size and price.

22
23 Islanders recognize that a sense of community as well as economic value is achieved
24 by neighborly acts. A robust non-profit sector strengthens social capital, provides
25 services and employment opportunities.

26

GOALS AND POLICIES

DIVERSIFIED ECONOMY

GOAL EC-1

Promote economic vitality, growth and stability.

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

36
37 By providing enterprises that both serve and employ local residents, Bainbridge Island
38 will be better able to withstand fluctuations in the larger regional economy. In addition,
39 people who live and work in their community are available to invest time and money in

1 their families, organizations, and community life. A key to a healthy, stable and vital
2 economy is to create and undertake business opportunities that anticipate and respond
3 to conditions that affect our community. This would include identifying emerging needs
4 and markets so that Bainbridge Island businesses benefit from being on the leading
5 edge of change.

6
7 **Policy EC 1.1**

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

12
13 **Policy EC 1.2**

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

17
18 Bainbridge Island is affected by regional, national, international and global
19 environmental and economic trends and changes in the physical environment. While we
20 cannot control global economic or environmental conditions we can support the local
21 economy by providing *policy* direction and land use *infrastructure* to allow for and
22 encourage robust economic activities that are prepared for and responsive to change.

23
24 **Policy EC 1.3**

25 Coordinate with local business groups to track commercial activity, identify trends and
26 assess the economic health of the Island. Adopt an economic vitality strategy to identify
27 creative and appropriate ways for the City to encourage and stimulate business activity.

28
29 **Policy EC 1.4**

30 Support entrepreneurship by providing adequate *land use* designations in keeping with
31 the character of the Island, while avoiding investment in sectors/activities/*infrastructure*
32 that will not remain viable in the foreseeable future

33
34 **Policy EC 1.5**

35 In order to provide opportunities for business enterprise, adequate space must
36 be provided for growth that recognizes and protects the Island’s valued natural
37 amenities, its limits of land and water and the quality of its residential
38 *neighborhoods*. █

39
40 **Policy EC 1.6**

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

43
44 **Policy EC 1.7**

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

1 **INFRASTRUCTURE**

2
3 **GOAL EC-2**

4 **Provide sufficient and resilient infrastructure that is supportive of a healthy**
5 **economy and environment.**

6
7 **Policy EC 2.1**

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

10
11 **Policy EC 2.2**

12 Support *infrastructure* enhancement to accommodate new information
13 technology and changing conditions.

14
15 **Policy EC 2.3**

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

18
19 **The Council asked for language to clarify that a sustainable Island economy is**
20 **founded on three different but related types of economic capital . We have**
21 **drafted the language below to acknowledge that. Note that the three subsets of**
22 **“economic capital” , which are “financial capital,” “natural capital” and “social**
23 **capital” are defined on page 7 of the Glossary.**

24
25 **SUSTAINABILITY SUSTAINABLE ISLAND ECONOMY**

26
27 A sustainable economy is one in which the community encourages and grows *financial*
28 *capital, natural capital* and *social capital*. Goals 3 and 4, and their policies, recognize
29 the importance of all three to a healthy and sustainable Island economy.

30
31 **GOAL EC-3**

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

34 Environmental protection is a value expressed in the *guiding principles* that are the
35 foundation of the comprehensive plan. A quality environment promotes and enhances
36 economic vitality of the community.

37
38 **Policy EC 3.1**

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

42
43 **Policy EC 3.2**

44 Help businesses find markets for surplus materials, by-products and waste.

1
2 **Policy EC 3.3**
3 Encourage local enterprises to participate in programs, such as the Kitsap
4 County Waste Wise and Green Community Initiative, which recognize and assist
5 business efforts to protect the environment.

6
7 **Policy EC 3.4**
8 Encourage public sector solid waste reduction, reuse and recycling.
9

10 **Policy EC 3.5**
11 Encourage existing and new businesses to become part of a linked cooperative
12 whereby the by-products and waste of one enterprise become the raw materials
13 of another.

14
15 **Policy EC 3.6**
16 Create opportunities to foster green technology and industries, such as energy, waste
17 and information technology, which have the potential to create local, family wage jobs in
18 our community at the same time we are protecting our natural beauty, environmental
19 and economic health.

20
21 **CIVIC LIFE**
22

23 **GOAL EC-4**

24 **Encourage a broad range of civic activities and organizations.**

25
26 Non-profit organizations are a source of employment and other economic
27 benefits for Islanders and utilize many local commercial and service providers.
28 Volunteers also provide significant contributions to the local economy.
29 Organizations such as Helpline House, Arts and Humanities Bainbridge,
30 Bainbridge Island Museum of Art, Housing Resources Bainbridge, Bainbridge
31 Island Downtown Association, and the Chamber of Commerce rely largely on
32 volunteer efforts and provide irreplaceable human resources to the
33 community.

34
35 **Policy EC 4.1**
36 Support the non-profit sector of human and social service providers.
37

38 **Policy EC 4.2**
39 Encourage and recognize individuals, organizations, and businesses that
40 volunteer time and skills to the community.

41
42 **Policy EC 4.3**
43 Encourage local business groups, educational institutions, and other entities
44 to provide continuing education and skills development.

45
46 **Policy EC 4.4**

1 Promote Bainbridge Island as a family-friendly community with high quality schools,
2 recreational opportunities and a safe, clean environment.

4 **JOBS/HOUSING BALANCE**

6 **GOAL EC-5**

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

9
10 The Housing Element of the *comprehensive plan* provides several options for the
11 development of *affordable housing* on the Island.

12 **Policy EC 5.1**

13 Continue to monitor the progress in implementing the Housing Element
14 and evaluate new ways of providing *affordable housing*.
15

16 **Policy EC 5.2**

17 In concert with the Housing Element’s Goals and Policies, pursue a housing strategy
18 that seeks to accommodate a wide variety of housing options, both in design and
19 affordability, to meet the demands of the full range of the population, including
20 service sector employees, retirees, students, artists, farmers and craftspeople.
21

22 **DEVELOPMENT IN DESIGNATED CENTERS**

24 **GOAL EC-6**

25 **As the city’s *designated centers* evolve, balance their functions as places of**
26 **commerce and employment with their roles helping to meet housing needs and**
27 **provide focal points for civic engagement and cultural enrichment.**
28

29 **Policy EC 6.1**

30 Create attractive *designated centers* that will help the Island economy prosper and
31 provide a high quality of life, creating ancillary benefits such as decreasing pollution
32 (including *greenhouse gas emissions*), protecting *open space*, and creating local family
33 wage jobs.
34

35 **Policy EC 6.2**

36 Utilize urban design strategies and approaches to ensure that changes to the built
37 environment are at a locally appropriate scale and enhance the Island’s unique
38 attributes, in recognition of the economic value of “sense of place.”
39

40 **Policy EC 6.3**

41 Develop urban design strategies to ensure that the built environment is appropriate for
42 present and future conditions, including the impacts of *climate change*.
43

44 **Policy EC 6.4**

45 Ensure the efficient flow of people, goods, services, and information in and throughout
46 the Island with infrastructure investments, particularly within and connecting to

1 designated centers, to anticipate the needs of the Island’s businesses.

2
3 **Policy EC 6.5**

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

7
8 **Policy EC 6.6**

9 Preserve and enhance activities that feature Bainbridge Island’s history of maritime,
10 agricultural and artistic enterprises.

11
12 **Policy EC 6.7**

13 Monitor parking requirements in the *designated centers* and revise them as needed to
14 encourage business development, while reasonably accommodating parking demand.
15 This should be done in concert with efforts to reduce dependence on automobiles_and
16 improve our local environment.

17
18 **PUBLIC/PRIVATE PARTNERSHIPS**

19
20 **GOAL EC-7**

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

25
26 **Policy EC 7.1**

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

29
30
31 **Policy EC 7.2**

32 Focus “buy local” community marketing on consumer spending segments in which
33 there is significant “leakage” and also a strong possibility of recapturing spending.

34
35 **Policy EC 7.3**

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

38
39 **Policy EC 7.4**

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

43
44 **Policy EC 7.5**

45 Continue to support and enhance the arts/culture sector and the visitors that arts and
46 cultural events attract.

1
2 **Policy EC 7.6**
3 Support and enhance recreational, nature-based, and other outdoor events that attract
4 visitors.

5
6 **Policy EC 7.7**
7 Support and make Bainbridge Island a model community for *climate change*
8 preparedness and sustainability practices that ensure long-term business viability while
9 attracting and protecting visitors, businesses and residents.

10
11 **Policy EC 7.8**
12 Support and enhance our waterfront, including docks and maritime services that attract
13 visitors and residents.

14
15 **Policy EC 7.9**
16 Provide an efficient, timely and predictable regulatory environment within the framework
17 of a strong customer service approach.

18
19 **Policy EC 7.10**
20 Encourage the private, public, and non- profit sectors to incorporate environmental
21 and social responsibility into their practices.

22
23
24 **RETAIL AND SERVICES**

25
26 **GOAL EC-8**

27 **Maintain and enhance Winslow as the commercial hub of Bainbridge Island.**
28 **Position the Neighborhood Centers to provide the opportunities for smaller-**
29 **scale commercial and service activity.**

30
31 **Policy EC 8.1**
32 Reinforce Winslow as the mixed-use center for commerce and exchange by fully
33 implementing the Winslow Master Plan.

34
35
36 **Policy EC 8.2**
37 Neighborhood Centers *should* be developed at higher residential *densities*, as
38 recommended in the Land Use Element, in order to attract a variety of small-scale
39 retail and service providers.

40
41
42 **SERVICES SECTOR**

43
44 **GOAL EC-9**

45 **Grow a healthy service sector to increase employment opportunities, enhance**

1 **local revenues, and meet emerging needs of the Island’s changing demographics.**

2
3 **Policy EC 9.1**

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

5
6 **Policy EC 9.2**

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

9
10 **Policy EC 9.3**

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

13
14 **Policy EC 9.4**

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

17
18
19 **BUILDING DESIGN AND CONSTRUCTION SECTOR**

20
21 **GOAL EC-10**

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

25
26 The professions and trades involved in design, construction, furnishing, renovation, and
27 marketing of commercial and residential real estate constitute a large and very
28 important sector of the Island’s economy. Productivity and profits within that sector are
29 crucial factors in the stability and wellbeing of the entire community. The built
30 environment is no less important than our natural resources in defining Bainbridge
31 Island as a unique and attractive place. Good development, in a community such as
32 ours, must work within limits and be compatible with the goals of environmental
33 conservation.

34
35 **Policy EC 10.1**

36 Make the City’s development permit process more timely, fair and predictable.

37
38 **Policy EC 10.2**

39 Partner with Island architects, landscape architects, builders and related construction
40 professionals to draft development standards and practices that incorporate green
41 building practices and context-sensitive design.

42
43 **TOURISM**

44 **GOAL EC-11**

45 **Tourism is a key sector of the Island’s economy and needs to be supported.**

1 **Bainbridge Island provides unique opportunities for visitors to experience**
2 **internationally recognized gardens, cultural centers, parks, and recreational**
3 **events.**

4
5 **Policy EC 11.1**

6 Improve pedestrian links between the ferry terminal, downtown Winslow, and
7 the harbor. Visitors on foot and bicycle *should* be encouraged. Encourage and
8 support public transit and shuttle services.

9
10 **Policy EC 11.2**

11 The predominant focus of downtown Winslow *should* be to serve the commercial
12 and social needs of Island residents. A lively, *pedestrian-oriented* town center that
13 provides a mix of commercial and *residential uses* is a potential tourist destination.

14
15 **Policy EC 11.3**

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

18
19 **Policy EC 11.4**

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

22
23 **Policy EC 11.5**

24 Encourage bed and breakfasts and other creative tourist accommodation

25
26 **ARTS**

27
28 **GOAL EC-12**

29 **Continue to promote the arts as a significant component of the Bainbridge**
30 **Island economy.**

31 **Policy EC 12.1**

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

34
35 **Policy EC 12.2**

36 Promote the arts community within the northwest region as an economic
37 asset of the Island.

38
39 **HOME-BASED BUSINESSES**

40
41 **GOAL EC-13**

42 **Foster home-based businesses as a key to a present and future vital**
43 **economy.**

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

4
5 **Policy EC 13.1**

6 Continue performance standards to harmonize impacts of home-based businesses
7 in residential *neighborhoods*.

8
9
10 **Policy EC 13.2**

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

13
14 **AGRICULTURE**

15
16 **GOAL EC-14**

17 **Recognize that farming is a part of the Island’s heritage and contributes to the**
18 **island’s economy.**

19
20 The Environmental and Land Use Elements contains several *goals* and *policies*
21 intended to sustain and enhance agriculture.

22
23 **Policy EC 14.1**

24 Support the market for Island-grown agriculture products by:

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

33
34 **Policy EC 14.2**

35 Support a program that helps working farms through educational, historic,
36 farmstay and tourist visits.

37
38 **BUSINESS/INDUSTRIAL**

39
40 **GOAL EC-15**

41 **The Business/Industrial (B/I) land use designation should provide space for job**
42 **creating enterprises. Island based businesses provide the possibility of living and**
43 **working in the community. It is the purpose of the B/I land use designations to**
44 **provide opportunities for light industrial and other non-retail activities. The City**

1 **should be prepared to respond to a changing marketplace and the business**
2 **opportunities perceived by its citizens, when those opportunities require pre-**
3 **existing infrastructure and well-designed accommodations in order to flourish.**
4

5 **Policy EC 15.1**

6 Promote manufacturing and business/industrial employment as an important source
7 of family wage jobs on Bainbridge Island.
8

9
10 **Policy EC 15.2**

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

- 13 • Proximity to existing B/I.
- 14 • The total amount of and expected need for B/I-zoned land.
- 15 • Compliance with all *policies* in the Land Use Element.
- 16 • Reasonable proximity to SR 305.
- 17 • Availability of public sewer and water, *or* whether permitted uses might safely
18 use wells and septic systems or other alternative systems that are approved
19 by the Kitsap Public Health District.
- 20 • Consideration of pollution and *aquifer recharge* concerns.
- 21 • Adjacency to *non-residential land uses*.
- 22 • Minimal impact to *residential land uses, neighborhoods* and *open*
23 *space/conservancy* and *agriculture* areas.

24
25 **Policy EC 15.3**

26 Business/Industrial development *shall* conform to all Business/Industrial
27 performance standards, the requirements of Site Plan and Design Review, and
28 applicable design guidelines.
29
30
31

ECONOMIC IMPLEMENTATION

32
33 To implement the goals and policies in this Element, the City must take a number of
34 actions, including adopting or amending regulations, creating partnerships and
35 educational programs, and staffing or other budgetary decisions. Listed following
36 each action are several of the comprehensive plans policies that support that action.
37

HIGH PRIORITY ACTIONS

38
39
40 **Action #1. Adopt and maintain an Economic Development Strategy to coordinate**
41 **public and private efforts to grow and sustain a healthy economy on the Island.**
42

1 **Policy EC 1.3**

2 Coordinate with local business groups to track commercial activity, identify trends
3 and assess the economic health of the Island. Adopt an economic vitality strategy to
4 identify creative and appropriate ways for the City to encourage and stimulate
5 business activity.
6

7 **Policy EC 1.7**

8 Partner with the Chamber of Commerce, the Bainbridge Island Downtown
9 Association and others to monitor the Island’s business climate and make
10 appropriate adjustments to the economic vitality strategy.
11

12 **MEDIUM PRIORITY ACTIONS**

13
14 **Action #1. Continue efforts to promote and support agriculture as a component
15 of the Island’s economy, landscape and culture.**
16

17 **Policy EC 14.1**

18 Support the market for Island-grown agriculture products by:

- 19 • Recognizing and supporting the Bainbridge Island Farmers’ Market,
20 including permanently dedicating space for the market and enhancing the
21 market area.
- 22 • Allowing and promoting roadside stands that sell Island-grown products.
- 23 • Promoting and supporting Community Supported Agriculture (CSA).
- 24 • Encouraging the development of value-added processing facilities that can
25 be shared by many farmers.
- 26 • Encouraging food crops to be planted on public land.
27

28 **Action #2. Identify capital projects and streetscape standards to enhance non-
29 motorized mobility within Winslow and connecting to shoreline activities.**
30

31 **Policy EC 11.1**

32 Improve pedestrian links between the ferry terminal, downtown Winslow, and
33 the harbor. Visitors on foot and bicycle *should* be encouraged. Encourage
34 and support public transit and shuttles.
35
36

37 **OTHER PRIORITY ACTIONS**

38
39 **The Council asked to have this action moved up to either High Priority or at least
40 Medium Priority status, in recognition of the fact that the City is now working on
41 parking issues in Winslow. In that same vein, they thought that parking is
42 important for non-business use and that the text of this Action should reflect that.**
43

44 **Action #1. Assure that adequate parking is available in designated centers to
45 support businesses as well as civic or other public uses.**
46

1
2
3
4
5
6
7
8
9
10

Policy EC 6.7

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

WATER RESOURCES ELEMENT

TABLE OF CONTENTS

INTRODUCTION	1
VISION	4
GOALS AND POLICIES	4
General Water Resources.....	4
Groundwater Protection and Management.....	5
Surface Water Protection and Management.....	7
Stormwater Protection and Management.....	10
Residential On-site Sewage Systems.....	11
Contaminated Sites.....	12
Public Education and Outreach.....	13
WATER RESOURCES ELEMENT IMPLEMENTATION	15
EXISTING CONDITIONS AND FUTURE NEEDS	19

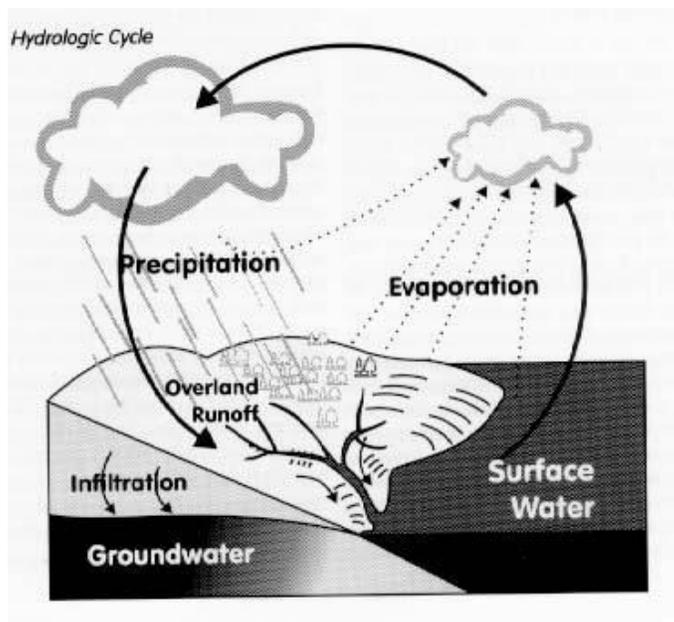
WATER RESOURCES Introduction

Bainbridge Island is a quasi-enclosed environment that requires a holistic perspective to understand the interdependence among the Island's three primary water resources: *groundwater*, surface water, and *stormwater*. Although these waters are typically regulated and managed independently, they are, in nature, intimately connected. In fact, it is all the same water, simply given a different name and managed according to where it resides in the hydrologic cycle at any given time (see Fig.1).

When rain falls, rainwater that is not evaporated or taken up by plants will take one of three paths. It may infiltrate into the ground where it is called *groundwater*. It may drain directly into *streams* and harbors where it is called surface water, or it may be captured by manmade *infrastructure* such as street drains, ditches, or detention/retention ponds where it is called *stormwater*.

Rainwater that infiltrates into the ground (*groundwater*) may be pumped from wells to provide drinking water or irrigation or seep out of the ground into *streams*, springs, and harbors where it is, again, called surface water. Likewise, *stormwater* may discharge into a nearby stream or harbor and become surface water or infiltrate into the ground and become *groundwater*.

Fig. 1. The Hydrologic Cycle



In order to successfully protect and manage any one of these waters, one must protect

1 and manage all three. To address these interrelationships, a separate Water
2 Resources Element has been developed as follows:

- 3 • General water resources management policies
- 4 • *Groundwater* protection and management policies
- 5 • Surface water protection and management policies
- 6 • *Stormwater* protection and management policies
- 7 • Residential on-site sewage system policies
- 8 • Contaminated sites policies
- 9 • Public education and outreach policies

10 11 **Land Use Connection**

12 In the development of policies related to the management of our Island water
13 resources, it is important to understand the links between water resources quality
14 and quantity and *land use*. Most water quality and habitat integrity impacts are caused
15 by the way land was or is used. Developed land allows for rapid *runoff* and
16 inundation of natural conveyance systems such as *wetlands* and *streams*. Rapid
17 *runoff* can cause damage through flooding, erosion, and water-borne contamination.

18
19 In addition, *households* create sewage which needs disposal either by a wastewater
20 treatment plant or by residential on-site sewage systems. Wastewater treatment plants
21 are reasonably effective at cleaning wastewater, but do not at present provide complete
22 removal of nitrogen nor treat for contaminants of emerging concern which include, but
23 are not limited to, byproducts of medications, recreational drugs, health and beauty
24 products, and caffeine.

25
26 Residential on-site sewage systems can fail and cause contaminants to enter the
27 surface water and/or *groundwater*. Even functioning systems, depending upon *density*
28 and proximity to surface water and *groundwater*, can contribute to accumulations of
29 nitrogen and contaminants of emerging concern in these waters.

