



CITY OF
BAINBRIDGE ISLAND

**CITY COUNCIL STUDY SESSION
TUESDAY, OCTOBER 20, 2020**

REMOTE MEETING ON ZOOM

LINK TO JOIN WEBINAR

[HTTPS://BAINBRIDGEWA.ZOOM.US/J/92500806022](https://bainbridgewa.zoom.us/j/92500806022)

OR IPHONE ONE-TAP : US: +12532158782, 94439515590# OR +13462487799,,94439515590#

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DIAL (FOR HIGHER QUALITY, DIAL A NUMBER BASED ON YOUR CURRENT LOCATION):

US: +1 253 215 8782

WEBINAR ID: 944 3951 5590

AGENDA

1. **CALL TO ORDER / ROLL CALL - 6:00 PM**
2. **APPROVAL OF AGENDA/ CONFLICT OF INTEREST DISCLOSURE - 6:05 PM**
3. **MAYOR'S REPORT - 6:10 PM**
4. **FUTURE COUNCIL AGENDAS**
 - 4.A **(6:15 PM) Future Council Agendas**, 10 Minutes
[October 27 City Council Regular Business Meeting.pdf](#)
[November 10 City Council Regular Business Meeting.pdf](#)
5. **BUDGET DELIBERATIONS**
 - 5.A **(6:25 PM) Budget Discussion #4 - Finance**, 60 Minutes
[HPC Letter to CC-9-2020.docx](#)
6. **PRESENTATIONS**
 - 6.A **(7:25 PM) Farm Housing Proposal at Morales Property - Friends of the Farms, Executive** 15 Minutes
[Transmittal memo Morales housing proposal 10202020](#)
[FotF - Morales Farm Background 10-20-20 Study Session.pdf](#)
[ReHome Flyer.pdf](#)

7. UNFINISHED BUSINESS

- 7.A (7:40 PM) Sustainable Transportation Plan Update - Public Works, 20 Minutes**
BAINBRIDGE STP_Final Goals Council Presentation_20201020.pdf
BAINBRIDGE STP_Final Goals & Objectives_20201006.pdf
- 7.B (8:00 PM) Transportation Level of Service Discussion - Public Works, 60 Minutes**
LOS Workshop_101420.pdf
- 7.C (9:00 PM) Consider Planning Commission Recommendations Prior to Scheduling a Public Hearing on Bonus Floor Area Ratio Options, BIMC 18.12.030.E. - Planning, 45 Minutes**
20201008 PC Cover Letter to CC on Bonus FAR Revisions.docx
DRAFT Ordinance No. 2020-16.docx
Exhibit A Excerpt BIMC Table 18.12.020-3.docx
20200924 PC Staff Memo.pdf
MUTC and HS Rd Map.pdf
WMP Goals & Policies Related to FAR.pdf
ORD NO. 2020-20 EXTENDING INTERIM ZONING CONTROL RELATED TO BONUS DENSITY.pdf
June 11 2020 Planning Commission Meeting Minutes.pdf
July 9 2020 Planning Commission Meeting.pdf
August 27 2020 PLANNING COMMISSION MINUTES.pdf
September 10 2020 PLANNING COMMISSION MINUTES.pdf
September 24 2020 PLANNING COMMISSION MINUTES.pdf
- 7.D (9:45 PM) Update from Joint City Council and Planning Commission Land Use Subcommittee - Councilmembers Carr, Hytopoulos, and Pollock, 10 Minutes**

8. NEW BUSINESS

- 8.A (9:55 PM) ARPA and Tree Units: Option to Consider for Lots less than 12,500 square feet in the R-1, R-2, & R-0.4 Zoning Districts - Planning, 15 Minutes**
Staff Memorandum: Lots not subject to ARPA and Tree Unit Regulations
Lots_less than 12500_Sq._Ft

9. CITY COUNCIL DISCUSSION

- 9.A (10:10 PM) Proposed Process for Filling Upcoming Council Vacancy - Mayor Schneider, 10 Minutes**
Draft Timeline for Filling Council Vacancy 102020
Council Vacancy Notification 102020
Council Vacancy Application Packet
Council Vacancy Display Ad

10. FOR THE GOOD OF THE ORDER - 10:20 PM

11. ADJOURNMENT - 10:30 PM

GUIDING PRINCIPLES

Guiding Principle #1 - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

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Guiding Principle #7 - Reduce greenhouse gas emissions and increase the Island's climate resilience.

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



City Council meetings are wheelchair accessible. Assisted listening devices are available in Council Chambers. If you require additional ADA accommodations, please contact the City Clerk's Office at 206-780-8604 or cityclerk@bainbridgewa.gov by noon on the day preceding the meeting.



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: October 20, 2020

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (6:15 PM) Future Council Agendas,

SUMMARY: Council will review future Council agendas.

AGENDA CATEGORY: Discussion

PROPOSED BY: Executive

RECOMMENDED MOTION: Discussion.

STRATEGIC PRIORITY: Good Governance

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND:

ATTACHMENTS:

[October 27 City Council Regular Business Meeting.pdf](#)

[November 10 City Council Regular Business Meeting.pdf](#)

FISCAL DETAILS:

Fund Name(s):

Coding:



CITY OF
BAINBRIDGE ISLAND

CITY COUNCIL REGULAR BUSINESS MEETING
TUESDAY, OCTOBER 27, 2020

REMOTE MEETING ON ZOOM

AGENDA

1. CALL TO ORDER/ROLL CALL - 6:00 PM
2. EXECUTIVE SESSION
3. APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE
4. PUBLIC COMMENT
5. MAYOR'S REPORT
6. CITY MANAGER'S REPORT
7. FUTURE COUNCIL AGENDAS
8. BUDGET DELIBERATIONS
 - 8.A **Budget Discussions #5** 60 Minutes
 - 8.B **Ordinance No. 2020-33, Declaration of Substantial Need to Increase the Regular Property Tax Levy Rate in Excess of the Implicit Price Deflator for Collection in 2021 - Finance,** 10 Minutes
 - 8.C **Winslow Water Tank Financing and Funding Alternatives - Public Works,** 5 Minutes
SRF Fact Sht.pdf
Building Resilient Infrastructure and Communities (BRIC) _ FEMA.gov.pdf
9. PRESENTATION(S)
10. PUBLIC HEARING(S)
 - 10.A **Public Hearing on Ordinance No. 2020-30 Relating to Property Tax Levy for Collection in 2021 - Finance,** 10 Minutes

10.B Public Hearing for Ordinance No. 2020-31 Relating to the 2021-22 Biennial Budget - Finance, 15 Minutes

10.C Public Hearing on Ordinance No. 2020-22, Extending Small Wireless Facilities Design Standards Interim Official Control 10 Minutes

11. UNFINISHED BUSINESS

11.A Sustainable Transportation Plan Decision Framework Discussion - Public Works, 15 Minutes

11.B Transportation Levels of Service - Next Steps - Public Works, 10 Minutes

11.C Development Moratorium - Narrowing to the shoreline properties in the Winslow Master Plan Study Area 5 Minutes
Ordinance_No._2020-29_Narrowing_the_Development_Moratorium_to Shoreline properties within the WMPSA.docx
Work Plan Exhibit A
Winslow Master Plan Study Area Exhibit B

11.D Self Service Storage - Set the public hearing to adopt a new ordinance and to extend the existing self-service storage moratorium. 10 Minutes

11.E (x PM) Update on Ethics Board Operating Rules, 15 Minutes

12. NEW BUSINESS

12.A Contract Amendment, 100% Cost Recovery Fee Study, Planning 5 Minutes

12.B Resolution No. 2020-17, Old Mill Road Speed Limit Change 10 Minutes
Old Mill Road Speed Limit Recommendation 102720.pdf
Resolution_No._2020-17_Old_Mill_Road_Speed_Limit_Change.docx

12.C City Hall Solar Panel Acquisition - Public Works, 10 Minutes

12.D City Hall Solar Panel Budget Adjustment - Public Works, 5 Minutes
COBI Solar FMV Analysis UMC.pdf

12.E 2020 Road Preservation Project Change Order No. 2 – Public Works, 5 Minutes
Change Order 2-rev(3).xlsx

12.F Agreement with Kitsap County Regarding Jury Panels for Municipal Court - Executive, 5 Minutes

Kitsap County Clerk's Office (Agreement Regarding Jury Panels for Municipal Court).pdf

12.G (x PM) Agreement with Kitsap Humane Society for Animal Control Services for 2021-23 - Executive, 10 Minutes

12.H Third Amendment to the Agreement for Incarceration of City Prisoners - Police, 5 Minutes
2021 Jail Amendment.docx

12.I (x PM) Appointments to the Lodging Tax Advisory Committee - Mayor Schneider, 10 Minutes

13. CITY COUNCIL DISCUSSION

13.A Expectations for Council Liaisons - Mayor Schneider, 20 Minutes

14. CONSENT AGENDA

14.A Agenda Bill for Consent Agenda, 5 Minutes

14.B Accounts Payable and Payroll

14.C Resolution No. 2020-18 Relating to Net Pens and an Alternate Lease Proposal - Councilmember Carr, 5 Minutes
Wild Fish Conservancy Lease Proposal Support Resolution.docx