30
31 Use of fertilizers, pesticides, and other chemicals for cropland, lawns and gardens, and
32 vehicle and *household* cleaning and maintenance as well as improper pet and livestock
33 waste management can add significant contamination to surface water, *stormwater* and
34 *groundwater*.

35
36 Commercial and industrial uses, past and present, leave behind pollutants in our soils.
37 In particular, historic *land uses* such as large row crop agriculture, lumber, petroleum,
38 and others have left behind legacy pollutants in sediments both on upland properties
39 and in the sediments along the bottoms of our *streams*, harbors, and nearshore areas.

40
41 Without proper coordination of the regulations that will implement policy statements,
42 conflicting signals may be given when dealing with water resources issues. For
43 example, a surface water problem may be resolved by efficiently collecting and
44 removing all water from the area, whereas a *groundwater recharge* issue may require

1 that the water be kept on-site to allow for infiltration.

2
3 Another conflict arises when infiltration of *stormwater* competes for space with on-
4 site sewage system drainfields. There are physical limitations to the rates of infiltration
5 and absorption based on soil types, which may make it impossible to have both of
6 those facilities on the same site. Where development occurs in important *aquifer*
7 *recharge areas*, special consideration is needed to preserve the volume of *recharge*
8 available to the *aquifer* and to protect the *groundwater* from contamination.

9
10 A key component of water resources protection and adaptive management is adequate
11 monitoring in order to assess impacts of current land use and the effectiveness of
12 applied management actions.

13
14 The overriding theme that runs through all of the policies and *goals* in this element
15 is the preservation and protection of water quality, water quantity, and ecological and
16 hydrologic function.

17 18 **Climate change**

19 *Climate change* projections indicate that over the coming decades, sea level may rise
20 up to four feet in the Puget Sound region, the ocean will become more acidic, and
21 climatic conditions are likely to become warmer. This will result in more intense rain
22 events during the wet season with longer, drier summers, though overall annual
23 volume of rainfall will remain approximately the same.

24
25 Ocean acidification will likely impact aquatic species survival and assemblages in our
26 marine areas and sea level rise will likely impact habitat and built *infrastructure* in our
27 nearshore areas including homes, businesses, and public facilities such as roads and
28 sewer facilities.

29
30 Wetter conditions during the wintertime will increase water availability, but may cause
31 flooding or diminish water quality. More intense and frequent storms or heavier
32 rainfall events can cause *stormwater* inundation and localized flooding, chronic
33 flooding, non-infiltrated run-off, erosion and landslides. Increased intensity of rainfall
34 may also diminish *aquifer recharge* rates as saturated soils are less able to absorb
35 large amounts of water falling over short periods of time.

36
37 Warmer, drier conditions in the summertime will increase evaporation rates and
38 water demand by plants, wildlife and people, and may diminish water quality. Dry
39 conditions decrease water availability, resulting in reduced stream flow and
40 diminished *aquifer recharge*. Warmer and drier conditions can also reduce water
41 quality, both by increasing in-stream temperatures and by concentrating
42 contaminants in smaller volumes of water.

1

WATER RESOURCES VISION

2

3 In the year 2036, Bainbridge Island’s water resources (precipitation, on the surface, and
4 in the ground) are climate resilient and demand and quantity are adequate for all forms
5 of **life flora and fauna** on the Island. *Aquifers* are continuously monitored and
6 maintained above the early warning level. The water quality for most of the consumed
7 water is monitored to ensure quality fully meets the standards for drinking water.

8

9 Education on water conservation has resulted in a significant reduction in the average
10 water consumption per *household*. The Bainbridge Island *groundwater* model is
11 regularly updated with new data and results from model runs are used to maintain long-
12 term *sustainability* of the Island’s water resources. *Low impact development* techniques
13 are applied to all *land uses* and redevelopment.

GOALS AND POLICIES

14

GENERAL WATER RESOURCES

15

GOAL WR-1

16 **Manage the water resources of the Island in ways that restore, enhance, and**
17 **preserve their ecological and hydrologic function.**

18

- 19 • Degradation of water resources is not allowed.
- 20 • The long-term *sustainability* of the Island’s water resources is maintained, taking
21 into account future climatic conditions and their effects on the water cycle.
- 22 • New development and population growth are managed so that water resources
23 remain adequate for the indefinite future.
- 24 • *Groundwater*, surface water, and *stormwater* monitoring, data assessment, and
25 reporting are current and available including future projections of availability,
26 quality and need.
- 27 • Use current and future technology to maintain and protect water resources.

Policy WR 1.1

28 Study future climate and demand scenarios to accurately understand future water
29 resource conditions.
30

Policy WR 1.2

31 *Groundwater*, surface water, and *stormwater* are resources that *shall* be protected and
32 managed to preserve water quality and quantity, and to retain natural ecological and
33 hydrologic function to the maximum extent practicable.
34

1 **Policy WR 1.3**

2 To foster sustainable water resources, planning, protection, management, monitoring
3 and on-going education and outreach *should* be provided by the City in coordination
4 with government agencies at all levels, drinking water purveyors, *watershed*
5 management groups, Tribes, non-profit organizations, local integrating organizations for
6 regional recovery and protection, and other stakeholders.

7 **Policy WR 1.4**

8 Apply the policies in this element in tandem with the protective measures set by the
9 City’s Shoreline Management Master Program, *Critical areas* Ordinance, and other
10 environmental or water resources management ordinance established by the City.

11 **Policy WR 1.5**

12 Identify the areas of the Island that are the most vulnerable to pollution from
13 concentrations of fecal coliforms and nitrates (for example, from septic fields,
14 agricultural activities, or fertilizers), and monitor those areas to determine if and when
15 preventative or restorative measures are warranted.
16

17 **GROUNDWATER PROTECTION AND MANAGEMENT**

18 **GOAL WR-2**

19 **Protect the quality and quantity of groundwater on the Island**

20 **Policy WR 2.1**

21 Recognize that the entire Island functions as an *aquifer recharge area*. *Low impact*
22 *development* techniques are essential for maintaining *aquifer recharge*.
23

24 Low impact uses and less intense development are appropriate for areas with high
25 *aquifer recharge*. Low impact uses include development for buildings, roads or parking
26 that has a reduced area of impact on the land. Low impact uses do not depend on
27 regular applications of fertilizers or pesticides. *Low impact development* is an
28 environmentally-friendly approach to site development and *stormwater* management,
29 emphasizing the integration of site design and planning techniques that conserve and
30 protect the natural systems and hydrologic functions of a site.
31

32 **Policy WR 2.2**

33 **Identify and assess Areas** of high *aquifer recharge* ~~should be identified and assessed~~
34 as part of a *land use* application. Care ~~should~~ **shall** be taken to minimize the effect of
35 development on these areas.
36

37 **Policy WR 2.3**

38 To promote efficient use of *groundwater* resources, encourage the expansion of public
39 and private water systems, rather than encouraging *shallow* or individual residential
40 wells.

1 **Policy WR 2.4**
2 Assess the impacts of proposed activities and development on the flow of springs and
3 *streams* and levels of *wetlands* that are either sustained by *groundwater* discharge or
4 contribute *recharge* to *groundwater*, and require an assessment of anticipated
5 hydrologic impacts. Activities or development may be restricted if the report indicates
6 any adverse impacts.

7
8 **Policy WR 2.5**
9 In cooperation with the appropriate regulatory agencies (e.g., Washington State
10 Department of Health and the Kitsap Public Health District) institute new wellhead
11 protection procedures.

12
13 **Policy WR 2.6**
14 Encourage the use of integrated pest management techniques and the reduction of
15 pesticide and herbicide use within the City boundaries.

16
17 **Policy WR 2.7**
18 Establish a stakeholder group to develop an Island-wide *groundwater* management
19 plan.

20
21 **Policy WR 2.8**
22 Develop a program to strongly encourage exempt well owners to regularly monitor the
23 quality of their well water and identify leaks using tools such as flow meters. Results
24 *should* be self-reported to the Kitsap Public Health District.

25
26 **Policy WR 2.9**
27 Recognizing that the Island *aquifer* system is a Sole Source *Aquifer* as designated by
28 EPA, institute an added level of development and re-development permit review to
29 prevent or mitigate potential pollutant-generating activities associated with proposed
30 *land use*.

31
32 **Policy WR 2.10**
33 Develop seawater intrusion prevention regulations.

34
35 **Policy WR 2.11**
36 Develop a water conservation program.

37
38 **Policy WR 2.12**
39 Encourage water re-use and reclamation ~~will be encouraged~~ to serve as a
40 supplementary source for high-water users such as industry, parks, schools, and golf
41 courses, as approved by the Washington State Department of Health.

42
43 **Policy WR 2.13**
44 Develop a program that encourages homeowners to explore innovative methods for
45 recapturing and reusing surface water *runoff* and grey water, as approved by the
46 Washington State Department of Health and the Kitsap Public Health District.

1 **Policy WR 2.14**

2 Maintain a comprehensive program of *groundwater* data gathering and analysis. The
3 program *shall* include modeling, hydrogeologic and geologic studies, and monitoring of
4 static water levels, water use, water quality, surface water flows, and acquisition of other
5 data as necessary.

6
7 **GOAL WR-3**
8 **Surface Water Protection and Management**
9

10 **Achieve no net loss of ecological functions and processes necessary to sustain**
11 ***aquatic resources*¹ including loss that may result from cumulative impacts over**
12 **time.**

13
14 Over recent decades, awareness has grown of the importance of preserving and
15 protecting *aquatic resources*. *Aquatic resources* have a number of important ecological
16 functions, processes and values. These functions vary, but include providing water
17 quality protection, flood plain control, shoreline stabilization, contributions to
18 *groundwater* and stream flows and wildlife and fisheries habitat. *Aquatic resources* also
19 have values as natural areas providing aesthetic, recreational and educational
20 opportunities that *should* be preserved for future generations.

21 **Policy WR 3.1**

22 Development ~~should~~ **shall** not be approved in regulated aquatic *critical areas* or their
23 associated water quality buffer unless the subject property is encumbered to such an
24 extent that application of *development regulations* would deny all reasonable use of
25 property.

26 **Policy WR 3.2**

27 Require that vegetated buffers be maintained between proposed development and the
28 aquatic resource in order to protect the functions and values of such systems.
29 Degraded buffers *should* be restored to enhance their function. Allow reductions in
30 vegetated buffers only in areas where such reductions, if consistently applied, would not
31 result in significant cumulative impacts to *aquatic resources* and *fish and wildlife habitat*.

32 **Policy WR 3.3**

33 Require that buffers be retained in their natural condition wherever possible, while
34 allowing for appropriate maintenance. Where buffer disturbance has occurred, require
35 re-vegetation with appropriate species, with a preference for native species, to restore
36 the buffers' protective values.

37
38 Vegetated buffers facilitate infiltration and maintenance of stable water temperatures,
39 provide the biological functions of flood storage, water quality protection and
40 *groundwater recharge*, reduce amount and velocity of run-off, and provide for wildlife
41 habitat.

¹ *Aquatic resources* – Marine nearshore, *wetlands*, *streams*, lakes, creeks and associated vegetated areas.

1 **Policy WR 3.4**

2 Ensure that development activities are conducted so that *aquatic resources* and natural
3 drainage systems are maintained and water quality is protected.

4 **Policy WR 3.5**

5 Prior to any clearing, grading, or construction on a site, all *wetlands, streams,* and buffer
6 areas **should shall** be specifically identified and accurately located in the field in order to
7 protect these areas during development.

8 **Policy WR 3.6**

9 Herbicides and pesticides *shall* not be used in aquatic resource areas, and buffers, and
10 *should* be discouraged in the areas that drain into them.

11 **Policy WR 3.7**

12 Prohibit access to aquatic *critical areas* by *farm* animals. Agricultural activities within
13 proximity of *aquatic resources* *should* complete a *farm* management plan addressing
14 water quality and other natural resource protection.

15 **Policy WR 3.8**

16 Require mitigation to compensate for unavoidable impacts to aquatic *critical areas*.
17 Mitigation *should* be designed to achieve no net loss in functions and processes of
18 *aquatic resources*.

19 **Policy WR 3.9**

20 Promote *watershed*-based mitigation to meet federal regulations, improve mitigation
21 success and better address the ecological demands of the island's *watersheds*.
22

23 **Policy WR 3.10**

24 Work with state and local health departments to evaluate the merits of new technologies
25 such as greywater capture, package treatment plants and composting toilets, as
26 alternatives to septic and sewer systems; and determine which of those systems *should*
27 be allowed and/or encouraged to better protect the quality and capacity of the Island's
28 surface water and nearshore environment.
29

30 **Policy WR 3.11**

31 Consider the impacts of *climate change*, and ocean acidification, when developing
32 regulations or approving capital projects related to *aquatic resources*, including marine
33 nearshore, *wetlands, streams,* lakes, creeks, associated vegetated areas and *frequently*
34 *flooded areas*.

35 **Policy WR 3.12**

36 Allow stream relocation only where relocation would result in improved stream habitat or
37 when a property owner would otherwise be denied all reasonable use of the property.

1 **Policy WR 3.13**

2 Degraded channels and banks *should* be rehabilitated by various methods (e.g., culvert
3 replacement, volunteer efforts, public programs or as offsetting mitigation for new
4 development) to restore the natural function of the riparian habitat for fish and wildlife.

5 **Policy WR 3.14**

6 Resident and migratory fish *streams* and adjacent land *should* be preserved and
7 enhanced to ensure a sustainable fishery.

8 **Policy WR 3.15**

9 Require the construction of public facilities to avoid encroachment into and disturbances
10 of *aquatic resources*.

11 **Policy WR 3.16**

12 Maintain a comprehensive program of surface water inventory, data gathering and
13 analysis. The program *shall* include monitoring and assessment of physical, chemical,
14 and biological health of surface water ecosystems to include *streams*, ephemeral
15 *streams*, lakes, *wetlands*, and marine waters. This may include water, flow, sediment,
16 habitat, submerged aquatic vegetation, fish and shellfish tissue, aquatic species
17 diversity and other ecosystem health indicators.

18
19
20 **STORMWATER PROTECTION AND MANAGEMENT**

21
22 **GOAL WR-4**

23 **Rather than capture and carry-stormwater away as a wastestream, protect it from**
24 **pollutants and retain it on site to replenish *aquifers* and maintain *wetland* and**
25 **summer stream flows, preserving or mimicking the natural water cycle to the**
26 **maximum extent practicable.**

27 **Policy WR 4.1**

28 Comply with all requirements of the City’s National Pollutant Discharge Elimination
29 System Phase II Municipal *Stormwater* Permit (NPDES Permit).

30 **Policy WR 4.2**

31 Continue to provide ongoing opportunities for the public to participate in the decision-
32 making process involving the development, implementation and update of the City’s
33 *Stormwater* Management Program (SWMP) through advisory councils, public hearings,
34 and *watershed* committees.

35 **Policy WR 4.3**

36 Continue to improve and maintain an education and outreach program designed to
37 reduce or eliminate behaviors and practices that cause or contribute to adverse
38 *stormwater* impacts and encourage the public to participate in stewardship activities.

1 **Policy WR 4.4**

2 Continue to identify and eliminate sources of pollutants to the City's *stormwater*
3 drainage system through proactive field screening techniques such as effluent
4 monitoring, system inspections and cleaning, and commercial and industrial business
5 inspection, and through the enforcement of the City's Illicit Discharge Detection and
6 Elimination ordinance.

7 **Policy WR 4.5**

8 Ensure development of, and adherence to, required public and private *stormwater*
9 pollution prevention plans (SWPPPs) for public facilities, construction sites, and
10 commercial and industrial *land use*. Encourage the use of such plans where not
11 specifically required.

12 **Policy WR 4.6**

13 Ensure development of, and adherence to, erosion and sediment control plans on all
14 construction and development sites of any size.

15 **Policy WR 4.7**

16 Develop and actively enforce a strong *Low impact development (LID)* ordinance to
17 require any and all methods and practices for new development and redevelopment to
18 the maximum extent practicable and reasonable. *LID* is a *stormwater* and *land use*
19 management strategy that strives to mimic pre-disturbance hydrologic processes of
20 infiltration, filtration, storage, evaporation, and transpiration by emphasizing
21 conservation, use of on-site natural features, site planning, and distributed *stormwater*
22 management practices that are integrated into a project design.

23 **Policy WR 4.8**

24 Prioritize *LID*-based retrofit of public and private *stormwater* drainage systems and built
25 assets through the inventory, management and fiscal planning process.

26 **Policy WR 4.9**

27 Incentivize *LID* retrofit of current built environment.

28 **Policy WR 4.10**

29 Use *watershed* and basin plans as a means to reduce *stormwater* impacts and *non-*
30 *point source pollution*.

31 **Policy WR 4.11**

32 Comply with all requirements specifically identified by the City's permit for any Total
33 Maximum Daily Load (TMDL) in which the City is a stakeholder.

34 **Policy WR 4.12**

35 Conduct effectiveness monitoring and assessments to continue to adaptively manage
36 *stormwater* to ensure optimal protection.

1 **RESIDENTIAL ON-SITE SEWAGE SYSTEMS**

2
3 **GOAL WR-5**

4 **Ensure that sewage is collected, treated, and disposed of properly to prevent**
5 **public health hazards and pollution of *groundwater*, Island surface water, and the**
6 **waters of Puget Sound.**
7

8 **Policy WR 5.1**

9 Regulations and procedures of the Washington State Department of Health and the
10 Kitsap Public Health District apply to all on-site disposal systems. The City *shall* work
11 with these agencies to assure regular inspection, maintenance and repair of all *sanitary*
12 *sewer* and on-site systems located on the Island.

13 **Policy WR 5.2**

14 Request notification of all waivers or variances of Kitsap Public Health District
15 requirements, such as modification of setbacks, vertical separation, minimum lot size,
16 reserve drainfield, etc., prior to issuance and subsequent modifications by the Kitsap
17 Public Health District of an approved Building Site Application.

18 **Policy WR 5.3**

19 Allow alternative systems, such as sand filters, aerobic treatment, composting toilets,
20 and living-systems when approved by the Kitsap Public Health District.

21 **Policy WR 5.4**

22 Regulations *shall* require coordination between the on-site septic and *storm drainage*
23 disposal systems designs to ensure the proper functioning of both systems.

24 **Policy WR 5.5**

25 Assist the Kitsap Public Health District in developing a program to require proper
26 maintenance of all on-site waste disposal systems in order to reduce public health
27 hazards and pollution. This program *shall* include periodic system inspection and
28 pumping when necessary.

29 **Policy WR 5.6**

30 Work with the Kitsap Public_Health District on a collaborative program to fund and
31 pursue grants or low-cost loans for low and moderate-income *households* to repair
32 failed septic systems. Incentivize maintenance, repair and replacement of systems for
33 any income level.

34 **Policy WR 5.7**

35 On-site waste disposal systems serving more than one *household should* be allowed
36 only with assurance of proper design, operation, management and approval from the
37 Kitsap Public Health District.

1 **Policy WR 5.8**

2 The City may provide the service of operation and maintenance management for
3 approved large on-site *sanitary sewer* systems (LOSS) or community *sanitary sewer*
4 systems in coordination with the Kitsap Public Health District.

5 **Policy WR 5.9**

6 The City *should* support the Kitsap Public Health District in maintaining and improving a
7 public education program to foster proper construction, operation, and maintenance of
8 on-site septic systems.

9 **Policy WR 5.10**

10 Support the Kitsap Public Health District in developing and maintaining an ongoing
11 inventory of existing on-site disposal systems to provide needed information for future
12 studies.

13 **CONTAMINATED SITES**

14 **GOAL WR-6**

15 **Incorporate awareness of known contaminated sites such as former lumber
16 treatment facilities, former fueling stations, and other pollutant-generating *land*
17 *use* into all water resources management, *land use* planning, and *capital facility*
18 *management* in order to remediate or clean-up sites as effectively as possible,
19 while preventing further impacts to water resources.**
20

21 **Policy WR 6.1**

22 Assemble and maintain an inventory of contaminated sites on the Island to track site
23 location, contaminant(s) of concern, cleanup status, and potential to impact nearby
24 surface or *groundwater*.

25 **Policy WR 6.2**

26 Collaborate with EPA, Washington State Department of Ecology, and the Kitsap Public
27 Health District to address contaminated site assessment and cleanup efforts within the
28 purview of those agencies to achieve remediation/cleanup as quickly as reasonably
29 possible.

30 **Policy WR 6.3**

31 Consult the contaminated site inventory prior to property acquisition and weigh the
32 cost/benefit of acquiring such a property.

33 **Policy WR 6.4**

34 Make every reasonable attempt to clean-up/remediate city-owned sites that are known
35 to be or discovered to be contaminated.

1 **Policy WR 6.5**

2 Consult the contaminated site inventory as part of development or redevelopment site
3 plan review and take potential impacts into consideration when making *land use*
4 decisions.

5 **Policy WR 6.6**

6 Consult the contaminated site inventory as part of capital *infrastructure* construction or
7 maintenance.

8 **Policy WR 6.7**

9 Consult the contaminated site inventory as part of emergency management
10 preparedness and response.

11 **PUBLIC EDUCATION AND OUTREACH**

12 **GOAL WR-7**

13 **The City, in concert with federal, state, and local governments; public water**
14 **purveyors; watershed councils; non-profits; citizens; and other appropriate**
15 **entities, will continue to improve and implement a comprehensive public**
16 **education and outreach program to promote protection and management of all**
17 **water resources.**
18

19 **Policy WR 7.1**

20 Educate and inform the public about the purpose and importance of aquatic
21 environments, their vulnerabilities, and observed status and trends in ecological health
22 and function.