14.D Amendment No. 3 to Contract for Indigent Defense Services - Executive, 5 Minutes
Amendment No. 3 to Contract for Indigent Defense Services
Amendment No. 2 to Contract for Indigent Defense Services - Extension through December 31, 2020
Amendment No. 1 to Contract for Indigent Defense Services - Extension through December 31, 2019
Contract for Indigent Defense Services
2020 - Public Defense Statistic Tracking Form

14.E Contract Amendment to the Legal Services Agreement with Kitsap County Prosecuting Attorney's Office - Executive, 5 Minutes
Contract Amendment to Legal Services Agreement (KC-535-19A)
2021 Base Salary Breakdown
Legal Services Agreement (KC-535-19) - Executed 12-4-2019

14.F Agreement with West Sound Wildlife Shelter for Wild Animal Control - Executive, 5 Minutes
2021-26 PSA with West Sound Wildlife
2021-26 PSA - Letter from West Sound Wildlife Shelter.pdf

14.G Resolution No. 2020-20, Adopting the Kitsap County Multi-Hazard Mitigation Plan - Executive, 5 Minutes
Resolution No. 2020-20, Adopting the Kitsap County Multi-Hazard Mitigation Plan

- 14.H **Registered Sex Offender Address and Residency Verification Memorandum of Understanding with the Kitsap County Sheriff's Office - Police**, 5 Minutes
2020-21 WASPC KCSO Registered Sex Offender Grant MOU Bainbridge Island PD.pdf
- 14.I **Interlocal Agreement with Kitsap County Regarding Emergency Vehicle Operation Course (EVOC) Training - Police**, 5 Minutes
2020 KCSO EVOC ILA.pdf

15. COMMITTEE REPORTS

16. FOR THE GOOD OF THE ORDER

17. ADJOURNMENT

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CITY OF
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CITY COUNCIL REGULAR BUSINESS MEETING
TUESDAY, NOVEMBER 10, 2020

REMOTE MEETING ON ZOOM

AGENDA

1. CALL TO ORDER/ROLL CALL - 6:00 PM
2. EXECUTIVE SESSION
3. APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE
4. PUBLIC COMMENT
5. MAYOR'S REPORT
6. CITY MANAGER'S REPORT
7. PRESENTATION(S)
 - 7.A **Recognition of Service of Councilmember Medina - Mayor Schneider**, 20 Minutes
8. FUTURE COUNCIL AGENDAS
9. BUDGET DELIBERATIONS
 - 9.A **Budget discussion #8** 30 Minutes
10. PUBLIC HEARING(S)
 - 10.A **Final Public Hearing for Ordinance No. 2020-31 Relating to the 2021-22 Biennial Budget - Finance**, 10 Minutes
11. UNFINISHED BUSINESS
 - 11.A **(X PM) Update on Public Art Program, Arts and Humanities Bainbridge/Public Art Committee**, 15 Minutes

11.B **Consideration of Climate Action Plan** 15 Minutes

12. **NEW BUSINESS**

12.A **Robert Stevenson Memorial Bench Donation Agreement - Public Works**, 10 Minutes

13. **CONSENT AGENDA**

14. **COMMITTEE REPORTS**

15. **FOR THE GOOD OF THE ORDER**

16. **ADJOURNMENT**

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CITY OF
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City Council Study Session Agenda Bill

MEETING DATE: October 20, 2020

ESTIMATED TIME: 60 Minutes

AGENDA ITEM: (6:25 PM) Budget Discussion #4 - Finance,

SUMMARY: This is a continuation of the budget discussion.

AGENDA CATEGORY: Discussion

PROPOSED BY: Finance & Administrative Services

RECOMMENDED MOTION: Ongoing discussion.

STRATEGIC PRIORITY: Vibrant Economy

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: City staff presented the Proposed Budget on September 22, 2020. At each Council meeting since then, October 6 and October 13, there have been discussions about the proposed budget. Staff provided additional detail about the proposed budget and were available to answer Council questions.

The current expectation is that the budget will be approved before Thanksgiving.

ATTACHMENTS:

[HPC Letter to CC-9-2020.docx](#)

FISCAL DETAILS:

Fund Name(s):

Coding:

September 26, 2020

Bainbridge Island Historic Preservation Commission – 2020-21 Budget Request

Dear City Council members,

Back in February the Historic Preservation Commission sent a letter seeking your input on how best to move forward on the backlog of preservation needs of the Suyematsu historic farm. We are now back with a plea to the City for funding in the next biennial budget for the most pressing projects. The City of Bainbridge Island has been the steward of the Suyematsu Farm since the death of Akio Suyematsu in 2012. In 2015, the City hired Sheridan Consulting Group to prepare a Historic Structures Report and Feasibility Study for the farm, as well as a nomination to list the five farm acres including the historic farm buildings in the Bainbridge Island Historic Register (Sheridan Consulting Group, 2015). The farm is currently managed by the nonprofit Friends of the Farm, manager of public lands on Bainbridge Island.