23 **Policy WR 7.2**

24 Educate and inform the public about expected *climate change* impacts and how these
25 will affect the Island’s water resources and their beneficial uses.

26 **Policy WR 7.3**

27 Educate the public about the characteristics of the *aquifer* system, the Island’s
28 dependency upon it, and its vulnerability to contamination (including seawater intrusion)
29 and depletion.

30 **Policy WR 7.4**

31 Educate the public about EPA’s Sole Source Aquifer Designation Program and what
32 this designation means for the Island’s *aquifer* system.

33 **Policy WR 7.5**

34 Educate the public about well head protection and the critical importance of restricted
35 chemical use or storage within the protection area around wells.

1 **Policy WR 7.6**

2 Educate the public about critical *aquifer recharge areas* (or other special conservation
3 areas) and the purpose they serve to the *aquifer* system.

4 **Policy WR 7.7**

5 Inform the public about how to report spills or illicit dumping of hazardous waste or other
6 pollutants and how to access information about location and status of contaminated
7 sites.

8 **Policy WR 7.8**

9 Inform the public about how to find information about their well and how to properly
10 maintain it.

11 **Policy WR 7.9**

12 Educate, and provide technical assistance to the public on methods to identify wasted
13 water indoors and outdoors and practices to conserve water such as native
14 landscaping, xeriscaping, and water use reduction or reuse.

15 **Policy WR 7.10**

16 Provide “how to” or “dos and don’ts” resources for *streamside* and shoreline
17 landowners.

18 **Policy WR 7.11**

19 Provide information and guidance on water resources protection best management
20 practices for commercial, industrial, residential, agricultural, and other *land uses* to
21 prevent or reduce pollution. These practices include, but are not limited to, septic
22 system maintenance; pet and livestock waste management; landscaping and
23 gardening; *farm* plans; appropriate methods for use, storage and disposal of hazardous
24 materials and other chemicals; on-site drainage system maintenance, and automotive
25 care.

26 **Policy WR 7.12**

27 Provide and promote opportunities for citizen stewardship and involvement.

28 **Policy WR 7.13**

29 Provide *LID* technical guidance and workshops to businesses and contractors working
30 on the Island.

31

WATER RESOURCES IMPLEMENTATION

1
2 To implement the goals and policies in this Element, the City must take a number of
3 actions, including adopting or amending regulations, creating outreach and
4 educational programs, and staffing or other budgetary decisions. Listed following
5 each action are several of the comprehensive plans policies that support that
6 action.

8 HIGH PRIORITY ACTIONS:

9
10 **Action #1. Adopt aquifer conservation zoning regulations and innovative**
11 **permit review processes designed to protect the Island’s surface and ground**
12 **waters.**

14 Policy WR 1.4

15 Apply the policies in this Element in tandem with the protection measures set by
16 the City’s Shoreline Master Program, Critical Areas Ordinance, and any other
17 environmental or water resources management ordinance adopted by the City.

19 Policy WR 2.1

20 Recognize that the entire Island functions as an *aquifer recharge area*. *Low*
21 *impact development techniques* are essential for maintaining aquifer recharge.

23 Policy WR 2.9

24 Recognizing that the Island *aquifer* system is a Sole Source *Aquifer* as designated
25 by EPA, institute an added level of development and re-development permit
26 review to prevent or mitigate potential pollutant-generating activities associated
27 with proposed *land use*.

29 Policy WR 4.7

30 Develop and actively enforce a strong Low Impact Development (LID) ordinance to
31 require any and all methods and practices for new development and
32 redevelopment to the maximum extent practicable and reasonable.

34 Policy LU 12.4

35 Protect aquifer recharge functions throughout the Island, all of which is an *aquifer*
36 *recharge area*, through the application of *critical areas regulations*, Shoreline
37 Master Program use regulations, *low impact development regulations*, and the
38 *wellhead protection regulations* administered by the Kitsap Health District.

40 Policy LU 4.9

41 . . . The City will use a variety of conservation tools, including public acquisition of
42 certain properties, regulatory protection of environmentally *critical areas*, and
43 innovative *tools* such as aquifer conservation zoning and *conservation villages* to

1 minimize the development footprint within these Conservation Areas.
2
3

4 **Action #2. Adopt an Island-wide Groundwater Management Plan.**
5

6 **Policy WR 2.7**

7 Establish a stakeholder group to develop an Island-wide groundwater
8 management plan.
9

10 **Policy LU 2.3**

11 This Plan recognizes that stewardship of the land is a responsibility of individual
12 citizens and the community as a whole. Through its status as an employer and
13 landowner, the City should take advantage of its opportunities to be an example of
14 environmental stewardship so others will be encouraged to do so.
15

16 **Policy LU 12.5**

17 Establish appropriate procedures to monitor the effect of water drawdowns within
18 and between aquifers, and adopt programs and regulations to preclude
19 groundwater contamination, and to encourage water conservation and enhanced
20 aquifer recharge.
21

22 **Action #3. Apply *adaptive management* to assure that land use on the Island
23 will continue to be adequately served by the available water resources.**

24 **Policy WR 3.16**

25 Maintain a comprehensive program of surface water inventory, data gathering and
26 analysis. The program *shall* include monitoring and assessment of physical,
27 chemical, and biological health of surface water ecosystems to include *streams*,
28 ephemeral *streams*, lakes, *wetlands*, and marine waters. This may include water,
29 flow, sediment, habitat, submerged aquatic vegetation, fish and shellfish tissue,
30 aquatic species diversity and other ecosystem health indicators.

31 **Policy WR 4.12**

32 Conduct effectiveness monitoring and assessments to continue to adaptively
33 manage *stormwater* to ensure optimal protection.

34 **Policy WR 6.1**

35 Assemble and maintain an inventory of contaminated sites on the Island to track
36 site location, contaminant(s) of concern, cleanup status, and potential to impact
37 nearby surface or *groundwater*.
38

39 **Policy LU 4.4**

40 The *special planning area process* for each designated center shall be informed by
41 surface water and aquifer data in the respective watersheds and appropriate
42 revision made to limit permitted uses or require specific measures to protect the
43 water resource.

1 **MEDIUM PRIORITY ACTIONS:**

2
3 **Action #1. Launch a program of public education about how individual actions**
4 **can help protect the quality and quantity of the Island’s surface and**
5 **groundwaters.**

6
7 **Policy WR 2.11**

8 Develop a water conservation program.

9
10 **Policy WR 2.13**

11 Develop a program that encourages homeowners to explore innovative methods
12 for recapturing and reusing surface water runoff and grey water, as approved by
13 the Washington State Department of Health and the Kitsap Public Health District.

14
15 **Policy WR 3.17**

16 Support a community-wide program to educate Island residents about alternatives
17 to using and disposing of herbicides, pesticides, and other household chemicals,
18 to reduce impacts to marine shoreline areas, wetlands, streams, and other
19 environmentally sensitive areas.

20
21 **Policy WR 3.18**

22 Promote and support volunteer or community-driven restoration projects.

23
24 **Policy WR 7.12**

25 Provide and promote opportunities for citizen stewardship and involvement.

26
27 **Policy LU 2.2**

28 A public education program should be established to foster the community’s
29 understanding of the natural systems on the Island and their carrying capacity.

30
31 **OTHER PRIORITY ACTIONS:**

32
33 **Action #1. Work with other jurisdictions and the environmental and**
34 **development communities to promote programs and projects to protect the**
35 **Island’s surface and ground waters.**

36
37 **Policy WR 2.5**

38 The City, in cooperation with the appropriate regulatory agencies (e.g.,
39 Washington State Department of Health and the Kitsap Public Health District) will
40 institute new wellhead protection measures.

41
42 **Policy 3.10**

43 Work with state and local health departments to evaluate the merits of new
44 technologies such as greywater capture, package treatment plants and
45 composting toilets, as alternatives to septic and sewer systems; and determine

1 which of those systems should be allowed and/or encouraged to better protect the
2 quality and capacity of the Island's surface water and near-shore environment.

3
4 **Policy LU 2.5**
5 Work with EcoAdapt and others to prepare a Bainbridge Island Climate Change
6 and Water Conservation Plan strategy.

7
8

EXISTING CONDITIONS & FUTURE NEEDS

1
2 The following outlines the present conditions and understanding of the water
3 resources of the Island and the future needs for restoration, enhancement,
4 and protection of these resources.
5

6 **Groundwater**

7
8 *Groundwater* is the sole source of drinking water for Island residents, *farms* and
9 industry on Bainbridge Island. It is found in underground reservoirs called
10 *aquifers*. An *aquifer* is defined as a *permeable* sand and/or gravel formation that is
11 capable of yielding a significant amount of water to a well. Wells on Bainbridge Island
12 penetrate several distinct *aquifers* to allow withdrawal of drinking water by individual
13 homeowners and municipal water purveyors. Most individual *household* wells
14 penetrate to depths of less than 300 feet.
15

16 Some residents are still using hand-dug wells less than 40 feet deep, completed in
17 the *permeable* sediments known as the Vashon Recessional Outwash. *Groundwater*
18 found at this level also feeds the base flow (summer flow) for Island *streams*. High
19 capacity wells have been drilled as deep as 1,200 feet to find adequate marketable
20 quantities of water for public and private water purveyors. While few in number, these
21 wells produce a large portion of the Island's potable water. The Blakely Formation, a
22 sedimentary bedrock formation, dominates the geology on the southern end of the
23 Island and limits *groundwater* production in this area.
24

25 Our understanding of the Island's water resources has been enhanced through
26 historical studies such as the *City of Bainbridge Island, Level II Assessment*⁴
27 prepared by Kato & Warren and Robinson Noble in 2000 and monitoring and
28 assessments completed in the last ten years by the City's *Groundwater* Management
29 Program. This work includes the development, improvement, and utilization of a
30 *groundwater* model; the development of a well monitoring network; and the
31 implementation of long-term monitoring.
32

33 Bainbridge Island has six principal *aquifers* (Kato & Warren and Robinson & Noble,
34 2000), the extents of which were refined in the *Conceptual Model and Numerical*
35 *Simulation of the Groundwater-Flow System of Bainbridge Island, Washington* (USGS,
36 2011). The six *aquifers* delineated below reflect updated understanding based on the
37 United States Geological Survey (USGS) model. Additional details about the *aquifers*,
38 including detailed maps and discussion regarding the extent, thickness, and other
39 characteristics, can be found in the USGS report.
40

41 **Perched Aquifer (PA)**—This *aquifer* is comprised predominantly of Vashon Advance
42 glacial outwash (Qva). The top of the *aquifer* ranges from sea level to more than 300 feet
43 above mean sea level [ft MSL], with a thickness of 20 to 200 feet, and is utilized

1 predominantly by domestic wells. About 4 percent of wells are reported to be completed in
2 this unit.

3 **Semi-Perched Aquifer (SPA)**—This semi-perched *aquifer* exists within *permeable* interbeds
4 (QC1pi) of the upper confining unit (QC1). The top of the *aquifer* ranges from sea level to
5 more than 200 ft MSL, with a thickness of 10 to 50 feet. About 25 percent of wells are
6 reported to be completed in this unit.

7 **Sea Level Aquifer (SLA)**—The Sea Level *aquifer* (QA1) is extensive, widely used, and
8 mostly confined by QC1. The top of the *aquifer* ranges from -200 to 200 ft MSL, with a typical
9 thickness of 25 to 200 feet. Fifty-three percent (53%) of wells are completed in the SLA.

10 **Glaciomarine Aquifer (GMA)**—This *aquifer* consists of water-bearing units within a thick
11 sequence of fine-grained glaciomarine drift (QA2). The top of the *aquifer* ranges between
12 more than -500 to -300 ft MSL, with a typical thickness of 20 to 300 feet. Several of the
13 Bainbridge Island’s production wells and at least 4 domestic wells are completed in this
14 *aquifer*, representing about 2 percent of wells.

15 **Fletcher Bay Aquifer (FBA)**—The FBA (QA3) is the deepest identified *aquifer* on Bainbridge
16 Island. Several large production wells are completed in this *aquifer* including the Fletcher Bay
17 Well. The top of the *aquifer* ranges between more than -900 to slightly less than 600 ft MSL,
18 with a typical thickness of 50 to 300 feet. While representing only about 1 percent of wells on
19 Bainbridge Island, the metered KPUD and COBI FBA wells provide approximately 30 percent
20 of the estimated total Island *groundwater* production.

21 **Bedrock Aquifer**—Less than 1 percent of the wells are completed in the sedimentary
22 Blakely Harbor and Blakeley formations on the south end of Bainbridge Island.

23 Other wells on Bainbridge Island are either completed in water bearing zones within
24 confining units or have an indeterminate *aquifer* completion zone.

25

26 COBI’s monitoring well network is distributed across the six Bainbridge Island *aquifers* as
27 follows: 16 in the Perched *Aquifer*, 7 in the Semi-Perched *Aquifer*, 32 in the Sea Level
28 *Aquifer*, 5 in the Glaciomarine *Aquifer*, 9 in the Fletcher Bay *Aquifer*, and 1 in the Bedrock
29 *Aquifer*. Aspect has updated the USGS *groundwater* model to include one new public
30 supply well (KPUD North Bainbridge Well #10), for a total of 1,470 Group A and B public
31 wells and exempt wells estimated to be active on Bainbridge Island.

32

33 **Aquifer Concerns and Observed Conditions**

34 There are two primary concerns in protecting an *aquifer* system. These are quality and
35 quantity.

36

37 **Water Quality**

38 **Seawater Intrusion**

39

40 One of the most common *groundwater* quality concerns for Islands or other
41 saltwater shorelines is saltwater intrusion, which is the movement of saltwater into
42 a freshwater *aquifer*. Where the source of saltwater is marine water such as
43 Puget Sound, this process is known as seawater intrusion. Seawater intrusion
44 occurs when the saltwater/freshwater interface moves inland from offshore.
45 Freshwater is less dense than saltwater and so freshwater will float above

1 saltwater. It is the pressure of the overlying freshwater that keeps the interface
2 offshore. Excessive pumping or overuse of the overlying freshwater will pull the
3 interface toward the shoreline and possibly inland.

4
5 Some of our *aquifers* such as the *shallow* Perched and Semi-Perched *aquifers*
6 are, generally, not in contact with saltwater and, therefore, generally not
7 susceptible to seawater intrusion (an exception being where these *aquifers* are
8 present near the shoreline).

9
10 The Sea Level *Aquifer* and our deeper *aquifers* can be susceptible. How
11 susceptible can vary from *aquifer* to *aquifer* and, even within the same *aquifer*,
12 depending upon local conditions.

13
14 In order to monitor for potential seawater intrusion, the most common practice is to
15 measure chloride concentration and specific conductivity in *groundwater*. The
16 City's *Groundwater* Management Program conducts annual chloride sampling in
17 *aquifers* or wells susceptible to seawater intrusion. The established Early Warning
18 Level, or EWL, is a chloride concentration >100 mg/L or any 4 consecutive
19 samples showing an increasing trend. To date, no wells in the City's monitoring
20 network (including Kitsap Public Utility District and the City's Water Utility wells)
21 exceeded the EWL, and no trends in chloride results were noted.

22
23 Chloride concentrations typically varied between 2 mg/L and 15 mg/L. Results in
24 2013 and 2014 in the Fletcher Bay *Aquifer* indicate slightly elevated chloride
25 above historic baseline concentration, but not upward trending results. However,
26 these *should* be monitored for continued changes.

27
28 Additionally, the City's *groundwater* model was run by USGS in 2010 and updated,
29 recalibrated and run again by Aspect Consulting in 2016 to examine the potential
30 for seawater intrusion under different water production (e.g., growth) scenarios.
31 Model projections indicated no seawater intrusion. It *should* be noted that the
32 model is designed to observe regional scale conditions, but the scale is not fine
33 enough to assess very localized conditions such as one or two wells along the
34 shoreline. Therefore, it is important to continue to monitor in vulnerable areas to
35 catch potentially developing local conditions.

36
37 One example is an elevated chloride level measured in one well in the Seabold
38 area in 2006 prior to the development of the City's *Groundwater* Management
39 Program. As there was no established program in place at the time, there was no
40 immediate follow up sampling/study to confirm seawater intrusion rather than a
41 source other than seawater intrusion. Other common sources of chloride in
42 *groundwater* include connate, or very-old, *groundwater*, septic system effluent,
43 very hard *groundwater*, windblown sea spray, and *recharge* from irrigation,
44 agricultural practices, and well disinfection.

45
46 Chloride from any of these sources can result in elevated levels of chloride in an
47 *aquifer* or well. Erroneously interpreting chloride concentration data without more
48 detailed study may result in what is called a "false positive," where a test identifies a

1 problem that does not in fact exist. That is why follow up investigation using site-
2 specific assessments, is necessary before seawater intrusion can be confirmed. The
3 City, the Kitsap Public Health District, and the Kitsap Public Utility District have
4 teamed up to scope a localized, focused study in the Seabold area for potential
5 funding in 2017.

6 7 **Nitrate**

8 According to USGS research, nitrate is the most commonly found pollutant in
9 *groundwater* nationwide, particularly in rural areas. Nitrate levels in drinking water
10 above EPA’s Maximum Contaminant Level (or MCL) of 10 mg/L can have serious
11 health effects primarily for infants, but also pregnant women and individuals
12 undergoing treatment with antioxidant medications. Nitrate converts to nitrite in the
13 digestive track which causes a condition call methemoglobinemia which lowers the
14 oxygen in the blood stream. In infants this is called “Blue Baby Syndrome.” Brain
15 damage, even death, can occur.

16
17 High nitrate levels in *groundwater* can also indicate the possibility that other
18 contaminants may be present in the water such as bacteria or pesticides.

19
20 The typical sources of nitrate in *groundwater* include the application of fertilizers and
21 pesticides, mostly from agricultural row crop farming, but commercial and *residential*
22 *use* can be significant sources as well (such as lawns, parks, golf courses, ballfields,
23 nurseries, and extensive gardens). Other sources include industrial processes and
24 wastewaters, the land application of wastewater treatment plant sludge or biosolids,
25 and on-site septic system returns.

26
27 Although the *Groundwater* Management Program does not, at present, routinely
28 monitor nitrate in *groundwater*, the City’s consultant examined nitrate data from the
29 Kitsap Public Health District (KPHD) as part of the 2015-2016 assessment. Nitrate
30 data were not found to exceed EPA’s MCL of 10 mg/L. Nitrate data for Group A and
31 B public wells and exempt wells did not indicate any trends. Data submitted to KPHD
32 for exempt wells are typically single results and are insufficient to calculate any
33 trends. However, the maximum result during the last 15 years (2000–2014) was 5.17
34 mg/L in 2007. There are no apparent trends over time or geographically across the
35 island.

36 37 **Other Water Quality Concerns**

38 Generally, *groundwater* quality on the Island is very good. However, moderate levels of
39 iron and manganese are naturally-occurring and common. Although neither of these
40 minerals normally exceed EPA’s standards for drinking water, they can influence odor
41 and taste and stain fixtures. Many *public water systems* and some private systems use
42 filtration devices to remove or reduce these minerals.

43 44 45 46 **Sole Source Aquifer Designation**

1 In 2013, the Bainbridge Island *Aquifer* System was designated a Sole Source
2 *Aquifer*. Sole Source *Aquifer* Designation can apply to one *aquifer* or a system of
3 multiple *aquifers* as is the case with Bainbridge Island.
4

5 The Sole Source *Aquifer* Designation Program is an EPA program authorized under
6 the Safe Drinking Water Act of 1974. Section 1424(e) defines a sole source *aquifer*
7 as “the sole or principal drinking water source for the area and which, if
8 contaminated, would create a significant hazard to public health.”
9

10 The EPA more specifically defines a sole or principal source *aquifer* as one which
11 supplies at least 50 percent of the drinking water consumed in the area overlying the
12 *aquifer*, and that these areas have no alternative drinking water source(s) which
13 could physically, legally, and economically supply all those who depend upon the
14 *aquifer* for drinking water.
15

16 The program and designation are specifically designed to protect the quality of
17 drinking water by helping to prevent contamination of the *aquifer* system. It provides
18 this protection by raising the level of awareness of the vulnerability of the *aquifer*
19 system to contamination and our dependence upon the system as a drinking water
20 supply.
21

22 Further, it requires additional EPA scrutiny of federally-funded projects. EPA
23 inspects proposed projects for potential to contaminate the underlying *aquifer*, and,
24 where appropriate, requires modifications and mitigations to prevent contamination.
25

26 However, this additional scrutiny applies to federally-funded projects only, and some
27 projects such as highways and agriculture may be exempt if they meet criteria laid
28 out in pre-established memorandums of understanding between the EPA, the
29 Department of Transportation, the Department of Agriculture, or other agencies.
30

31 **Water Quantity**
32 **Water Levels**

33 The City’s *Groundwater* Management Program currently monitors water levels in
34 public and domestic wells Island-wide and in all six *aquifers*. Water level is an
35 indicator for water quantity, and water level data are assessed against the
36 program’s early warning level, or EWL, for safe yield. The EWL for safe yield is a
37 declining water level equal to or greater than ½ foot or more per year over a 10-
38 year period that cannot be attributed to below average rainfall.
39

40 Individual well levels were reviewed for trends and compared against the EWL for
41 safe yield. All wells were found to be below the EWL. Water levels in the *aquifers*
42 did not indicate any *aquifer*-wide trends, and only two individual wells were noted for
43 further review.
44

45 An exempt well (25N/02E-21P03) in the Sea Level *Aquifer* showed an apparent
46 average decline of approximately 0.56 feet/year over the 8-year period of record.
47

48 However, further review of the water level measurement method history showed that it

1 changed twice over the period of record from a steel tape to a sonic water level meter
2 and, then, back to steel tape. The results collected via sonic water level meter
3 appeared to be inconsistent compared to the results before and after using the steel
4 tape, a more rudimentary but more reliable measurement method. Therefore, the
5 sonic level readings were removed from the analysis. Once removed, the remaining
6 data were below the EWL. Water-use data were not available for the well. However,
7 the well owner indicated to COBI that no known change in water use occurred over the
8 period of record. Continued long-term monitoring of this well using the steel tape
9 method, as planned by COBI, will determine if there is a significant trend in water level
10 decline over time.

11
12 Group A system well 'Island Utility Well #1' (25N/02E-34F07) in the Fletcher Bay
13 *Aquifer* has shown an average decline of approximately 0.49 feet/year from 2004-2014.
14 Although this does not yet exceed the EWL, it is very close to approaching it.
15 Therefore, further monitoring and assessment are warranted. The well is situated next
16 to two other Fletcher Bay *Aquifer* production wells (Island Utility Well #2, Island Utility
17 Well #4) within the same water system. Production data have not been available for
18 these wells, which makes it unclear if declines are related to changes in water use over
19 the period. This system has just transitioned to operation by KPUD in mid-2015, and
20 they are now reviewing available information to understand the current conditions
21 within that water system.

22
23 Additional data review will continue as the system *infrastructure* is updated to see if
24 additional water use, system loss, or some other factor contributed to the historical
25 decline. No other Fletcher Bay *Aquifer* wells monitored exhibited a similar declining
26 trend, so it appears that this issue is specific to this well and not an *aquifer-wide*
27 concern.

28 29 ***Aquifer System Carrying Capacity***

30 The City, as a community, has yet to fully-define or characterize a sustainable *aquifer*
31 system. Some initial characteristics are keeping the saltwater/freshwater interface
32 offshore and saltwater out of the freshwater supply, and maintaining a balanced water
33 budget for the *aquifer* system in order to prevent depletion.

34
35 To help provide some baseline information about these initial characteristics and
36 expected impacts to the system due to *climate change*, Aspect Consulting conducted a
37 system *carrying capacity* model assessment. The *aquifer* system *carrying capacity*
38 assessment was based on those safe-yield indicators with EWLs described above
39 using *aquifer* water levels and chloride concentration. The on-Island *groundwater*
40 balance for the entire *aquifer* system (water budget) was also evaluated. The
41 *groundwater* balance components do not have EWLs, but were evaluated to provide
42 additional context on the predicted changes in *groundwater* conditions.

43
44 Water Level Changes: The following rates of *groundwater* level change were based on
45 comparing current and predicted *groundwater* levels in 100 years:

- 46
47 • The Perched *Aquifer* system showed an average 0.10 foot per year of water level
48 decrease at 25 locations simulated across the Island;

- 1 • The Semi-Perched *Aquifer* system showed an average 0.13 foot per year of water
2 level decrease at 12 locations simulated across the Island;
- 3 • The Sea Level *Aquifer* system showed an average 0.09 foot per year of water level
4 decrease at 49 locations simulated across the Island;
- 5 • The Glaciomarine *Aquifer* showed an average 0.02 foot per year of water level
6 decrease at 6 locations simulated across the Island; and
- 7 • The Fletcher Bay *Aquifer* showed an average 0.15 foot per year of water level
8 decrease at 9 locations simulated across the Island.

9 The predicted *groundwater* level changes over a 100-year timeframe were less
10 than the COBI EWLs.

11
12 Saltwater/freshwater Interface: The predictive model results indicated that,
13 despite these slow declines, *groundwater* from the Bainbridge Island *aquifer*
14 system flows to Puget Sound and keeps the freshwater/seawater interface at a
15 distance from the Bainbridge Island shoreline. All wells within the Bainbridge
16 Island shoreline maintained chloride concentrations less than 100 mg/L, and no
17 trend in concentrations was observed based on predictive model results.

18
19 Water Budget: Though the predicted *groundwater* level declines did not appear
20 to induce seawater intrusion, they can have impacts on other components in the
21 system such as discharge to *streams* to help maintain summertime flows.
22 Therefore, it is important to examine the components of the system's water
23 budget.

24
25 Similar to a financial budget, a water budget represents a balance of inputs and
26 outputs. If one component goes up or down, some other component(s) must go
27 up or down to compensate. *Groundwater* balance components are typically
28 difficult to measure directly (such as *recharge* and *groundwater* underflow). Thus,
29 this *groundwater* balance assessment relies on modeling results without actual
30 field measurements.

31
32 Based on the 2011 USGS Report, the relationship between *groundwater* balance
33 inputs and outputs for the Bainbridge Island *aquifer* system is shown in the
34 following equation:

$$35 \quad R_{ppt} = W_{ppg} + D_{sw} + (GW_{ps} - GW_{kp})$$

36 Where:

37 Inputs include:

38 R_{ppt} is precipitation *recharge*.

39 Outputs include:

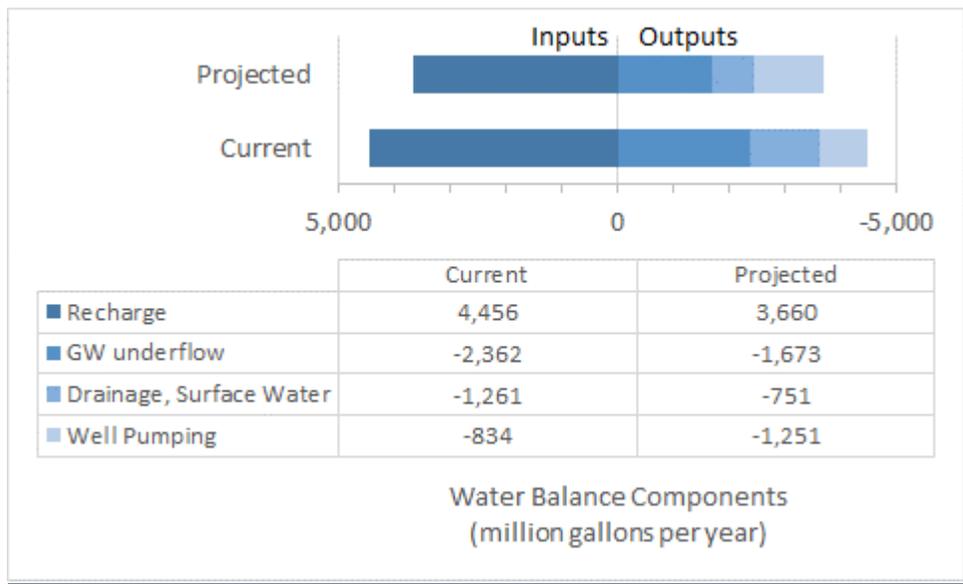
40 W_{ppg} is *groundwater* withdrawals;

41 D_{sw} is *groundwater* drainage to surface water (such as seeps to bluffs, creeks,
42 *streams*, etc.); and

43 $(GW_{ps} - GW_{kp})$ is the net lateral *groundwater* underflow (*groundwater* flow toward
44 Puget Sound submarine seeps (GW_{ps}) and *groundwater* flowing from the Kitsap
45 peninsula in deeper *aquifers* (GW_{kp})).

1 To balance the modelled 50-percent increase in *groundwater* withdrawals and the 20-
 2 percent decrease in *recharge* due to *climate change*, the model showed projected
 3 changes in *groundwater* drainage to surface water (approximately 40-percent
 4 decrease) and lateral *groundwater* flow (approximately 24-percent decrease). Figure
 5 6, excerpted from Aspect’s technical memorandum (*Bainbridge Island Groundwater
 Model: Aquifer System Carrying capacity Assessment (Task 3 Scenario)*, 2016)
 6 compares the water balance components under current and projected conditions,
 7 based on model results.
 8
 9

10 The Bainbridge Island *groundwater* model results showed *aquifer* storage will be
 11 reduced by approximately 11,000 million gallons between current and projected
 12 conditions, reflecting the water level decreases described above. These *groundwater*
 13 balance results *should* be carefully interpreted, considering that the limited grid
 14 resolution may not be sufficient to accurately simulate *groundwater* discharge to
 15 surface water, and that the model has not been calibrated to observed flows.
 16



17
 18 **Figure 2. Current and Projected Groundwater Balance Components.**
 19

20 As shown in Fig. 2, well pumping (also called production) is the amount of water
 21 taken out of the system through wells (water use). The 50% increase in this
 22 component represents the expected increase in water use due to population growth.
 23

24 Drainage to surface water is *groundwater* contribution to surface water features such
 25 as *wetlands*, lakes, and *streams*. The 40% reduction shown here may have an
 26 impact on maintaining summer baseflows and water temperatures. It is cautioned
 27 that the model as it is currently constructed is not specifically designed to provide an
 28 estimate as to how much stream flow will be impacted, but it could be modified to
 29 answer specific questions around this topic in future model runs.
 30

31 *Groundwater* underflow is the amount of *groundwater* that seeps or discharges into
 32 Puget Sound at the shoreline. This value is influenced by the water levels in the

1 *aquifers*, and the reduction shown here represents the impact from project water
2 level decreases. The key importance to this component is that there has to be
3 enough underflow to provide the pressure to keep the saltwater/freshwater interface
4 offshore and prevent seawater intrusion.

5
6 *Recharge* is the portion of precipitation or rainfall that infiltrates the ground and
7 reaches the *aquifer*. The estimated 20% reduction shown in the water balance
8 accounts for *climate change* impacts.

9
10 The amount of *groundwater* underflow and discharge to *streams* is driven by the
11 geological makeup of the *aquifer* system. Therefore, we have no direct ability to
12 control these budget components. Rather it is the components of well pumping and
13 *recharge* that we have more ability to directly control. We can reduce well pumping
14 by reducing our water use through aggressive water conservation measures.

15
16 Though we cannot control precipitation patterns, we can take measures to enhance
17 *recharge* through creative water capture and return measures (from the rain barrel
18 scale to large scale *infrastructure*) and through protective *land use* measures such
19 as *low impact development* and protection of *aquifer recharge areas* and other
20 *aquifer* conservation areas.

21 22 **Aquifer Recharge Areas**

23 Understanding the Island's *aquifer recharge* system is important for both
24 *groundwater* quantity and quality. The identification and protection of high
25 *aquifer recharge areas* is important both from the standpoint of *groundwater*
26 quantity and quality. *Aquifer recharge areas* have geologic and soil conditions
27 which allow high rates of surface water infiltration, which also means they are
28 particularly susceptible to contamination. Increasing *impervious surfaces* through
29 development reduces the amount of *recharge* available to the Island's *aquifers*.
30 At the same time, *runoff* from *impervious surfaces* in developed areas contains
31 increased contaminants. Efforts to protect and preserve the Island's natural water
32 supply are warranted, as the resources that would be required to clean up
33 after contamination or to secure a new source would be prohibitive.

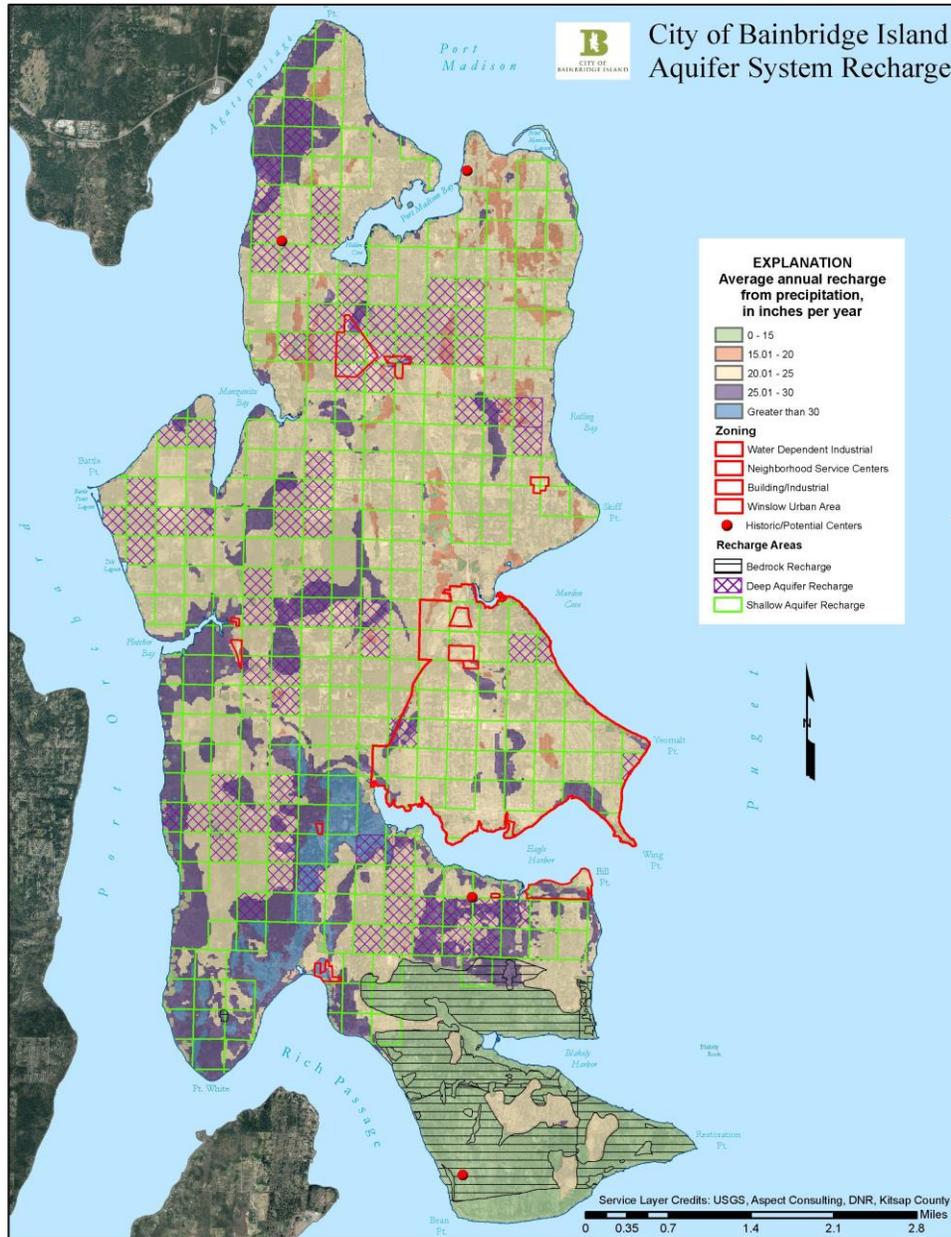
34
35 Where development overlays *aquifer recharge areas*, special considerations need
36 to be made to preserve the volume of *recharge* available to the *aquifer* and to
37 protect the *groundwater* from contaminants such as nitrates, biocides and
38 heavy metals found in septic systems and *stormwater runoff*. The most
39 extensively used *aquifer* underlies 85% of the Island and occurs under all
40 zoning classifications.

41
42 To help the City assess *recharge* areas for special protection or designation, the
43 model was run to determine *recharge* areas on the Island.

44
45 The Bainbridge Island model results indicate that areas across much of the
46 Bainbridge Island area may have a critical recharging effect on *aquifers* that are
47 sources of drinking water. Primary findings include:
48

- 1 • Wells in *shallow aquifers* (including the Sea Level *Aquifer* and above) may
 2 withdraw water that originates as *recharge* relatively close to the well head and is
 3 younger than 100 years old. See figure below which shows the *recharge* areas for
 4 *shallow aquifers* (green squares).

5 **Fig. 3 – Aquifer System Recharge**



- 6
- 7
- 8 • Not all *groundwater* on Bainbridge Island comes from *recharge* on Bainbridge
 9 Island. Model results indicate several wells tapping the deeper *aquifers* withdraw
 10 water that originates as *recharge* from areas on the Kitsap Peninsula and is greater
 11 than 1,000 years old.
- 12 • Wells in deep *aquifers* (including the Glacio-Marine *Aquifer* and the Fletcher Bay
 13 *Aquifer*) may withdraw water that originates as *recharge* relatively distant from the

1 wellhead and is greater than 100 years old. See Figure 3 above that shows the
2 *recharge* areas for deep *aquifers* (cross-hatched area).

3 Wells in bedrock were not simulated in the Bainbridge Island model as the
4 method of water particle tracking was not appropriate for fractured bedrock.
5 However, the bedrock is also considered a CARA, because water supply wells
6 have been installed at various depths in bedrock, and potable water supply is
7 from *recharge*. Bedrock *recharge* area is shown at hatched area.

8 9 **Surface Water**

10 The surface waters of Bainbridge Island provide aesthetic, recreational, economic,
11 and ecological benefits to Island citizens. Boating, fishing, and shellfish harvest are
12 important recreational and economic activities, and the Island's *streams*, lake,
13 harbors, shorelines, and *wetlands* provide habitat for a diversity of fish and wildlife
14 species.

15
16 The harbors and numerous coves around the Island host anchorage, moorage,
17 marinas, boat launches, waterfront access, and swimming beaches. Eagle Harbor,
18 specifically, hosts marinas which provide permanent moorage for live-aboards and an
19 open water mooring and anchoring area for the Island's live-aboard community.

20
21 In addition to providing forage and habitat for salmon, otter, sea lions, and waterfowl
22 and swimming, boating, and fishing areas for people, the majority of the Island's
23 shorelines and adjacent nearshore areas are designated commercial shellfish
24 growing and harvest areas. Many shoreline residents recreationally harvest shellfish
25 such as clam and geoduck as well.

26 27 **Watersheds**

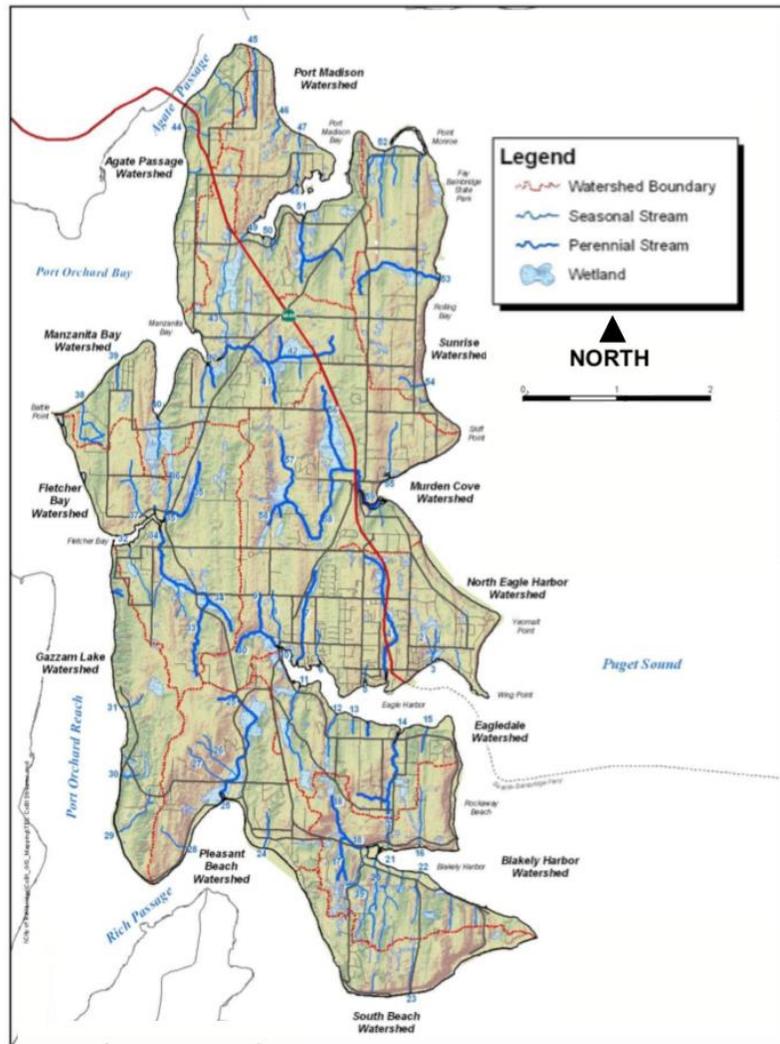
28 Surface water flows from high geographic points to lower elevations collecting in
29 *streams* and *wetland* systems within the *watersheds* of the Island. *Watershed*
30 boundaries are determined by Island topography where ridgelines define the
31 boundaries.

32
33 Bainbridge Island contains twelve distinct *watersheds* with 59 seasonal and
34 perennial *streams* that contribute fresh water to Puget Sound (see Figure 4
35 excerpted from the Water Quality and Flow Monitoring Program Final Monitoring
36 Plan, 2008). Five harbors, twelve estuarine *wetlands*, one lake, 1,242 acres of
37 *wetland*, 965 acres of tidelands (between mean high and mean low tide), and 53
38 miles of shoreline comprise the remainder of the surface water system.