For those of you who have not visited the Suyematsu historic site, it includes the Suyematsu house used in the recent past to house farm workers, a traditional pole barn, open storage sheds containing vintage farm machinery, outhouses, smaller sheds, and three picker cabins that once housed seasonal farmworkers. The barn is listed on the Washington Heritage Barn Register. The site is unique because of its ability to convey the rich local history of Japanese, Filipino, and Native American farming on Bainbridge Island. The farm complements the National Park Service Japanese American Exclusion Memorial by offering a pre- and post-internment window into Japanese farming life, strawberry farming, and the contributions of seasonal workers, mostly Filipino and Native Americans, to Bainbridge's history. In addition to its historic value, the Suyematsu historic site offers 5 acres of open space for public use. If the site can be developed to its planned vision, it will become an important tourist draw for Bainbridge Island.

Unfortunately since 2012, the picker cabins have deteriorated to the point that their condition is dangerous for public access (a safety issue) and for their long-term sustainability. These need to be stabilized immediately, otherwise the chimneys and roofs will collapse. The barn foundation is also collapsing, significantly warping the floor and the entire structure. Volunteer efforts several years ago shored up the barn, but this is only a temporary fix. Vegetation has also grown up around the buildings, further accelerating deterioration. The site is currently in no condition for any type of public use. If nothing else, actions must be taken immediately to stabilize the picker cabins and remove the vegetation to prevent further deterioration. The overgrown vegetation around the historic farmhouse built by Akio's parents needs to be cleared, and thought given to the vision of its restoration.

In 2017, the Friends of the Farms and the City of Bainbridge Island hired KO Projects to prepare a planning study and implementation plan for the Suyematsu Farmstead (KO Projects, 2017). This study outlines a public use and interpretive vision of the site and phasing of proposed projects. One of the report recommendations was to repair and stabilize "at least one" of the picker cabins for interpretative purposes. We believe that all three of the remaining picker cabins should be preserved. More than any other buildings on the site, the picker cabins evoke the personal side of farm history. Each cabin has a different story to tell about farmworker domestic life, the role of ethnically diverse people in Bainbridge's farming history, and the role that men,

women, and children had in farm life at Suyematsu Farm. These are stories that are rarely told in history and Suyematsu Farm has the unique opportunity to tell these stories through these cabins. We ask that you consider our recommendation to repair and stabilize all three of the picker cabins.

The KO report offered a timeline of work, proposing the completion of ten items within three years of the report. None of this work has been done with the exception of minor barn stabilization. Enclosure 1 of this letter outlines a time table and estimated cost for the completion of their recommendations over an eight year period beginning in 2021. We are hoping the City can at least take action on the 2021 funding needs to stabilize the picker cabins and develop the public space to encourage visitation. Enclosure 2 shows the proposed trails, parking, and drop off point for the public area of Suyematsu Farm that we propose for completion in 2021. These actions will provide a usable and safe environment for people to become acquainted and develop an interest in the site, as we work toward implementing longer term rehabilitations and public interpretation (2022 and beyond).

The City of Bainbridge Island, as site owner, has a legal and good faith responsibility to manage the site. Historic preservation laws including BIMC 18.24.040 C (6)¹ mandate that governmental agencies preserve and protect historic properties; knowing inaction is akin to willful destruction. We, as a commission, hope the City will consider providing funding in the 2021 budget to fulfill the needs outlined in Enclosure 1 for 2021. Please act before it is too late.

For the longer term or after 2021, we seek your advice in how to best further implement the recommendations in the planning study and Enclosure 1. It is our understanding that the Friends of the Farm do not have the funding, staff, and expertise to implement these recommendations. The City could provide them with the needed support; the City could fund the project perhaps with Planning Department management, guided by the historic preservation expertise of members on the BIHPC; or alternatively, the BIHPC could work with the public to form a non-profit that would work closely with the city to fund-raise, manage, and implement the recommendations outlined here. The farm itself could offset some of the cost by raising revenue through rental income from farm housing and administration, public use fees for community gatherings, and educational programs. We, as a commission, are willing to work with you in any way we can to implement the long-term vision of this historic property.

If you have any questions about this request, would like to further discuss this proposal, or would like a presentation on the long-range vision and recommendations of the KO Report, members of the BIHPC would be glad to come to a City Council meeting.

Sincerely yours,
Members of the Bainbridge Island Historic Preservation Commission

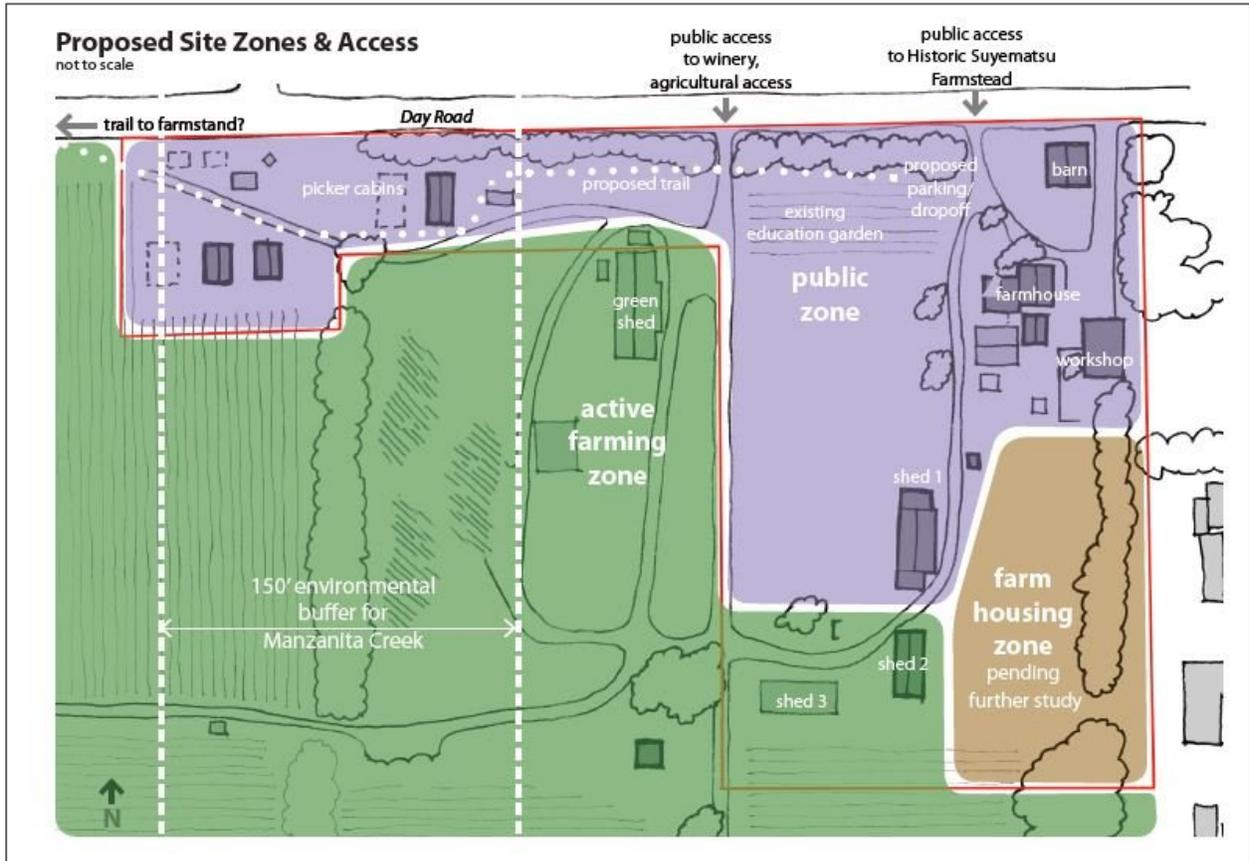
¹ BIMC 18.24.040 C (6): Once a property is placed on the local register the property owner is expected to provide ordinary maintenance to the property to prevent deterioration and decay which threaten the historic features of the property.

Enclosure 1. Proposed Eight Year Stabilization, Renovation, and Public Interpretation Plan for Suyematsu Historic Site (adapted from KO, 2017).