39
40 Each surface water feature serves a critical function in preserving hydrologic
41 connectivity within the *watershed*. Recent research is finding that even those
42 features that are seasonal such as ephemeral or intermittent *streams* and
43 seasonally-flooded *wetlands* are critical faunal and floral habitat providers,
44 biogeochemical processors, and connectivity corridors.

1

Fig. 4 – Watershed and Stream names



2

3

4

5

6

Stormwater

7

Stormwater is generated when the ground becomes saturated and rainwater drains overland to the nearest surface water body or rainfall encounters hard or *impervious surfaces* and drains into manmade drainage ditches, catch basins, and pipes.

11

12

There is no question that *stormwater runoff* is the leading transport pathway of pollution into Puget Sound and its associated *wetlands*, creeks, *streams* and rivers. Not only does it carry pollutants such as trash; gas, oil, and metal-laden sediment from road surfaces and parking lots; pesticides, fertilizers, and other chemicals used in lawn care; pet waste and animal waste in agricultural areas, but the volume of *stormwater* generated by *impervious surfaces* has tremendous force and can cause erosion and damage to in-stream and *wetland* habitat.

19

1 Peak flows that follow immediately after a storm can be much greater than existed
2 when the land was in a natural state with vegetative cover, causing *streams* to
3 expand and overflow and creating flooding conditions on adjacent lands.

4
5 Therefore, *stormwater* has long been considered, at best, a nuisance and flooding
6 hazard to be collected and delivered downstream as quickly and efficiently as possible
7 and, at worst, a waste stream to be collected and removed from the *watershed*.
8 Existing land development methods and *stormwater* drainage system *infrastructure* are
9 designed to do just that.

10
11 However, as early as the year 2000, water-starved areas of the country started to view
12 *stormwater* as a vital resource rather than a waste stream, first by limiting its generation
13 by reducing *impervious surface*; then, retaining and infiltrating it on site where feasible;
14 and, lastly, protecting it from pollution, capturing it, and reusing it to the maximum
15 extent possible. On June 16, 2015, the California State Water Resources Control
16 Board adopted an order that provides a framework to promote integrated *stormwater*
17 capture and reuse to improve water quality, protect local beaches, and supplement
18 water supplies. The new [*stormwater* discharge] permit focuses on using *stormwater*
19 as a resource and encourages *green infrastructure* and *groundwater recharge*
20 (*Stormwater Report, Water Environment Federation, June 2015*).

21
22 The Pacific Northwest is not considered water-starved and local conditions are not
23 nearly so dire as in California. However, *climate change* predictions suggest that local
24 water supplies likely will see some reduction in *recharge*; rainfall patterns will further tax
25 existing, ailing, and undersized drainage *infrastructure* and possibly diminish
26 summertime stream flows and water quality; and warming temperatures will increase
27 summertime stream temperatures. Therefore, local municipalities are, also, rethinking
28 their view of *stormwater* and many have already started evaluating and planning for
29 *climate change*, especially in *stormwater* drainage system maintenance and retrofit. In
30 2009, Kitsap County adopted resolution 109-2009, *Creating Kitsap County “Water as a*
31 *Resource” Policy*, in which the county resolved to treat all of its waters, including
32 *stormwater*, as a vital resource, incorporating *low impact development* and water
33 capture and reuse into all of its *land use* and utility management planning.

34 35 36 **Observed Surface and Stormwater Conditions**

37 **Department of Ecology Surface Water Quality Assessment**

38 Every two years the State Department of Ecology (Ecology) identifies polluted water
39 bodies and submits a list of impaired water bodies, called a 303(d) list, to the
40 Environmental Protection Agency (EPA) for approval in accordance with the federal
41 Clean Water Act. This assessment is based on the assumption that each water body
42 *should* support certain designated uses. Some of these uses are swimming and
43 boating, fish and shellfish rearing and harvest, and wildlife habitat.

44
45 Ecology designates water bodies that frequently or consistently fail to meet standards or
46 criteria as *Impaired*. Water bodies that only infrequently fail to meet standards are
47 classified as *Waters of Concern* or *Sediments of Concern* if the sampled matrix was

1 sediment. These assessments use water, fish/shellfish tissue, habitat, and sediment
2 data.

3

4 Ecology's [2012 Water Quality Assessment](#) determined that one stream, one harbor, two
5 coves, one lagoon, and three Island-adjacent nearshore marine areas on Bainbridge
6 Island were *Impaired* by one or more pollutants and were not able to provide the full
7 recreational, habitat, and aesthetic benefits they once offered. An additional one bay, one
8 harbor, and 28 other Island-adjacent nearshore marine areas were identified as *Waters of*
9 *Concern* and/or *Sediments of Concern* for periodic excursions beyond the allowable
10 standard or criteria for one or more pollutants.

11

12 Ecology's proposed [2014 Water Quality Assessment](#) (under review by the EPA at the
13 time of this printing), designated an additional two *streams* as *Impaired* by at least one
14 pollutant. Tables 2-5 on the following pages detail those water bodies classified as
15 *Impaired* or *of Concern* according to the analyzed matrix (water, tissue, habitat, and
16 sediment, respectively).

17

18 It *should* be noted that much of the sediment data were collected prior to 2003, some as
19 early as the 1990's. These may not be representative of current conditions. Further, many
20 of the identified pollutants are legacy pollutants resulting from historic *land use* such as
21 large-scale, row-crop *farming* and the active lumber industry at the turn of twentieth
22 century. The City's sediment sampling data collected in 2008 and 2013 may be more
23 representative of current inputs to these water bodies. These data are summarized in the
24 next section, *City Surface Water Quality Assessment*.

25

26 One example of legacy pollution is the former [Wyckoff Creosote Facility](#) located at the
27 mouth of Eagle Harbor. Sites where sediments are contaminated by hazardous waste are
28 regulated and managed through the Model Toxics Control Act (MTCA). Sites such as the
29 former Wyckoff Creosote Facility, due to the complexity and size, are normally addressed
30 through [EPA's Superfund program](#).

31

32 However, water bodies listed on the 303(d) list require TMDLs (Total Maximum Daily
33 Loads) where identified sources of the pollutant of concern are allocated a pollutant load
34 reduction in order for that water body to meet criteria. Currently, the City is a stakeholder
35 in the [Sinclair and Dyes Inlets Fecal Coliform Bacteria Total Maximum Daily Load](#)
36 (*TMDL*). Four of the Island's *watersheds* are captured within the TMDL drainage basin
37 boundaries (Fletcher Bay, Gazzam Lake, Pleasant Beach, and South Beach
38 *Watersheds*).

39

40

41

42

43

44

Fig. 5 – Four tables from the Ecology Approved 2012 Water Quality Assessment

Table 2. Ecology Approved 2012 and Proposed 2014 Water Quality Assessment - Water

Waterbody	Parameter or Pollutant	2012	2014 (Proposed)
Eagle Harbor (Middle)	Bacteria	Impaired	Impaired
	Copper	Waters of Concern	Waters of Concern
Eagle Harbor (Inner)	Dissolved Oxygen	Waters of Concern	Waters of Concern
	Temperature		
Agate Passage - Bridge	Dissolved Oxygen	Waters of Concern	Waters of Concern
Agate Passage - Agate Point	Dissolved Oxygen	Waters of Concern	Waters of Concern
	Temperature		
Rich Passage - Pleasant Beach Cove/Pleasant Beach	Bacteria	Impaired	Impaired
	Dissolved Oxygen		
	pH		
Rich Passage - Point White	Dissolved Oxygen	Waters of Concern	Waters of Concern
Rich Passage - Fort Ward	Bacteria	Waters of Concern	Waters of Concern
	Dissolved Oxygen		
	pH		
Port Orchard Passage - Lower Crystal Springs	Dissolved Oxygen	Impaired	Impaired
	Bacteria		
	Temperature		
Port Orchard Passage - Upper Crystal Springs	Bacteria	Waters of Concern	Waters of Concern
Port Orchard Passage - Fletcher Bay	Bacteria	Waters of Concern	Waters of Concern
Port Orchard Passage - Battle Point	Bacteria	Waters of Concern	Waters of Concern
Port Orchard Passage - South of Rolston	Bacteria	Waters of Concern	Waters of Concern
Puget Sound (Central) - Blakely Harbor (Mouth)	Bacteria	Waters of Concern	Waters of Concern
Puget Sound (Central) - Blakely Harbor (Middle)	Bacteria	Waters of Concern	Waters of Concern
Puget Sound (Central) - Blakely Harbor (Inner)	Bacteria	Waters of Concern	Waters of Concern
Puget Sound (Central) - Murden Cove	Bacteria	Impaired	Impaired
Puget Sound (Central) - Rolling Bay	Bacteria	Waters of Concern	Waters of Concern
Port Madison Bay - Point Monroe	Bacteria	Waters of Concern	Waters of Concern
Port Madison Bay - Mouth	Bacteria	Waters of Concern	Waters of Concern
Springbrook Creek	Bacteria	Impaired	Impaired
Ravine Creek	Bacteria	---	Impaired
Murden Creek	Bacteria	---	Impaired

Table 3. Ecology Approved 2012 and Proposed 2014 Water Quality Assessment - Tissue

Waterbody	Parameter or Pollutant	2012	2014 (Proposed)
Eagle Harbor (Outer)	Benzo(a)pyrene	Impaired	Impaired
	Benzo(a)anthracene		
	Benzo[b]fluoranthene		
	Benzo[k]fluoranthene		
	Chrysene		
	Dibenzo[a,h]anthracene		
	Indeno(1,2,3-cd)pyrene		
Puget Sound (Central) - Rockaway	Chrysene	Impaired	Impaired

Table 4. Ecology Approved 2012 and Proposed 2014 Water Quality Assessment - Habitat

Waterbody	Parameter or Pollutant	2012	2014 (Proposed)
Puget Sound (Central) - Murden Cove	Habitat	Impaired	Impaired
Port Madison - Point Monroe Lagoon	Habitat	Impaired	Impaired

Table 5. Ecology Approved 2012 and Proposed 2014 Water Quality Assessment - Sediment

Waterbody	Parameter or Pollutant	2012	2014 (Proposed)
Eagle Harbor (Outer)	1,2,4-Trichlorobenzene	Impaired	Impaired
	1,2-Dichlorobenzene		
	1,4-Dichlorobenzene		
	2,4-Dimethylphenol		
	2-Methylnaphthalene		
	2-Methylphenol		
	4-Methylphenol		
	Acenaphthene		
	Acenaphthylene		
	Anthracene		
	Arsenic		
	Benzo(a)anthracene		
	Benzo(a)pyrene		
	Benzo(g,h,i)perylene		
	Benzo(a)fluoranthene (b+k+j), Total		
	Benzoic Acid		
	Benzy Alcohol		
	Bis (2-Ethylhexyl) Phthalate		
	Bioassay		
	Butyl Benz Phthalate		
	Cadmium		
	Chromium		
	Chrysene		
	Copper		
	Dibenzo(a,h)anthracene		
	Dibenzofuran		
	Diethyl Phthalate		
	Dimethyl Phthalate		
	Di-n-butyl Phthalate		
	Di-n-octyl Phthalate		
	Fluoranthene		
	Fluorene		
	Hexachlorobenzene		
Hexachlorobutadiene			
HPAH			
Indeno(1,2,3-c,d) Pyrene			
Lead			
LPAH			
Mercury			
Naphthalene			
N-Nitrosodiphenylamine			
PCB			
Pentachlorophenol			
Phenanthrene			
Phenol			
Pyrene			
Silver			
Zinc			
Rich Passage - Pleasant Beach	Benzoic Acid	Sediments of Concern	Sediments of Concern
Rich Passage - Pleasant Beach Cove	Benzoic Acid	Sediments of Concern	Sediments of Concern
Port Orchard Passage - Upper Crystal Springs	Benzoic Acid	Sediments of Concern	Sediments of Concern
Port Orchard Passage - South of Rolston	1,2,4-Trichlorobenzene	Sediments of Concern	Sediments of Concern
	1,2-Dichlorobenzene		
Port Orchard Passage - Manzanita Bay	Benzy Alcohol	Sediments of Concern	Sediments of Concern
	1,2,4-Trichlorobenzene		
Puget Sound (Central) - Wing Point	1,2-Dichlorobenzene	Sediments of Concern	Sediments of Concern
	1,2-Dichlorobenzene		
	1,2,4-Trichlorobenzene		
	1,4-Dichlorobenzene		
	2,4-Dimethylphenol		
Puget Sound (Central) - Rockaway	Hexachlorobenzene	Sediments of Concern	Sediments of Concern
	Pentachlorophenol		
	1,2-Dichlorobenzene		
	1,2,4-Trichlorobenzene		
	1,4-Dichlorobenzene		
	2,4-Dimethylphenol		
	Hexachlorobenzene		
Hexachlorobutadiene			
Puget Sound (Central) - Blakely Harbor (Middle)	Naphthalene	Sediments of Concern	Sediments of Concern
	N-Nitrosodiphenylamine		
	1,2-Dichlorobenzene		
	1,2,4-Trichlorobenzene		
	1,4-Dichlorobenzene		
	2,4-Dimethylphenol		
	Dibenzo(a,h) anthracene		
	Hexachlorobenzene		
Hexachlorobutadiene			
	N-Nitrosodiphenylamine		
	Pentachlorophenol		

1

1 **Commercial Shellfish Growing Area and Recreational Harvest Area**
2 **Assessment**

3 Department of Health (DOH) [routine bacterial and biotoxin assessments](#) of
4 recreational shellfish harvest areas and commercial shellfish growing and harvest
5 areas demonstrate a significant loss of designated uses. The entire east, north,
6 and west shorelines are closed to recreational butter and varnish clam harvest, and
7 the southern shoreline is closed to recreational varnish clam harvest. Only one
8 small area around Point White is open to recreational harvest.
9

10 Most commercial shellfish growing area around the Island is open to harvest.
11 However, two segments of commercial shellfish growing areas along Agate
12 Passage and Crystal Springs are currently closed due to bacterial contamination in
13 shoreline drainages to include private drains, *stormwater* outfalls, and *streams*.
14 Point Monroe Lagoon is restricted for commercial harvest, requiring that shellfish be
15 transplanted to approved growing area waters for a specified amount of time in
16 order to naturally cleanse themselves of contaminants before they are harvested for
17 market. Commercial Geoduck Tract 07850 at Restoration Point was closed four
18 times in 2012-2013 for biotoxin. Commercial Geoduck Tract 07000 at the mouth of
19 Manzanita Bay has been closed 14 times in the last five years for biotoxin, and is
20 currently closed at the time of this printing.
21

22 In addition to annual commercial growing area reports, DOH publishes an annual
23 threatened areas report to bring attention to monitoring sites where bacteria
24 concentrations are close to exceeding the criteria. The [2015 report](#) (based upon
25 2014 data) identified one monitoring site (#457) immediate outside of the north side
26 of the mouth of Fletcher Bay as a threatened site and one site (#418) along the
27 southern shore of Blakely Harbor as a site of concern.
28

29 **Swimming Beach Assessment**

30 The Departments of Ecology and Health’s BEACH Program conducts [swimming](#)
31 [beach monitoring](#) for bacteria during the swimming season (Memorial Day through
32 Labor Day). Typically, bacteria levels in marine waters tends to be fairly low in the
33 summertime. In fact, most beach closures on the Island have been associated with
34 *sanitary sewer* spills such as the Kitsap Sewer District #7 Fort Ward spill in 2012,
35 and the City’s sewer main breaks along the north side of Eagle Harbor in 2014.
36

37 In 2015, three of the Island’s swimming beaches (Fay Bainbridge Park, Joel
38 Pritchard Park, and Eagle Harbor Waterfront Park) were monitored. Bacterial
39 concentrations in 2015 were acceptable, and there were no beach closures in 2015.
40

41 **City Surface Water Quality Assessment**

42 In 2007, the City received a Centennial Clean Water Fund Grant from Ecology to
43 design and implement a long-term monitoring program to assess the ecological

1 health of the Island’s freshwater (*streams* and lakes), marine water (harbors, bays,
2 and nearshore areas), and *stormwater* discharge.

3
4 The Water Quality and Flow Monitoring Program (WQFMP) was pilot-tested in 2007-
5 2008 and expanded to Island wide long-term status and trends monitoring in 2010.
6 The program currently conducts routine monitoring for stream and *stormwater*
7 chemistry, stream and nearshore sediment chemistry, rainfall, stream and *stormwater*
8 flow, and stream biodiversity (benthic macroinvertebrates). Every five years, the
9 program also conducts targeted storm event monitoring to assess *stormwater runoff*
10 impacts in *streams* and nearshore marine waters.

11
12 Although the program’s [Final Monitoring Plan](#) is comprehensive, staffing and funding
13 are limited. Current monitoring gaps are *stormwater* best management practice
14 effectiveness monitoring, lake monitoring, marine biological assessments (fish, aquatic
15 macrophytes, phytoplankton, and benthic invertebrates), routine marine water
16 chemistry, and freshwater and marine habitat assessments.

17
18 The program released its first edition [State of the Island’s Waters](#) report in 2012 which
19 summarized findings from data collected through Water Year 2011 (September 2011).
20 Program staff are currently assessing data collected through Water Year 2015
21 (September 2015) and working on a second edition of the report. The following
22 summary reflects assessments completed at the time of this printing.

23 24 **Bacteria**

25 All of the seven nearshore marine waters monitored during WY2014 targeted storm
26 event monitoring failed to meet the state criteria for fecal coliform bacteria, while 13
27 (86%) of the 15 *streams* monitored on a monthly basis failed to meet the state criteria
28 in WY2015. Given these results and the number of state listings for bacterial
29 impairment (see Table 2 above), bacteria has proven to be the most prevalent
30 pollutant in freshwater and marine water resources Island wide.

31
32 As described above in *Commercial Shellfish Growing Area and Recreational Shellfish*
33 *Harvest Area Assessment*, commercial shellfish harvest areas along approximately
34 twelve miles of shoreline are currently closed due to elevated bacteria in shoreline
35 drainages, and nearly the entire Island is closed to recreational harvest of varnish and
36 butter clams due to the biotoxins usually associated with bacteria.

37
38 Bacterial contamination is common to every season and every *watershed*, urban or
39 rural, and its sources are as varied as the landscape itself. In rural *watersheds*, the
40 most common sources of bacteria are failing septic systems, improperly-managed pet
41 and livestock wastes, and wildlife. In urban *watersheds*, the most common sources
42 are improperly-managed pet waste, improper food handling, poorly-maintained food
43 waste receptacles, failing septic systems, poorly-maintained or failing *stormwater*
44 drainage *infrastructure* (private and public), failing *sanitary sewer infrastructure*, and

1 illicit cross-connections between the *sanitary sewer* and the *stormwater* drainage
2 systems.

3
4 In marine environments, common sources of bacteria aside from discharges from
5 upland sources are improper boat waste disposal, failing *sanitary sewer*
6 *infrastructure*, and wildlife.

8 **Nutrients**

9 Although they are essential to all plant, human, and aquatic life, phosphorus and
10 nitrogen concentrations, if excessive, can overstimulate growth of aquatic
11 vegetation and algal blooms. Applying Ecology's Water Quality Index using the
12 ratio of total nitrogen to total phosphorus, Island *streams* generally rate of low to
13 moderate concern during the wet season and moderate to high concern during the
14 dry season relative to other Puget Lowland *streams*. In 2013, a year of below
15 average rainfall, most *streams* rated of moderate concern even in the wet season,
16 and 3 *streams* reached a high level of concern. During the extreme dry period in
17 the summer of 2015, 7 *streams* climbed to a level of high concern.

18
19 Nuisance algal blooms have increased along eastern shorelines and harbors (see
20 Ecology's [Eyes Over Puget Sound](#)). These blooms are not only aesthetically
21 unpleasant, but dying and decomposing algae use up aquatic life-sustaining oxygen
22 and render aquatic habitat unusable such as in Murden Cove and Point Monroe
23 Lagoon which are covered year-round with ulvoid macroalgae (see Table 4 above).

24
25 Though more study is needed to establish natural background levels for Island
26 *streams* and it is well-understood that a significant amount of nitrogen-loading in
27 Puget Sound comes from the ocean through the Strait of Juan de Fuca via tidal
28 action, ecosystems with naturally high background levels are particularly sensitive
29 to any additional loading from human sources.

30
31 Aside from the natural sources of nutrients from forests and *wetlands*, human inputs
32 include agricultural and residential fertilizers, phosphate-based laundry detergents
33 and commercial washing agents, yard waste such as grass clippings and other
34 vegetation dumped along shorelines and *streams*, failing residential septic systems
35 (in some cases even functioning systems), failing municipal sewer *infrastructure*,
36 and improperly handled pet and livestock waste.

37 38 **Ammonia**

39 Ammonia is considered a priority pollutant by the EPA, since it is toxic to both
40 humans and aquatic life. Therefore, there are established acute and chronic criteria
41 for ammonia in surface waters. Acute criterion is the concentration of a substance
42 at which injury or death to an organism can occur as a result of short-term
43 exposure. Chronic criterion is the concentration of a substance at which injury or
44 death to an organism can occur as a result of repeated or constant exposure.