TASK	COST	DETAIL
2021		
Stabilize 2 Smaller Cabins (maintaining historic character)	60,000	Raise or insert new foundation beams, stabilize fireplaces, roofs. Repair windows, doors, and siding, allowing for public viewing through windows
Secure Larger Picker Cabin; remove squatter trash	1,000	Remove all squatter items. Secure to avoid future squatter use
Public Site Improvements	8,500	Clear all brush and rubbish away from structures. Create parking, dropoff areas, and public paths. Possibly renovate one of two existing outhouses for public use
Install Interpretive Signage	8,500	Install 5 outdoor interpretive signs with a “then and now” theme using historic photographs; Signage for education garden
2022		
Shed 1 Historic Equipment Lineup for outdoor museum	5,000	Equipment in Shed 1 lined up chronologically; cleaned; Signage added describing uses and evolution of farming technology
Stabilize Larger Picker Cabin	25,000	Raise or insert new foundation beams, stabilize fireplaces, roofs.
Install Interpretive Displays in 2 small picker cabins	30,000	Install lights. Install exhibits in picker cabins focusing on life of seasonal farmworker families; allow walk through
Move and Stabilize Second Outhouse for public viewing	3,000	Move outbuilding to more secure location out of creek; stabilize and restore
2023		
Suyematsu Farmhouse Stabilization	80,000-160,000	Install vapor barrier in crawl space, update electrical system, repairs to roof, windows, and siding
2024		
Barn Stabilization	130,000	Rebuild with modern foundation, preserving its character for a public gathering space. Add interpretive signage.

2025		
Workshop Restoration	25,000-40,000	Repair and restore space for use as a classroom and display of historic farm tools.
Install Exhibit in Third Picker Cabin	20,000	Exhibit to focus on the diverse farm workers who lived and worked here and throughout BI.
2026		
Berry shed relocation/upgrades	35,000	Built in 1975—not an historic structure. Move out of public area and upgrade for farming purposes. Install sign marking location of Japanese family bath house that once existed at this site
Outbuilding restoration – Farm shower shed and office	30,000	Stabilize and repair; install exhibits showcasing function and artifacts of farm use
2027		
Affordable Farm Housing for Friends of Farm workers	750,000	Construction of 6 tiny houses as affordable housing for farm interns and new farmers. Replaces current function of Suyematsu Farmhouse
2028		
Renovate Suyematsu Farmhouse	65,000	Restoration of 1920s portion of farmhouse, interpreted to tell the story of the Suyematsu family; 1970s portion as gathering and administrative space

Enclosure 2. Proposed Site Zones and Access (KO, 2017)





CITY OF
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City Council Study Session Agenda Bill

MEETING DATE: October 20, 2020

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: (7:25 PM) Farm Housing Proposal at Morales Property - Friends of the Farms, Executive

SUMMARY: Friends of the Farms will present a proposal for a potential approach to providing farm intern housing at the Morales property.

AGENDA CATEGORY: Discussion

PROPOSED BY: Executive

RECOMMENDED MOTION: I move to forward consideration of the proposal to place new permanent structures on the Morales property to Unfinished Business at a future meeting.

STRATEGIC PRIORITY: Green, Well-Planned Community

FISCAL IMPACT:

Amount:	No funding request
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	No

BACKGROUND: Please see the attached materials and staff memo.

ATTACHMENTS:

[Transmittal memo Morales housing proposal 10202020](#)

[FotF - Morales Farm Background 10-20-20 Study Session.pdf](#)

[ReHome Flyer.pdf](#)

[FotF-ReHome 10-20-20 Council Presenters.pdf](#)

FISCAL DETAILS: There is no request for City funding at this time.

Fund Name(s):

Coding:



CITY OF
BAINBRIDGE ISLAND

EXECUTIVE DEPARTMENT MEMORANDUM

DATE: October 20, 2020

TO: Morgan Smith, City Manager
City Council

FROM: Ellen Schroer, Deputy City Manager

SUBJECT: Proposal for intern housing on the Morales property

This memo provides staff feedback to the housing proposal under development by Friends of the Farms (FOF). The material in the packet was first received Friday, October 9 and is still under review. The purpose of the briefing on October 20 is to make Council aware of the idea and obtain an initial level of interest in the project. The current proposal does not request City funding support for construction.

Friends of the Farms (FOF) is proposing to provide housing for farm interns on the City-owned Morales Property. FOF proposes to build three new permanent structures which will house up to two interns each. The new structures are intended to meet the characteristics of a dwelling, which means that they provide for sleeping, eating, cooking, sanitation and living space.

Proposal Status

FOF and their project team have been in contact with City staff and are working through zoning and building questions. Until final plans are prepared, staff cannot give a definitive response to all aspects of the proposal. Initial indication is that it is likely, but not certain, to be possible, with some conditions.

There are still some open questions, including if the new structures must connect to the farmhouse, or if they should be freestanding, and what land use permits, if any, will be necessary. As more information becomes available, the City will work through questions such as insurance and utilities.

FOF has not requested City funding at this time for construction.

No plans have been submitted as conversations are still ongoing.

Other Information

The proposal does not require that the existing farmhouse be renovated. There are significant repairs which must be made to most of the house's interior and exterior prior to allowing occupancy, including new siding and windows, a mold investigation and possible mitigation, and extensive repair in the bathroom and kitchen, before this house can be used again. Earlier in 2020, staff estimated roughly \$70,000 - \$100,000 as the starting point for repair to this building. This project is not in the 2021 – 2022 Proposed Budget.

In the long-term, FOF would like to be able to use the existing farmhouse as a common space for the interns, but this is not a requirement of the project.

The intention is to start this project as soon as FOF receives City approval for the concept. FOF would like to move ahead with this decision as soon as possible, ideally in Q4 2020. The target date for the housing to be available is Q3 or Q4 2021. Staff believes that this timing may be difficult to achieve, even with expedited permit review by City Planning staff. At this time, land use projects are reviewed within the state timeline of 120 days after the project is deemed complete (which takes a maximum of 28 days). Depending on the path forward, the project may only require building permits, or it may require a land use permit and a building permit.

Conclusion and Next Steps

This is an innovative and ambitious project. It is likely that there is a permitting path forward, but one that will need to be carefully considered and developed with joint work by the project team and City staff.

Next steps include approval by the Council of this concept, outreach to the community, and, when support is established, written approval from the City Manager per the Master Lease. At that time, FOF and the project team can begin the permitting and construction process.

cc: Heather Burger, Executive Director, Friends of the Farms
Heather Wright, Director of Planning and Community Development
Chris Wierzbicki, Public Works Director



History

Morales Farm 8862 NE Lovgreen Road Bainbridge Island

Teddy and Gloria Morales purchased the five-acre parcel on Lovgreen Road from Victor Corpus, another Filipino who once owned a large tract of land stretching from present day Highway 305 to Viewcrest Avenue. They grew berries, corn, and other vegetables on the property.

In the 1990's Teddy and Gloria moved to the Philippines and the property fell into disuse. In 2003, it was acquired by the City of Bainbridge Island using open space bond funds and was significantly renovated by Friends of the Farms in 2010.

The original, one-story, 25 x 55 square foot house, built in 1953, is located at the south end of the rectangular 4.42-acre lot.

From January 2012 – January 2020 the home was used as affordable housing for farm interns coming from around the country to learn from and work alongside local farmers.

A Statement of Significance regarding the home from the Bainbridge Island Historical Commission indicates:

*The house retains its agricultural setting, however, it has recently undergone updates to make it more energy efficient. **These updates included the replacement of windows and doors that detract from the historical design of this small house making it ineligible for the BIHR.***

The property continues to be actively used for farming by commercial farms under long-term subleases managed by Friends of the Farms.

Current Status of Morales House

The Morales house has been unoccupied since February 2020 following an inspection by CoBI Building Official Todd Cunningham where he identified damage resulting from concealed water intrusion.

Need for Farmer Housing

Farmer housing is in crisis. Interns, working for and learning from the Island's seasoned farmers, need somewhere safe and local to stay. New farmers, ready to start their own farms and provide food for our community, need affordable land and housing as they get themselves established. Affordable housing is a barrier that threatens the viability of our farming community.

Already under stresses never before experienced due to Covid, our farmers face additional uncertainty in planning for next year because of a lack of affordable housing.



Brian MacWhorter of Butler Green Farms tells us:

I posted farm internship positions available for next season online and I am having crazy amounts of response. Seems many young people understand the scary reality that we all are facing; the likelihood we will not be able to get access to healthy local food in the future. They are willing to do something about it and come work on a farm. Unfortunately, we have very limited affordable housing available for them. I have been farming on BI for a long time and next season it would be the 36th. Honestly, this is the first time I have questioned whether it is wise to even order vegetable seeds for next year. That's my reality.

Allowable Use of Public Farmland

The reHOME project is compatible with the terms of Friends of the Farms Master Lease with the City of Bainbridge Island:

3.6 COLLATERAL USES: Friends shall allow incidental accessory uses of the Premises for **residential or educational** purposes and shall allow other compatible uses of the land (e.g., **affordable housing for Farmers**, classroom space, etc.) . . .

6.4 ALTERATION OF IMPROVEMENTS: Subject to the City Manager's written approval when such approval is required under the terms of this Lease, **Friends shall have the right to alter, improve, or expand existing improvements on the Premises for uses permitted by the terms of this Lease**, provided that such alternation, improvement or expansion is permitted under the other terms of this Lease.

6.5. DEVELOPMENT OF NEW PERMANENT STRUCTURES: **New permanent structures may be developed on the Premises only for uses permitted by the terms of this Lease**, and only with the written consent of the City Manager, which consent shall not be unreasonably withheld. **Specific uses for which such structures may, with the City's consent, be constructed include, but are not limited to, housing for interns or seasonal farm workers**, storage, shelter for animals, growing of plants, value-added processing of farm-raised products, retail sale of farm-produced products, educational activities, and activities benefitting the local community, provided such uses are in compliance with all applicable public laws and regulations.