1 Out of the 11 fish-bearing *streams* monitored on a routine basis, 8 (73%) consistently
2 exceeded the chronic criteria, while the remaining 3 had seasonal exceedances only.
3 During WY2014 targeted storm event monitoring, all 7 *streams* and corresponding
4 nearshore areas monitored exceeded the chronic criteria. Murden Cove frequently
5 exceeded the acute criteria. The cove exceeded acute criteria 14 times during the 3-
6 year Murden Cove *Watershed* Nutrient and Bacteria Reduction Project (2013-2015).
7

8 **Sediment and Metals**

9 During rain events, sediment-laden *stormwater runoff* is a prominent pollutant on the
10 Island. Not only does sediment cause excessive scouring and erosion, de-stabilizing
11 *slopes* and stream banks and threatening property, but subsequent downstream
12 deposition clogs stream bottoms, smothers fish eggs, and increases siltation rates in
13 the Island’s harbors and bays. Sediment also reduces fish’s ability to find food and
14 damages their gills as well.
15

16 Though ambient or background levels of suspended sediment in *streams* and
17 nearshore areas are generally quite low, monitoring results show significant increases
18 in suspended sediment in *streams*, nearshore marine waters, and *stormwater* outfall
19 discharge during intense rain events.
20

21 Sediment-intolerant macroinvertebrate species (an important food source for fish)
22 have diminished, some entirely, from half of the Island *streams* monitored, especially
23 Ravine and Murden Creeks. In a recent King County assessment of the City’s stream
24 macroinvertebrate sampling data, it was observed that all of the City’s sites typically
25 had lower Fine Sediment Sensitivity Index scores than unimpacted reference sites,
26 indicating that fine sediment may be a source of impairment to stream biological
27 health.
28

29 Grain size analysis of stream substrate sampled in 2008 and 2013 demonstrates a
30 significant shift in grain size in three streams. Ravine Creek’s stream bottom shifted
31 from 41.53% gravel, 56.79% sand, and 1.66% silt and clay in 2008 to 9.62% gravel,
32 85.34% sand, and 6.42% silt and clay in 2013. Schel Chelb Creek’s stream bottom
33 shifted from 82.66% gravel, 16.6% sand, and 0.29% silt and clay to 11.59% gravel,
34 82.94% sand, and 5.47% silt and clay. Only Springbrook Creek substrate showed a
35 “coarsening” shift from 30.26% gravel, 65.66% sand, and 4.08% silt and clay to 40.7%
36 gravel, 57.09% sand, and 2.21% silt and clay.
37

38 Equally concerning are the pollutants that sediment carries with it such as heavy
39 metals. In King County’s stream macroinvertebrate assessment, it was observed that
40 Ravine Creek had the highest Metals Tolerance Index score, indicating that metal
41 pollution may be a source of impairment to stream biological health in that stream.
42

43 Ambient heavy metal concentrations generally meet criteria. However, targeted storm
44 event sampling in 2014 and 2015 revealed elevated metals concentrations in

1 stormwater runoff and exceedances in some streams and nearshore areas during
2 heavy rain events. Stormwater, Springbrook Creek, and Issei Creek all exceeded
3 acute aluminum criteria. Stormwater also exceeded acute criteria for zinc and chronic
4 criteria for copper. Ravine Creek, Manzanita Creek, Springbrook Creek, and Issei
5 Creek exceeded the chronic criteria for copper, and Springbrook Creek, Ravine Creek
6 and Schel Chelb Creek exceeded chronic criteria for lead. More concerning, Schel
7 Chelb Creek exceeded acute criteria for zinc and cadmium.

8
9 Out of the seven harbors and bays sampled, only Eagle Harbor nearshore areas near
10 the mouth of Ravine Creek/WSDOT Ferry Maintenance Facility and stormwater
11 exceeded the chronic criteria, and for copper only.

12
13 Anywhere soil is exposed to rain there is a risk of sediment-laden *runoff*. Construction
14 sites, croplands, sand and gravel pits or accumulations, and any other cleared or
15 grubbed land surfaces are all potential sources of sediment. Likewise, poorly-
16 maintained parking lots, *stormwater* drainage systems, and roadways become
17 significant sources of sediment, particularly sediment laden with heavy metals. Metals
18 are also carried to *streams* from uncontrolled discharges from auto washing
19 washwater and industrial discharges.

20
21 *Climate change* may lead to an increase in landslide risk, erosion and sediment
22 transport in the fall, winter, and spring seasons, while reducing the rates of these
23 processes in the summer. Quantitative projections are limited, because of the
24 challenge in distinguishing *climate change* impacts from factors such as development
25 patterns and forest management.

26
27 Sediments that line the bottoms of water bodies are considered the long-term “record-
28 keepers” of pollutants that move through the water body as many of the pollutants
29 settle to the bottom and remain in the sediment for some time. Stream and marine
30 nearshore bottom sediments collected in 2008 and 2013 were analyzed for
31 contaminant chemistry to include gasoline, diesel, semivolatiles, polyaromatic
32 hydrocarbons (PAHs), and metals. None of the detected contaminants that have state
33 or federally-established criteria exceeded marine or freshwater sediment criteria.

34
35 Relatively few contaminants were detected in stream sediments. The most common
36 were diesel range organics (specifically motor oil or lube oil) and Butyl Benzyl
37 Phthalate. Motor oil or lube oil was detected in all 6 streams monitored in 2008 and 6
38 of the 9 streams monitored in 2013. Sediments from one stream (Murden Creek)
39 contained gasoline range organics as well, though at very low levels.

40
41 Butyl Benzyl Phthalate (BBzP) is mostly used as a plasticizer for polyvinylchloride
42 (PVC). However, it is commonly used as a plasticizer for vinyl foams, which are often
43 used as floor tiles, and other uses such as traffic cones, food conveyor belts,
44 and artificial leather. BBzP was not detected in any of the stream sediments analyzed

1 in 2008, but appeared as new detections in 8 of the 9 streams monitored in 2013
2 though at very low levels.

3
4 Additional contaminants were detected in two streams. In 2008 4-Methylphenol
5 (antimicrobial agent) was detected in Schel Chelb Creek sediments, but at a level
6 barely above detection limits. It was not detected in the 2013 sample. Dibutyl
7 Phthalate was detected in the 2013 sample, but, again, barely above the detection
8 limit.

9 Though not detected in the 2008 sample, Ravine Creek's 2013 sediment sample
10 contained low levels of PAHs (Benzo(a)anthracene, Chrysene, Fluoranthene,
11 Phenanthrene, and Pyrene) and Bis (2-Ethylhexyl) Phthalate. PAH's come from
12 burning carbon-containing compounds. PAHs in air are produced by burning wood
13 and fuel for homes. They are also contained in gasoline and diesel exhaust, soot,
14 coke, and cigar and cigarette smoke. Foods that contain small amounts of PAHs
15 include smoked, barbecued, or charcoal-broiled foods, roasted coffees, and sausages.
16 Due to its suitable properties and the low cost, Bis (2-Ethylhexyl) Phthalate (DEHP) is
17 widely used as a plasticizer in manufacturing of articles made of PVC, particularly in
18 medical supplies. Plastics may contain 1% to 40% DEHP. It is also used as
19 a hydraulic fluid and as a dielectric fluid in capacitors. DEHP is also used as
20 a solvent in glowsticks.

21 Significantly more contaminants were detected in marine nearshore sediments,
22 especially PAH's. Eagle Harbor, Blakely Harbor, and Murden Cove had the highest
23 number of detections, while Manzanita Bay, Fletcher Bay, Hidden Cove, and Pleasant
24 Beach Cove had fewer detections. However, nearly all of the detected PAH's
25 decreased in concentration or fell below detection limits between 2008 and 2013 in all
26 of the nearshore areas sampled.

27 Similar to stream sediments, motor oil or lube oil was detected in all of the nearshore
28 areas sampled. Additionally, gasoline range hydrocarbons were detected in the
29 nearshore area adjacent to the monitored stormwater outfall (OFL169), though barely
30 above the detection limit.

31 Also similar to stream sediments, plasticizers DEHP and/or BBzP were newly detected
32 or detected at increasing concentrations in all 9 nearshore areas sampled in 2013.

33 Although none of the contaminants exceeded sediment criteria where such criteria
34 exists, it is prudent to continue to monitor over time for either new occurrences of a
35 contaminant or an increase in a contaminant level, indicating potential developing or
36 ongoing contaminant input.

37
38
39

1 **In-situ Physical Chemistry**

2 Several Island *streams* and nearshore areas experience periodic excursions in pH,
3 temperature, and dissolved oxygen. Excursions in pH are fairly rare. However,
4 Hawley (East and West Forks), Murden, Schel Chelb, Manzanita, Springbrook,
5 Issei, and Mac’s Dam Creeks and Murden Cove suffer chronically low levels of
6 dissolved oxygen. While most only exceed standards in the summertime, Murden
7 and Schel Chelb Creeks exceed standards year-round.

8
9 Several *streams* that had historically maintained acceptable water temperatures
10 year-round, have started to exceed temperature criteria during the summertime
11 since 2012 with excursions occurring more frequently over time. These *streams* are
12 Hawley (East and West Forks) Springbrook, Schel Chelb, Linquist, Gazzam Lake,
13 and Mac’s Dam Creeks. Two nearshore areas (Eagle Harbor at Ravine Creek, and
14 Murden Cove) frequently exceed temperature criteria as well.

15
16 Continuous temperature and dissolved oxygen sensors were deployed in three
17 separate reaches of Murden Creek as part of the 2013-2015 Murden Cove
18 *Watershed* Nutrient and Bacteria Reduction Project. Summertime daily maximum
19 temperatures at all three locations exceeded the criteria with temperatures
20 increasing and exceeding criteria more often in the downstream reach. Similarly,
21 summertime daily minimum dissolved oxygen levels exceeded criteria at all three
22 sites. However, upstream reaches only infrequently exceeded criteria during the
23 summertime, while oxygen levels were significantly lower in the downstream reach
24 and exceeded criteria year-round.

25
26 Despite observed improvements in some water quality parameters such as
27 phosphorus and bacteria over the project period, in-stream chemistry stayed the
28 same or worsened. This indicates that the impact is most likely habitat driven (lack
29 of canopy cover, reduced or absent buffers, lower summertime stream flows) rather
30 than an illicit discharge of polluted water.

31
32 These excursions in physical chemistry, especially temperature and dissolved
33 oxygen, significantly impair these waters’ ability to support aquatic life.

34
35 **Flow and Land use Impacts on the Biological Community**

36 Hydrology is perhaps the most fundamental driver of physical, chemical, and
37 biological processes in streams and is often considered a “master variable”
38 controlling geomorphology, substrate stability, faunal and floral habitat suitability,
39 thermal regulation, metabolism, biogeochemical cycling, and the downstream flux of
40 energy, matter, and biota [Power et al. 1988; Resh et al. 1988; Poff and Ward 1989;
41 Poff 1996; Poff et al. 1997; Dodds et al. 2004](McDonough, Hosen and Palmer,
42 2011).

1 In 2015, the City contracted with King County Department of Natural Resources and
2 Parks, Water and Land Resources Division to conduct a stream benthos and
3 hydrologic evaluation of the City’s stream benthic macroinvertebrate data and
4 continuous flow gauging data.

5
6 Flow data analysis showed that stream flows increase more quickly following rain
7 events and generally have higher peaks than would be expected under forested
8 conditions. These results were generally consistent with increasing levels of
9 urbanization upstream of each gauge and consistent with other data collected in other
10 Puget Sound *watersheds*.

11
12 The average Benthic Index of Biotic Integrity (B-IBI) scores spanning all years of data
13 were very poor for Ravine Creek; poor for Issei, Murden, and Whiskey Creeks; and fair
14 for Cooper, Manzanita, Springbrook, and Woodward Creeks. None of the eight sites
15 investigated had average scores that showed good or excellent stream benthic
16 communities, although two sites (Cooper and Springbrook) did have individual
17 sampling years that had good scores. Again, these data were generally consistent
18 with the level of development in the study *watersheds* and with data collected in other
19 Puget Sound *watersheds*.

20
21 Five statistically significant upward or downward B-IBI component metric trends were
22 identified at four creek sites. Two Murden Creek site metrics showed a worsening
23 trend in species diversity and percentage of pollution tolerant species versus intolerant
24 species. Manzanita Creek showed an improving trend in species richness and both
25 Cooper and Issei Creek showed an improving trend in percentage of pollution
26 intolerant species versus tolerant species.

27
28 King County also examined three additional benthic macroinvertebrate diagnostic
29 metrics for organic pollution (i.e., animal waste including human waste), fine sediment,
30 and metals. The Fine Sediment Sensitivity Index was generally lower at all Bainbridge
31 sites relative to reference sites, suggesting that fine sediment inputs may be a factor in
32 benthic impairment in these *streams*. If confirmed through evaluation of sediment
33 conditions at these sites, the cause is unlikely related exclusively to development as
34 some of the stream basins are relatively undeveloped. It is possible that at least in
35 some instances, past *land use* (e.g., historical logging and *farming* activities) is a
36 factor in causing excess sediment to be (or to have been) delivered to these *streams*.
37 Any development within these basins may also be a contributing factor as well;
38 potentially delivering fine sediment through construction and land clearing activities
39 and through stream bank erosion resulting from increased peak flows.

40
41 All three diagnostic metrics and the flashiness hydrologic metrics indicate that Ravine
42 Creek is suffering from multiple stressors that potentially include organic and metal
43 pollution, geomorphic alteration, and flashier flows, all typical of an urban stream.

1 There was only one statistically significant upward or downward trend in these three
2 additional metrics – an improving trend in metals-intolerant species in Issei Creek.
3

4 **Habitat**

5 As stated above in *City Surface Water Quality Assessment*, limited resources
6 prevent the City’s monitoring program from actively monitoring for freshwater and
7 marine water habitat assessment aside from limited sediment sampling in select
8 stream and adjacent nearshore areas (addressed above in Water and Sediment).
9 Most of what we know about our nearshore marine habitat and freshwater habitat is
10 based upon work by non-profit entities such as the Bainbridge Island Land Trust,
11 the Puget Sound Restoration Fund and the Bainbridge Island *Watershed* Council
12 and outside agencies such as Washington State Department of Fish and Wildlife
13 (WDFW), Washington State Department of Natural Resources (DNR), Ecology,
14 Wild Fish Conservancy, and the Suquamish Tribe. Limited *land use/land cover*
15 information is available through aerial photography and light detection and radar
16 (*LIDAR*) technology, as well.
17

18 **Land cover**

19 Bainbridge Island encompasses an area of 17,471 acres, or approximately 28
20 square miles. The primary land cover is tree-cover at 73%, or 12,760 acres.
21 Grass/scrub lands, developed areas with *impervious surfaces* and other coverages
22 comprise 15%, 11% and 1%, respectively, with combined coverage of 4,712 acres
23 (Table 1 next page).

24 *Land use* type does not vary widely by any great degree across the island due to a
25 low percentage of industrial or commercial land development and the lack of
26 available or developed *farm/range* land. The island’s *land use* is consequently
27 dominated by *residential uses* (75%). Other *land uses* such as recreation land (7%),
28 agricultural (6%), transportation corridors (6%), commercial/light manufacturing
29 (2%), *forest land-use* (2%) and public facilities (2%), make up the remainder of the
30 *land use* as a percentage of the total acreage on the island. With a total overall
31 population of 23,630 the greatest population *density* occurs at the towns of
32 Winslow, Island Center, Lynwood Center and around the coastline of the island.
33 Outside of urbanized areas, the Island is generally characterized by scattered, small
34 communities, homes on acreage, and large parcels of undeveloped land.
35

36 **Stream type**

37 In 2014, the Wild Fish Conservancy (WFC) completed stream typing for Bainbridge
38 Island as part of the [West Sound Watersheds, Kitsap Peninsula \(WRIA 15\) Stream](#)
39 [Typing Project](#).
40

41 WFC’s website states, “Water typing is the state-sanctioned process of mapping the
42 distribution of fish and fish habitat. Regulatory water type maps are used to regulate
43 *land use* decisions adjacent to *streams*, ponds, and *wetlands*. Because existing
44 (modeled) regulatory maps often significantly misrepresent the presence, location,

1 and extent of fish habitat, the effectiveness of state and local government fish
2 habitat protection regulations is compromised. More information about the water
3 typing process and its significance is available at:
4 <http://wildfishconservancy.org/resources/maps/what-is-water-typing>.”
5
6 WFC classified fish and fish habitat in Island *streams* and ground-truthed regulatory
7 maps of stream presence and location, identifying an additional 25 previously
8 unknown/unmapped miles of stream with 698 acres of previously unprotected
9 habitat buffer on Bainbridge Island. The City is currently using WFC’s updated
10 stream data.

Figure 6. City of Bainbridge Island Watershed Land Cover Statistics

<u>Watershed Name /Code</u>	<u>Watershed Area (Acres)</u>	<u>Watershed Size Ranking</u>	<u>Breakdown of Total Watershed Landcover (% of Total Area)</u>								
			<u>Forest</u>	<u>Wetlands</u>	<u>Natural</u>	<u>Grass & Turf</u>	<u>Bare Ground</u>	<u>% Total Impervious Area</u>	<u>Developed</u>	<u>Surface Water</u>	<u>Other</u>
<u>Agate Passage / AGPS</u>	<u>599.96</u>	<u>12</u>	<u>79.52</u>	<u>2.75</u>	<u>82.28</u>	<u>4.25</u>	<u>3.08</u>	<u>9.17</u>	<u>16.51</u>	<u>0.17</u>	<u>1.04</u>
<u>Blakely Harbor / BLKH</u>	<u>1,369.73</u>	<u>7</u>	<u>87.04</u>	<u>1.08</u>	<u>88.13</u>	<u>2.25</u>	<u>3.62</u>	<u>5.75</u>	<u>11.62</u>	<u>0.22</u>	<u>0.04</u>
<u>Eagledale / EGDL</u>	<u>1,094.12</u>	<u>9</u>	<u>65.10</u>	<u>2.95</u>	<u>68.04</u>	<u>8.83</u>	<u>4.36</u>	<u>18.45</u>	<u>31.63</u>	<u>0.33</u>	<u>0.00</u>
<u>Fletcher Bay / FLBY</u>	<u>2,114.01</u>	<u>3</u>	<u>75.83</u>	<u>1.09</u>	<u>76.92</u>	<u>8.60</u>	<u>6.04</u>	<u>7.89</u>	<u>22.52</u>	<u>0.56</u>	<u>0.00</u>
<u>Gazzam Lake / GZLK</u>	<u>886.45</u>	<u>10</u>	<u>83.96</u>	<u>0.79</u>	<u>84.74</u>	<u>3.96</u>	<u>1.86</u>	<u>7.82</u>	<u>13.64</u>	<u>1.62</u>	<u>0.00</u>
<u>Manzanita Bay / MZBY</u>	<u>2,296.34</u>	<u>1</u>	<u>72.25</u>	<u>1.92</u>	<u>74.18</u>	<u>9.76</u>	<u>6.76</u>	<u>8.85</u>	<u>25.37</u>	<u>0.46</u>	<u>0.00</u>
<u>Murden Cove / MDCV</u>	<u>2,046.36</u>	<u>4</u>	<u>73.65</u>	<u>2.34</u>	<u>75.99</u>	<u>7.65</u>	<u>6.46</u>	<u>9.48</u>	<u>23.58</u>	<u>0.43</u>	<u>0.00</u>
<u>North Eagle Harbor / NEGH</u>	<u>2,184.91</u>	<u>2</u>	<u>50.64</u>	<u>2.46</u>	<u>53.11</u>	<u>8.30</u>	<u>10.57</u>	<u>26.95</u>	<u>45.82</u>	<u>0.44</u>	<u>0.63</u>
<u>Pleasant Beach / PLBH</u>	<u>1,437.63</u>	<u>5</u>	<u>70.66</u>	<u>3.00</u>	<u>73.66</u>	<u>6.01</u>	<u>6.64</u>	<u>13.56</u>	<u>26.21</u>	<u>0.13</u>	<u>0.00</u>
<u>Port Madison / PTMD</u>	<u>1,388.31</u>	<u>6</u>	<u>81.85</u>	<u>1.18</u>	<u>83.03</u>	<u>6.26</u>	<u>3.75</u>	<u>6.36</u>	<u>16.37</u>	<u>0.30</u>	<u>0.31</u>
<u>South Beach / SHBH</u>	<u>711.89</u>	<u>11</u>	<u>76.59</u>	<u>1.20</u>	<u>77.79</u>	<u>4.16</u>	<u>10.88</u>	<u>6.54</u>	<u>21.58</u>	<u>0.63</u>	<u>0.00</u>
<u>Sunrise / SNRS</u>	<u>1,342.24</u>	<u>8</u>	<u>79.08</u>	<u>1.92</u>	<u>81.00</u>	<u>4.49</u>	<u>6.41</u>	<u>7.97</u>	<u>18.87</u>	<u>0.13</u>	<u>0.00</u>
<u>TOTAL ACREAGE</u>	<u>17,471.95</u>	<u>-</u>	<u>12,760.44</u>	<u>333.49</u>	<u>13,093.92</u>	<u>1,194.76</u>	<u>1,089.27</u>	<u>1,994.28</u>	<u>4,278.31</u>	<u>74.84</u>	<u>24.88</u>

Notes:

** Statistical sources include: Battelle GIS database, CoBI GIS data, and CoBI Level II Assessment (Kato & Warren, 2000)

(Water Quality and Flow Monitoring Program – Final Monitoring Plan, COBI, 2008)

1 **Fish Passage Barrier Inventory**

2 In 2014 the Washington Department of Fish and Wildlife (WDFW) completed fish
3 passage assessments on Bainbridge Island *streams*. As part of this assessment,
4 WDFW identified 43 total passage barriers (40 road crossings and 3 dams) and 45
5 partial passage barriers (43 road crossings, 1 dam, and 1 miscellaneous) (see Figure
6 7).

8 **Figure 7. WDFW Fish Passage Barrier Inventory**



9
10

<http://wdfw.maps.arcgis.com/home/webmap/viewer.htm>

1



GLOSSARY

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

Adaptive management: A structured, iterative process of robust decision making in the face of uncertainty, with an aim to reducing uncertainty over time via system monitoring. In this way, decision making simultaneously meets one or more resource management objectives and accrues information needed to improve future management.

14

15

16

17

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.

18

19

20

21

22

23

24

25

26

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."

27

28

29

30

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:

31

32

33

34

35

36

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

37

38

39

40

41

42

Agricultural Land: Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees, or livestock, and that has long-term (6 years or longer) commercial significance for agricultural production or which has significance for Bainbridge Island.

43

44

45

46

Agricultural Operation: Any condition, facility, or activity for the production or intent of production for commercial or family use purposes of dairy, apiary, livestock, vegetable or animal products, and crop products including, but not limited to ornamental crops.

1
2 **Aquatic Resources:** Marine nearshore, wetlands, streams, lakes, creeks and
3 associated vegetated areas.

4
5 **Aquifer:** A body of soil or rock that contains sufficient saturated material to conduct
6 groundwater and yield usable quantities of groundwater to springs and wells.

7
8 **Aquifer Conservation Zone Regulations:** land use controls designed to protect the
9 functions and values of Bainbridge Island's aquifers. These regulations may include
10 the City's critical area regulations, the use regulations and standards of the City's
11 Shoreline Master Program, the well-head protection requirements of Class A and B
12 water systems, and the requirements or best management practices of future City
13 enactments such as low impact development regulations or the standards and best
14 management practices required by a Groundwater Management Plan.

15
16 **Aquifer Recharge Area:** The geological formations in which an aquifer is replenished
17 by the downward percolation of water. Critical recharging areas have the potential to
18 effect potable water where an essential source of drinking water is vulnerable to
19 contamination.

20
21 **Arterial:** A major thoroughfare used mainly for through traffic rather than access to
22 nearby property. Arterials generally have greater traffic carrying capacity than
23 collector or local streets and are designed for continuously moving traffic.

24
25 **Assisted Housing:** Multifamily rental housing that receives governmental assistance
26 and is subject to use restrictions

27
28 **Average Daily Traffic (ADT):** The average number of vehicles passing a point
29 during a 24-hour period.

30
31 **Base Density:** The maximum number of units within an area that can be built under
32 the existing zoning without the use of Transferable Development Rights (TDRs) or a
33 density bonus.

34
35 **Best Available Science:** Current scientific information used in the process to
36 designate, protect, or restore critical areas that is derived from a valid scientific
37 process.

38
39 **Bicycle Access:** An improvement designed to facilitate the use of bicycles, including
40 bicycle trails, bicycle lanes and pedestrian/bicycle trails or pathways.

41
42 **Bicycle Lane:** This facility provides a separate lane for bicycle use. The lane is
43 clearly marked lane of travel on the side of a street or roadway, separated from the
44 automobile by painted strips, curbs or buttons.

45
46 **Bond and Levy Financing:** Local governments can raise revenues by selling tax-
47 exempt municipal bonds or by increasing property taxes through property tax levies.

1 Bonds require a 60 percent voter approval; levies require a simple majority. The
2 City can issue a limited amount of debt without voter approval. This is called limited
3 general obligation or councilmanic debt. Voter approved bonds are retired with
4 property tax revenues.

5
6 **Capital Facilities Program:** A collection of planning and budget policies and
7 documents working in concert to ensure capital projects are identified and prioritized
8 in a manner that meets the needs of a growing population and promotes a safe and
9 healthy community.

10
11 **Capital Facility:** A structure, improvement, piece of equipment or other major asset,
12 including land that has a useful life of at least 10 years. Capital facilities are
13 provided by, and for public purposes and services. For the purposes of the *Capital*
14 *Facilities Element*, capital facilities are government offices and facilities; fire and
15 emergency medical services, parks, sewer, water, and storm water utilities, library,
16 and schools.

17
18 **Capital Improvement:** A project to create, expand, or modify a capital facility. The
19 project may include design, permitting, environmental analysis, land acquisition,
20 construction, landscaping, site improvements, initial furnishings and equipment. The
21 project cost must exceed \$25,000 and have a useful life of at least 5 years.

22
23 **Capital Improvement Program (CIP):** A six-year plan for future capital
24 expenditures that identifies capital projects packaging, timelines, and funding. The
25 CIP is updated and adopted annually or biennially, along with the City's operating
26 budget.

27
28 **Carbon sequestration:** a term used to describe both natural and deliberate
29 processes by which CO₂ is either removed from the atmosphere or diverted from
30 emission sources and stored in the ocean, terrestrial environments (vegetation,
31 soils, and sediment), and geologic formations.

32
33 **Carrying Capacity:** The level of land use or human activity that can be permanently
34 accommodated without an irreversible change in the quality of air, water, land, or
35 plant and animal habitats. In human settlements, this term also refers to the upper
36 limits beyond which the quality of life, community character, or human health,
37 welfare, and safety will be impaired.

38
39 **Climate resilience:** the capacity for a socio-ecological system to absorb stresses
40 and maintain function in the face of external stresses imposed upon it by climate
41 change.

1
2 **Climate Change:** – Changes in average weather conditions that persist over multiple
3 decades or longer. Climate change encompasses both increases and decreases in
4 temperature, as well as shifts in precipitation, changing risk of certain types of severe
5 weather events, and changes to other features of the climate system. (See
6 www.climate.gov)
7

8 **Cluster Development:** A development design technique that concentrates buildings
9 in specific areas on a site to allow the remaining land to be used for recreation,
10 common open space, and preservation of environmentally sensitive areas. Cluster
11 development allows the reduction of lot sizes below the zoning ordinance's minimum
12 requirements if the remaining land is preserved as permanent open space.
13

14 **Co-housing:** a type of residential community characterized by either attached or
15 detached single-family dwelling units which may or may not be located on
16 separate lots, and includes a common building, which may contain a large dining
17 room, kitchen, lounges, meeting rooms, recreation and laundry facilities, storage,
18 guest rooms, library, workshops, and/or childcare, to serve only the co-housing
19 community.
20

21 **Collector:** Roads which collect traffic from local access streets and convey it onto
22 the arterial system.
23

24 **Commercial Use:** An occupation, employment or other enterprise that provides
25 goods or services for compensation.
26

27 **Community Development Block Grant (CDBG) Program:** A federal funding
28 program which provides annual funding for eligible local governments for housing
29 and community development programs targeted primarily to low-income persons
30 and neighborhoods.
31

32 **Community Land Trust (CLT):** A model of homeownership where a developer
33 (usually an affordable housing agency or nonprofit) sells a home to an income-
34 qualified resident, but retains ownership of the land. The homeowner earns equity in
35 the home, but not the land.
36

37 **Commute Trip Reduction (CTR):** Washington State legislation passed in 1992
38 requiring specified large employers in certain counties to reduce vehicle occupancy
39 according to a specified time frame.
40

41 **Comprehensive Housing Affordability Strategy (CHAS):** A document which is
42 prepared annually to lay out housing affordability strategies that address the needs
43 of homeless, low and moderate income people in ways that promote community and
44 individual stability.
45

1 **Comprehensive Plan:** A generalized coordinated land use policy statement of the
2 governing body of a county or city that is adopted pursuant to this chapter (RCW
3 36.70A).
4

5 **Concurrency Requirement:** A program to ensure that those public facilities and
6 services necessary to support development shall be adequate to serve the
7 development at the time the development is available for occupancy and use without
8 decreasing current service levels below locally established minimum standards.
9 (Under the GMA, only transportation facilities and services must satisfy the
10 concurrency requirement.)
11

12 **Conservation Easement:** A legal agreement that the property owner enters into to
13 restrict uses of the land for purposes of natural resources conservation. The
14 easement is recorded on a property deed, runs with the land, and is legally binding
15 on all present and future owners of the property. ~~An easement granting a right or~~
16 interest in real property that is appropriate to retaining land or water areas
17 predominantly in their natural, scenic, open, or wooded condition; retaining such
18 areas as suitable habitat for fish, plants or wildlife; or maintaining existing land uses.
19 A tool for acquiring open space with less than full-fee purchase; the public agency
20 buys only certain specific rights from the owner. These may be positive rights,
21 giving the public rights to access to the land, or they may be restricted rights, limiting
22 the uses to which the owner may put the land in the future. Scenic easements allow
23 the public agency to use the owner's land for scenic enhancement such as roadside
24 landscaping and vista point preservation.
25

26 **Conservation Villages:** A development form that concentrates housing on a
27 relatively small portion of the total site, with the larger portion of the site left
28 untouched as dedicated conservation area. The housing may take the form of
29 common wall structures and/or detached units placed close by one another,
30 situated to minimize the cost of running roads and serving utilities and maximizing
31 the retention of scenic views, open space, natural contours, and vegetation. The
32 techniques used to concentrate buildings may include reduction in lot sizes,
33 building setback and/or bulk requirements. An increase in density may be
34 considered only if appropriate limitations are placed on building footprint, bulk,
35 shape, location, orientation or other site or building design details. The
36 conservation open space is secured in perpetuity by deed restriction.
37

38 **Context Sensitive Design:** Site, landscaping, architectural, or engineering design
39 that is compatible with a development's setting, the contours of the land and natural
40 systems on-site and immediately off-site, and that is compatible with the character,
41 location and configuration of improvements and uses on adjacent properties.
42

43 **Contract Rezone District:** A Contract Zoning District is a distinct area for which a
44 special zoning designation is developed which reflects uses and/or conditions that
45 are unique to that area, and which would affect future development of the land.
46

47 **Core Area of Winslow:** The area within the Mixed Use Town Center District.

1
2 **Cottage Housing:** A grouping of small, single family dwelling units clustered around
3 a common area and developed with a coherent plan for the entire site. Cottage units
4 typically have a shared common area and coordinated design and may allow
5 densities that are somewhat higher than typical in single family neighborhoods.
6 Cottage housing offers a degree of privacy and some of the benefits of single family
7 housing combined with the lower cost and maintenance of attached housing. The
8 clustered arrangement can contribute to a sense of community.

9
10 **Cottage Industry:** An activity undertaken for gain or profit and carried on in a
11 dwelling or building accessory to the dwelling. See Home Occupation.

12
13 **Countywide Planning Policies:** A series of policies intended to guide the
14 development of city and county comprehensive plans, including, but not limited to,
15 the allocation of population and employment targets to cities. The GMA gives
16 counties the authority to adopt County-wide Planning Policies.

17
18 **Critical Areas:** Aquifer recharge areas, fish and wildlife habitats, frequently flooded
19 areas, geologically hazardous areas, wetlands and streams.

20
21 **Critical Habitat:** Identified by Washington State Department of Wildlife, Ecology and
22 Fisheries or other source recognized by the City as habitat necessary for survival of
23 endangered, threatened, rare, sensitive, monitor species or identified by Bainbridge
24 Island as species of local significance.

25
26 **Density:** The number of dwelling units allowed in a lot area.

27
28 **Density Bonus:** Additional density provided to a developer to achieve certain policy
29 objectives, such as the construction of affordable housing units. (The developer is
30 allowed to build a certain amount {a percentage} above the base density in
31 exchange for the provision of a certain number of affordable units.)

32
33 **Designated Centers:** Those areas of the Island where the majority of the
34 development and redevelopment should be located over the next fifty years.
35 These include Winslow, Lynwood Center, Island Center, Rolling Bay, Sportsman
36 Triangle and Day Road. See Fig. LU-1 Land Use Concept.

37
38 **Development Regulation:** The controls placed on development or land use
39 activities by a county or city, including, but not limited to, zoning ordinances, critical
40 areas ordinances, shoreline master programs, official controls, planned unit
41 development ordinances, subdivision ordinances, and binding site plan ordinances
42 together with any amendments thereto.

43
44 **Development Standards:** Requirements or standards imposed on development by
45 regulation or ordinance under land use and environmental planning legislation.

1 **Downzoning:** A change in the zoning classification of land to a classification which
2 requires less intensive development, such as a change from multifamily to single
3 family or from commercial to residential. A change which allows more intensive
4 development is upzoning.

5
6 **Dwelling Unit:** A building or portion of a building that provides independent living
7 facilities with provision for sleeping, eating and sanitation. The existence of a food
8 preparation area within a room or rooms is evidence of the existence of a dwelling
9 unit.

10
11 **Economic capital:**

12
13 **Financial capital** is any economic resource measured in terms of money used by
14 entrepreneurs and businesses to buy what they need to make their products or to
15 provide their services to the sector of the economy upon which their operation is
16 based, i.e., retail, corporate, investment banking, etc.

17
18 **Natural capital** consists of indispensable resources and benefits, essential for
19 human survival and economic activity, provided by the ecosystem. Natural capital
20 is commonly divided into (1) renewable resources (agricultural crops, vegetation,
21 wildlife) and (2) non-renewable resources (fossil fuels and mineral deposits.)

22
23 **Social capital** is a form of economic capital in which social networks are central,
24 transactions are marked by reciprocity, trust and cooperation, and market agents
25 produce goods and services not only for themselves, but for a common good. The
26 term generally refers to (1) resources, and the value of those resources, both
27 tangible (public spaces, private property) and the intangible (people), (2) the
28 relationships among these resources, and (3) the impact that these relationships
29 have on the resources in each relationship, and on larger groups.

30
31 **Endangered Species:** A species or subspecies of bird, mammal, fish, amphibian,
32 reptile or invertebrate for which the prospects of survival and reproduction are in
33 immediate jeopardy from one or more causes, including loss of habitat, change in
34 habitat, over-exploitation, predation, competition or disease.

35
36 **Environmentally Sensitive Areas or ESAs:** Critical areas and their protective
37 buffers and natural resource lands.

38
39 **Erosion Hazard Area:** A landform or soil type subject to being worn away by the
40 action of water, wind, freeze-thaw or ice and classified in accordance with the
41 U.S.D.A. Soil Conservation Service, U.S. Geological Survey or Department of
42 Ecology Coastal Zone Atlas.

43
44 **Essential Public Facility:** Any facility meeting the definition of Essential Public
45 Facility set forth in RCW 36.70A.200(1), now or as hereafter amended, any facility
46 identified on the statewide list maintained by the Office of Financial Management.

1 **Fair Share Housing:** A quantification of each jurisdiction's "share" of middle and
2 low-income housing needs in a region or county, and a plan for how each jurisdiction
3 will satisfy its obligation to provide for its share of the need.
4

5 **Farm:** See Agricultural Land
6

7 **Fish and Wildlife Habitat:** A seasonal range or habitat element with which a given
8 species has a primary association, and which, if altered, may reduce the likelihood
9 that the species will maintain and reproduce over the long-term. These include
10 areas of relative density or species richness, breeding habitat, winter range, and
11 movement corridors. These also include habitats of limited availability or high
12 vulnerability to alteration, such as cliffs, streams and wetlands.
13

14 **Flexible Lot Design Subdivision Process:** This process permits development
15 flexibility that will encourage a more creative approach than lot-by-lot development,
16 including lot design, placement of buildings, use of open spaces and circulation, and
17 best addresses the site characteristics of geography, topography, size or shape.
18 This method permits clustering of lots, with a variety of lot sizes, to provide open
19 space and protect the Island's natural systems. The criteria for the layout and
20 design of lots, including a minimum percentage of open space and a minimum lot
21 size for each zone, will be set out in the zoning ordinance.
22

23 **Forest Land:** Land used for growing trees, not including Christmas trees, for
24 commercial purposes (as shown by record of income) that has long-term commercial
25 significance; or unharvested forest land preserved in open space for the
26 environmental benefits and maintenance of rural character.
27

28 **Frequently Flooded Areas:** Lands subject to a one percent or greater chance of
29 flooding in any given year. These areas include, but are not limited to, floodplains
30 adjacent to streams, lakes, coastal areas, and wetlands.
31

32 **Functional Classification:** A technique for assigning categories to transportation
33 facilities based on a facility's role in the overall transportation system.
34

35 **Functional Plan:** Detailed assessments of existing conditions, current and future
36 facility needs, service targets, and projected funding. Such plans adopted by City
37 Council are incorporated by reference into the Comprehensive Plan's Capital
38 Facilities Element. Other local jurisdictions, such as the Bainbridge Island School
39 District, Bainbridge Island Fire District, and Bainbridge Park District also prepare
40 functional plans.
41

42 **General Obligation Debt:** Local governments can raise revenues by selling tax-
43 exempt municipal bonds and incurring debt. General obligation debt carries an
44 unconditional promise by the local government to levy the taxes necessary to make
45 the interest and principal payments required to retire the debt. General obligation
46 debt is distinguished from limited obligation debt (also known as councilmanic

1 bonds), which does not require a vote of the people and is paid from general
2 operating revenues.

3
4 **Geologically Hazardous Areas:** Areas susceptible to erosion, sliding or other
5 geological events and pose a threat to the health and safety of citizens when used
6 as sites for incompatible commercial, residential or industrial development.
7 Geologically hazardous areas include erosion hazard areas, landslide hazard areas,
8 slopes and seismic hazard areas.

9
10 **Goal:** An expression of a general, ultimate ideal to be sought. It reflects basic
11 community values and establishes the basis for formulating policies.

12
13 **Green Building:** A structure and use process that is environmentally responsible
14 and resource efficient throughout a building's life cycle: from siting to design,
15 construction, operation, maintenance, renovation, and demolition. Green buildings
16 are designed to reduce the overall impact of the built environment on human health
17 and the natural environment by efficiently using energy, water, and other resources;
18 protecting occupant health and improving employee productivity; and reducing
19 waste, pollution, and environmental degradation.

20
21 **Greenhouse Gas (GHG):** A gas in an atmosphere that absorbs and emits radiation
22 within the thermal infrared range and affects the temperature of the earth. Primary
23 greenhouse gases in the earth's atmosphere are water vapor, carbon dioxide,
24 methane, nitrous oxide, and ozone. At present, the two primary sources of carbon
25 dioxide emissions are from burning coal used for electricity generation and
26 petroleum used for motor transport.

27
28 **Green infrastructure:** Natural vegetation, landscape design, and engineered
29 techniques that retain, absorb, and often cleanse stormwater runoff. By including
30 such features throughout a community, stormwater and other runoff from wet
31 weather or spring thaws is retained, absorbed, and often naturally filtered. Green
32 infrastructure prevents or reduces the amount of runoff from flowing directly into
33 storm drains where it can overwhelm the sewer system and end up contaminating
34 local waterways.

35
36 **Groundwater:** Subsurface or underground water resource.

37
38 **Growth Management Act (GMA):** A Washington State law requiring urban counties
39 and their cities to adopt comprehensive plans and to adopt development regulations
40 and capital budgets to implement comprehensive plans. Legislation passed in 1990,
41 amended in 1991, requiring counties of a certain size (and cities within them) to
42 develop, among other items, urban growth boundaries, comprehensive plans, and
43 concurrent funding plans.

44
45 **Guiding Principle:** A high-rank order value guiding growth, development, and
46 conservation of resources in the community. Guiding principles are derived from and
47 provide extension of the aspirations and values described in the Vision Statement.

1 Guiding Principles provide policy direction to the Goals and Policies of the Elements
2 in the Comprehensive Plan.

3
4 **High Occupancy Vehicle (HOV):** Public transportation vehicles and private
5 vehicles carrying no less than a specified number of passengers (usually set at 2 or
6 3).

7
8 **High Occupancy Vehicle Improvement:** Facilities or priority treatments, such as
9 preferential signalization or queue bypasses, designed to encourage HOV usage.

10
11 **High Occupancy Vehicle Lane (HOV Lane):** A lane of traffic designated for use by
12 public transit vehicles and high occupancy private vehicles.

13
14 **Historic Preservation:** Includes the protection, rehabilitation, restoration,
15 identification, scientific excavation, and reconstruction of districts, sites, buildings,
16 structures and objects significant in American and Washington state history,
17 architecture, archaeology, or culture. (RCW 27.26.901)

18
19 **Home Occupation:** An activity for gainful employment involving the manufacture,
20 provision, or sale of goods and/or services as an accessory use. The home
21 occupation is carried on in the dwelling unit or building accessory to the dwelling
22 unit.

23
24 **Homeless:** Persons whose primary nighttime residence is 1) a public or private
25 place not designed for, or ordinarily used for, sleeping accommodations for human
26 beings, or 2) a residence which is a publicly or privately operated shelter designed to
27 provide temporary living accommodations.

28
29 **Household:** One or more related or unrelated persons occupying a housing unit.

30
31 **Housing and Urban Development, Department of HUD:** The federal Department of
32 Housing and Urban Development which administers most federally sponsored
33 housing and community development programs.

34
35 **Housing types:** This term refers to the physical form, configuration or scale of
36 housing, as opposed to an ownership pattern (i.e., rental vs. owned).

37 The list below groups housing types by the category of whether the housing units
38 are detached, common wall, or stacked:

- 39
40 ▪ Detached housing, includes one and two-story houses, ramblers, split-
41 levels, cottages, cabins, accessory dwelling units, mobile homes, and
42 carriage houses (unit over a garage);
43
44 ▪ Common wall housing, includes duplexes, zero lot line homes, rowhouses
45 and townhouses; and
46
47 ▪ Stacked housing, includes two or three story garden apartments and mid-

1 rise, mixed-use structures with commercial ground floor uses and two or more
2 stories of residences above.

3
4 **Impact Fees:** Charges levied by the City against a new development for its pro-rata
5 share of the capital costs of facilities necessitated by the development. The Growth
6 Management Act authorizes the imposition of impact fees on new development and
7 sets the conditions under which they may be imposed.

8
9 **Impervious Surface:** Any material that substantially reduces or prevents the
10 infiltration of water into previously undeveloped land. It includes surfaces such as
11 compacted sand, limerock, or clay, as well as most conventionally surfaced streets,
12 roofs, sidewalks, parking lots, and other similar surfaces or structures.

13
14 **Income-qualified:** A description for a renter or owner of designated affordable
15 housing unit, meaning that the entity managing the affordability has verified the
16 potential resident's income to fall within the income ranges defined under
17 "Affordable housing".

18
19 **Infill Development:** Development usually consisting of either 1) construction on one
20 or more lots in an area already developed or 2) new construction between two
21 existing structures.

22
23 **Infrastructure:** A term connoting the physical underpinnings of the built
24 environment including, but not limited to, roads, bridges, transit, waste system,
25 public buildings, and communications networks.

26
27 **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA):** Legislative
28 initiative by the U.S. Congress restructuring funding for highway and transit
29 programs. ISTEA authorized increased levels of highway and transportation funding
30 and an enlarged role for regional planning commissions/MPOs in funding decisions.
31 The Act also requires comprehensive regional long-range transportation plans
32 extending to the horizon year of 2015.

33
34 **Island Charter:** For purposes of the Bainbridge Island Comprehensive Plan the
35 term is used to describe the special character of the Island - winding, narrow and
36 vegetated roadways and forested areas, meadows, farms, and which contain much
37 of the Island's wetlands and streams, aquifer recharge areas and fish and wildlife
38 habitat.

39
40 **Kitsap Regional Coordinating Council (KRCC), formerly known as Kitsap**
41 **Regional Planning Council (KRPC):** A Council formed in 1990 by agreement
42 between Kitsap County and the cities of Bainbridge Island, Bremerton, Port Orchard
43 and Poulsbo. The purposes of the council are 1) to provide a forum for cooperative
44 decision making by the region's elected officials in order to bring about a continuous
45 and comprehensive planning process, 2) to foster cooperation and mediate
46 differences among governments throughout the region and 3) to maintain an
47 ongoing planning program and coordinate actions to make the best use of the

1 region's resources and overcome problems of waste and pollution. In 1991, the Port
2 Gamble S'Klallam Tribe and the Suquamish Tribe became members.

3
4 **Land Use:** A term used to indicate the utilization of any piece of land. The way in
5 which land is being used or may be used.

6
7 **Land Owner Compacts:** Adjacent property owners collectively, aggregate and
8 develop their properties under a unified development plan.

9
10 **Landslide Hazard Areas:** Areas which are potentially subject to risk of mass
11 movement due to a combination of factors, including historic failures, geologic,
12 topographic and hydrologic features as identified in the Department of Ecology
13 Coastal Zone Atlas.

14
15 **Level-of-Service (LOS):** A rating of how well some unit of transportation supply or
16 other facility (e.g., street, intersection, sidewalk, bikeway, transit route, water and
17 sewer, park facilities) serves its current or projected demand.

18
19 **LIHPRHA:** The Low-Income Housing Preservation and Resident Home Ownership
20 Act of 1990, or LIHPRHA, is designed to preserve existing assisted housing for
21 permanent low-income use. It provides incentives for current owners of assisted-
22 housing projects to retain ownership for low-income use or to sell them to new
23 owners who will agree to maintain the housing for low-income occupants for the
24 remainder of its useful life.

25
26 **Low Impact Development (LID):** A stormwater management strategy that
27 emphasizes conservation and use of existing natural site features integrated with
28 distributed, small-scale stormwater controls to more closely mimic natural hydrologic
29 patterns in residential, commercial, and industrial settings. LID employs principles
30 such as preserving and recreating natural landscape features and minimizing
31 impervious surfaces to create functional and appealing site drainage that treat
32 stormwater as a resource rather than a waste product. Practices that adhere to
33 these LID principles include bio-retention facilities, rain gardens, vegetated rooftops,
34 rainwater harvesting (rain barrels and cisterns) and permeable pavements.

35
36 **Manufactured Housing:** A broad term including mobile homes, modular homes and
37 other "factory built" housing. The main distinction is that manufactured housing is
38 created in one or more parts in a factory and is designed and constructed for
39 transportation to a site for installation on a permanent foundation and occupancy
40 when connected to required utilities.

41
42 **Master Plan:** A tool to implement the Comprehensive Plan which details land use
43 and circulation plans for a particular area or particular site using the goals and
44 policies contained in the adopted Comprehensive Plan.

45
46 **Micro unit:** A small studio apartment; micro unit could include a fully functioning
47 and accessibility compliant kitchen and bathroom or rely upon communal kitchen or

1 bathroom facilities.

2
3 **Mineral Resource Lands:** Land which is primarily devoted to the extraction of
4 gravel, sand, or valuable metallic substances.

5
6 **Mixed Use Development:** The presence of more than one category of use in a
7 structure, for example, a mixture of residential units and office or retail uses in the
8 same building.

9
10 **Mode Split:** The statistical breakdown of travel by alternate modes, usually
11 expressed as a percentage of travel by auto, transit, etc. Mode split is frequently
12 used to describe the percentage of people using private automobiles versus bus
13 transit or other modes.

14
15 **Multifamily:** A structure or portion of a structure containing two or more dwelling
16 units.

17
18 **Multi-modal Transportation System:** A system in which there is accessibility by a
19 variety of travel modes, typically: pedestrian, bicycle, transit and automobile (Single
20 Occupancy Vehicle and High Occupancy Vehicle - carpool/vanpool) and may
21 include water and air transport as well.

22
23 **Native Vegetation:** Plant species which are indigenous to the Puget Sound region.

24
25 **Natural Resource Lands:** Agricultural, forest and mineral resource lands as defined
26 in this section.

27
28 **Neighborhood:** A small, predominantly residential area of the Island in which the
29 residents share a common identity which may focus around an elementary school,
30 park, community business center or similar feature.

31
32 **Non-point Source Pollution:** Pollution that enters water from dispersed and
33 uncontrolled sources (such as surface runoff) rather than through pipes.

34
35 **Open Space:** Any area of land that provides physical or visual relief from the
36 developed environment. Open space may be essentially unimproved and set aside,
37 designated or reserved for public use or enjoyment, or for the private use and
38 enjoyment of adjacent property owners. Open space may also consist of
39 undeveloped areas, such as pastures, woodlands, greenbelts, wetlands, pedestrian
40 corridors and other natural areas that provide visual relief from developed areas.

41
42 Preservation of open space would 1) conserve and enhance natural or scenic
43 resources, 2) protect streams or water supply, 3) promote conservation of soils,
44 wetlands, beaches or tidal marshes, 4) enhance the value to the public of abutting or
45 neighboring parks, forests, wild preserves, nature reservations or sanctuaries or
46 other open space, 5) enhance recreation opportunities, 6) preserve historic sites, or
47 7) preserve visual quality along highway, road and street corridors or scenic vistas.

1
2 **Open Space Plan:** an adopted map that identifies those portions of Bainbridge
3 Island which have the attributes and values of open space and which are candidate
4 areas for protection and/or acquisition through city programs or regulations.
5

6 **Overlay District:** A set of zoning requirements that are described in the ordinance
7 text, are mapped, and subsequently imposed in addition to those of the underlying
8 zone. Development within an overlay zone must conform to the requirements of
9 both zones.

10
11 **Park-and-Ride:** A system in which commuters drive to a common location, park
12 their vehicles, and continue travel to their final destination via public transit or
13 carpooling/vanpooling.

14
15 **Peak Hour:** The hour during which the maximum amount of travel takes place.

16
17 **Peak Period:** The period during which the maximum amount of travel occurs.
18 Usually about 7 to 9 a.m. and 4 to 6 p.m.

19
20 **Pedestrian-orientation:** An area where the location and access to buildings, types
21 of uses permitted on the street level and storefront design are based on the needs of
22 the walking customers and residents. Reduces auto dependence and encourages
23 the use of public transportation.

24
25 **Peninsula Regional Transportation Planning Organization (PRTPO):** The
26 Regional Transportation Planning Organization for Kitsap, Mason, Clallam, and
27 Jefferson Counties. The PRTPO serves as a mechanism for coordinating
28 transportation planning in and among those counties and as a conduit for federal
29 and state transportation funds.

30
31 **Performance Standards:** Regulations which establish standards of performance
32 that are required of any use permitted in a given zoning district. For example,
33 control over the type of a particular development in a particular zone may be
34 accomplished by the establishment of standards which impose maximum levels of
35 smoke, dust, noise, glare, traffic generation or other development impacts which
36 must not be exceeded.

37
38 **Permeability:** The rate at which water moves through undisturbed soil. It depends
39 largely on the texture, structure, porosity and density of the soil.

40
41 **Policy:** An agreed course of action adopted and pursued by decision makers for
42 achieving one or several goals and objectives and which are used to guide the
43 formulation of regulations and programs.

44 **Precautionary principle:** An approach to risk management, stating that if an activity
45 carries a threat of causing serious harm to the public or to the environment, the

1 burden of proof that it should not be limited or prohibited falls on proponents of the
2 activity.

3 **Primary Treatment:** A wastewater treatment method that uses settling, skimming
4 and usually chlorination to remove solids, floating materials and pathogens from
5 wastewater.

6
7 **Public Facilities:** Use of land which includes streets, roads, highways, sidewalks,
8 street and road lighting systems, traffic signals, domestic water systems, storm and
9 sanitary sewer systems, parks and recreational facilities, and schools.

10
11 **Public Sewer System:** Any system which is owned or operated by the City, political
12 subdivision of the state, or other approved ownership consistent of a collection
13 system and necessary trunks, pumping facilities and a means of final treatment and
14 disposal and under permit from the Department of Ecology.

15
16 **Public Services:** Include fire protection and suppression, law enforcement, public
17 health, education, recreation, environmental protection, and other governmental
18 services.

19
20 **Public Water System:** Any system or water supply intended or used for human
21 consumption or other domestic uses where water is furnished to two or more
22 hookups.

23
24 **PUD (Planned Unit Development):** A development of land that is under unified
25 control and is planned and developed as a whole in a single development operation
26 or programmed series of development stages. Development through a PUD is a
27 process in addition to the subdivision process, which permits development flexibility
28 that will encourage a more creative approach than lot-by-lot development in design,
29 placement of buildings, use of open spaces, circulation, and best addresses the site
30 characteristics of geography, topography, size or shape.

31
32 **Puget Sound Council of Governments (PSCOG):** Predecessor to the Puget
33 Sound Regional Council. The former area-wide metropolitan planning organization
34 (MPO) responsible for regional planning in the Puget Sound area. (See Puget
35 Sound Regional Council.)

36
37 **Puget Sound Regional Council (PSRC):** Current MPO for the Puget Sound region,
38 including Snohomish, King, Pierce, and Kitsap Counties. The PSRC coordinates
39 transportation planning in those four counties and allocates federal and state
40 transportation funds. The PSRC is also responsible for coordinating transportation
41 planning with air quality emissions requirements.

42
43 **Pump Station:** A facility housing the equipment to pump water from or to a
44 destination to counter gravitational forces. Pumping facilities are also employed to
45 increase the pressure of the water as it travels through the system.

1 **Pumping Station:** Used to convey sanitary, wastewater to locations which cannot
2 be reached in a normal downhill gravity collection system.

3
4 **Purchase of Development Rights (PDRs):** A program which would permit an owner
5 of property designated as a TDR "sending area" to sell the right to develop all or the
6 unused zoned capacity of the property to a public entity or non-commercial entity,
7 such as a land trust. In exchange, the seller of the PDR would extinguish the
8 development right on the "sending area" by means of an easement.

9
10 **Queue Bypass:** Route designed to provide a path for transit around traffic queues
11 (or waiting lines), allowing transit to move to the head of traffic flow.

12
13 **Recharge:** The process involved in the absorption and addition of water from the
14 unsaturated zone to groundwater.

15
16 **Residential Use:** Any land use that provides for living space. Examples include
17 single family residence, multi-family residence, special residence mobile home park,
18 boarding house, caretaker's quarters, accessory dwelling.

19
20 **Right-of-way:** Land in which the state, county, city or other governmental entity
21 owns the fee simple title or has an easement dedicated or required for a
22 transportation or utility use. The right-of-way is the right to pass over the property of
23 another. It refers to a strip of land legally established for the use of pedestrians,
24 vehicles or utilities.

25
26 **Runoff:** That portion of precipitation which flows over land surface and enters the
27 storm drainage system during and immediately following a storm. The rapidity of
28 runoff and the amount of water removed are affected by slope, texture (that is the
29 structure and porosity of the soil surface) vegetation and prevailing climate.

30
31 **Sanitary Sewer:** A facility that carries waterborne wastes of household, industrial
32 and commercial users from the point of origin to treatment plant(s) for treatment and
33 disposal.

34
35 **Secondary Arterial:** Roads which link activity centers and convey traffic onto major
36 arterials. Secondary arterials provide both mobility and access.

37
38 **Secondary Treatment:** A wastewater treatment method that usually involves the
39 addition of biological treatment to the settling, skimming and disinfection provided by
40 primary treatment.

41

1 **Seismic Hazard Areas:** Includes areas subject to severe risk of damage as a result
2 of seismic induced ground shaking, slope failure, settlement, slope failure, soil
3 liquefaction or surface faulting. Ground shaking is a primary risk, followed by some
4 unstable slopes causing damage below them. The muck soils of the Island pose a
5 specific risk of settlement and soil liquefaction. These conditions occur in areas
6 where muck soils and other organic deposits are unsuitable for foundations,
7 generally underlain by cohesion-less soils or poorly consolidated sediments usually
8 in association with a shallow groundwater table.

9 **Senior Housing:** Housing specifically designed and operated to assist elderly
10 persons (as defined in the State or Federal program); or intended for, and solely
11 occupied by persons 62 years of age or older.

12 **Shoreline Management Act:** The Shoreline Management Act of 1971, Chapter
13 90.58 RCW, as amended.

14 **Shall:** ~~Indicates an unequivocal directive.~~

16 **Shall:** The use of the terms “shall” and “should,” determines the level of discretion
17 the City can exercise in making future land use policy, budget, and development
18 regulation decisions. “Shall” means that it is mandatory for the City to carry out the
19 policy, even if a timeframe is not included. The use of “shall” in a policy statement
20 does not convert it into a regulation.

21 **Should:** Signifies a slightly less rigid directive than "shall" to be honored in the
22 absence of compelling considerations that require another course of action.

23
24 **Single Occupant Vehicle (SOV):** A vehicle carrying only the driver and no
25 passengers.

26
27 **Slope:** An inclined ground surface, the inclination of which is expressed as a ratio
28 (percentage) of vertical distance to horizontal distance.

29
30 **Special Needs Populations:** Individuals or families who require supportive social
31 services in order to live independently for semi-independently.

32
33 **Special Planning Area:** A Special Planning Area is an area which reflects uses
34 and/or conditions which are unique to that area and would benefit from a local and/or
35 neighborhood planning process. The Special Planning Area Process would address
36 such issues as current use, future mix and location of uses and densities,
37 transportation, public facilities, and services and amenities and protection of natural
38 systems.

39
40 **Storm Drain:** A system of gutters, pipes or ditches used to carry storm water from
41 surrounding lands to streams, lakes or Puget Sound.

42

1 **Storm Water:** Water that is generated by rainfall and is often routed into drainage
2 systems in order to prevent flooding.

3
4 **Stream:** Surface waters, which flow into or become connected with other surface
5 waters generally at least once per year. Streams are classified in accordance with
6 classification system established by the Washington State Department of Natural
7 Resources, as modified by Bainbridge Island.

8
9 **Subarea Plan:** An optional comprehensive plan feature authorized by the Growth
10 Management Act. Subarea plans provide detailed land use policies for a geographic
11 subset of a city.

12
13 **Subdivision:** The division or redivision of land into five or more lots, tracts, parcels,
14 sites or divisions for the purpose of sale, lease or transfer of ownership.

15
16 **Substandard Housing:** A dwelling unit that does not meet the criteria for an
17 acceptable standard of living, through lack of maintenance, age of unit, neglect, lack
18 of plumbing facilities, kitchen facilities, or crowded conditions.

19
20 **Sustainability:** Meeting the needs of the present without compromising the ability of
21 future generations to meet their own needs.

22
23 **Tiny House or Home:** A small dwelling, with a kitchen and bathroom, possibly
24 mounted on wheels.

25
26 **Transfer of Development Rights Program (TDRs):** A program which would permit
27 an owner of property designated as a TDR "sending area" to sell the right to develop
28 all or the unused zoned capacity of the property to the developer of a TDR "receiving
29 area" who is allowed to add the capacity to the zoned capacity of the site. In
30 exchange, the seller of the TDR would extinguish the development right on the
31 "sending area" by means of an easement.

32
33 **Transit:** Refers to a multiple-occupant vehicle operated on a for-hire, shared-ride
34 basis, including bus, ferry, taxi, shuttle bus, carpool, or vanpool.

35
36 **Transportation Demand Management (TDM):** Policies and programs to motivate
37 people to use public transportation, such as bus pass subsidies, flex-time programs,
38 and limiting free parking.

39
40 **Transportation System Management (TSM):** An array of strategies intended to
41 lead to a reduction in the number of vehicles using the road system while
42 simultaneously serving the same number of travelers.

43
44 **Threatened Species:** Any species which is likely to become an endangered species
45 within the foreseeable future throughout all or a significant portion of its range.

1 **Trip:** A one-way movement of a person or vehicle between two points for a specific
2 purpose, sometimes called a one-way trip to distinguish it from a round trip.

3
4 **Trip Assignment:** The process of determining route or routes of travel and
5 allocating the zone-to-zone trips to these routes.

6
7 **Trip Distribution:** The process by which the movement of trips between zones is
8 estimated. The data for each distribution may be measured or be estimated by a
9 growth factor process or by synthetic model.

10
11 **Undeveloped Rights-Of-Way:** Any undeveloped portion of a right-of-way legally
12 established for the use of pedestrians, vehicles or utilities.

13
14 **Universal Design:** The designing of products and environments to be usable by all
15 people, to the greatest extent possible, regardless of age, size, or abilities.

16
17 **Upzoning:** A change in the zoning classification of land to a classification allowing
18 more intensive development, such as a change from single-family to multifamily or
19 from residential to commercial.

20
21 **Urban Concentration:** An area within the urban growth boundary of Bainbridge
22 Island in which urban level of development with urban levels of public services and
23 facilities are concentrated.

24
25 **Vehicle Miles Traveled (VMT):** A measurement of forecasting travel demand;
26 equivalent to one car, bus or truck traveling one mile. VMT is the sum of an
27 individual's vehicle trip lengths - in miles - made over a set period, divided by the
28 number of affected individuals driving that period within the household, study area,
29 zone or facility.

30
31 **Vision:** A Vision is a narrative description of a preferred future, describing desired
32 long-term qualities and characteristics of the community 20 or more years in the
33 future.

34
35 **Vision 2040:** Vision 2040 constitutes the multi-county planning policies for the
36 region consisting of King, Pierce, Snohomish and Kitsap counties and the cities
37 within those counties.

38
39 ~~**Vision 2020:** The regional comprehensive vision for the central Puget Sound area~~
40 ~~(King, Kitsap, Pierce and Snohomish Counties) adopted in 1990 by Puget Sound~~
41 ~~Regional Council (PSRC). Vision 2020 describes linking high density residential and~~
42 ~~employment centers throughout the region by high capacity transit, promoting a~~
43 ~~multimodal transportation system.~~

44
45 **Watercourse:** The areas to which surface and subsurface waters naturally flow and
46 which form a continuous channel through which water descends to natural outlets.

1 A water course includes: a permanent stream; intermittent stream; river, brook,
2 creek, channel or ditch for water, whether natural or man-made.

3
4 **Water Re-use:** Using treated wastewater in place of drinking water for commercial
5 irrigation and industrial processes. Also called wastewater reclamation.

6
7 **Watershed:** The geographic region within which water drains into a particular river,
8 stream or body of water. A watershed includes hills, lowlands and the body of water
9 into which the land drains.

10
11 **Wetland:** Those areas that are inundated or saturated by surface or groundwater at
12 a frequency and duration sufficient to support, and that under normal circumstances
13 do support, a prevalence of vegetation typically adapted for life in saturated soil
14 conditions.

15
16 ~~**Priority wetlands** are those identified in the City of Bainbridge Island Wetland~~
17 ~~Inventory Phase II, Wetland Protection Strategies, March 22, 1993, prepared by~~
18 ~~Sheldon & Associates.~~