6.6 CITY'S APPROVAL REQUIRED: Friends must receive prior written approval from the City Manager for the siting and construction of new permanent buildings of any kind and for any modification of existing permanent buildings that expands or alters the exterior of such buildings.

Request of Council

The reHOME project team requests that City Council direct the City Manager to provide written approval to place three new permanent structures on Morales farm to house farm interns and to repair and repurpose the existing Morales house to provide common gathering space and a place for educational activities.



MISSION

To demonstrate that with thoughtful design and rigorous sourcing strategies we can reduce construction waste, keep materials out of our landfills and provide affordable housing for our communities.



In any given year the building, renovating or destruction of structures generates an estimated 600 million tons of waste in the United States. On Bainbridge Island alone, local construction firms estimate they dump 2,000 tons of construction waste into our regional landfills annually.

At the same time we are experiencing a housing crisis in the United States. Due to the lack of inventory, the high cost of housing development, the residual effects of the 2008 financial crisis and other factors, many working families struggle to find housing they can afford, especially in affluent communities like Bainbridge Island. This includes school employees, childcare professionals, farm and restaurant workers, small business owners and those who provide essential services.



GOALS

We envision that these homes, built from recycled materials, will become symbols of resilience and regeneration.

- 1** To build affordable homes using materials that would otherwise end up in the landfill or that can be repurposed for a brand-new use.
- 2** To design and build for a third of the cost of today's construction prices.
- 3** To develop properties that can accommodate growing neighborhoods of recycled homes.

REHOME LAUNCH

Morales Farm Tiny Houses

We are excited to unveil the reHOME launch project, located at Morales Farm, that will provide much needed affordable housing for farm interns.



Why Farm Housing?

Farmer housing is in crisis. Interns, working for the island's seasoned farmers, need somewhere safe and local to live. New farmers, ready to start their own farms and provide food for the community, need affordable housing as they get themselves established. A lack of affordable housing is a barrier that keeps our farming community from growing.

100% RECYCLED Innovative Design

The Morales Farm houses will be sourced and constructed from recycled or repurposed materials. Firms involved are contributing design and construction services totally pro bono. State-of-the-art software has been designed to specifically locate, vet and catalog construction materials. Storage containers housing donated materials are also provided free of charge by the reHome Team.

Structures placed on the Morales public farmland site are required by code to be permanent. To accommodate this requirement, but to enable possible future relocation, the team designed an inventive non-typical foundation of diamond piers that can easily be cut, and the structures relocated.

MEET OUR PROJECT TEAM



The reHOME Team is excited to launch this novel and sustainable design solution to the housing challenges on Bainbridge Island. This project will help to ease our farmer housing crisis while featuring new and innovative ideas in green building and design.



Heather Burger, Executive Director, Friends of the Farms (2 minutes)

Matthew Coates, Coates Design (3 minutes)

Jeff Krueger, Clark Construction (3 minutes)

Tina Gilbert, Housing Resources Bainbridge (2 minutes)



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: October 20, 2020

ESTIMATED TIME: 20 Minutes

AGENDA ITEM: (7:40 PM) Sustainable Transportation Plan Update - Public Works,

SUMMARY: The project team has shared draft and revised goals for the Sustainable Transportation Plan with the City Council, the Sustainable Transportation Task Force, the Technical Advisory Team, and the public. The goals and objectives have undergone a final round of revisions and are being presented for Council approval.

AGENDA CATEGORY: Discussion

PROPOSED BY: Public Works

RECOMMENDED MOTION: Discussion only.

STRATEGIC PRIORITY: Reliable Infrastructure and Connected Mobility

FISCAL IMPACT:

Amount:	N/A
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: The Sustainable Transportation Plan project team is seeking Council approval of the proposed goals and objectives for the plan. This agenda item proposes a discussion of the goals and objectives, with a formal vote scheduled for the October 27, 2020 Regular Business Meeting.

The goals were developed based on the following sources of input:

- Review of past and current City of Bainbridge Island plans and policies.
- Discussions with the Council in January, February, and July 2020.
- Meetings with and insights from the Sustainable Transportation Task Force and Technical Advisory Team in February, July, and September 2020.
- Community feedback on mobility values and Sustainable Transportation Plan desired outcomes through August and September 2020 engagement activities.

The goals will be used to finalize the gap analysis, the evaluation framework, and the plan's performance measures. They will also inform the scenario development approach and, through the evaluation framework, be used to score and select projects, programs, and policies for the near-term implementation plan. The Council is not being asked to weight or prioritize the goals at this time—that action may be needed during the evaluation and prioritization phase of the project and would be informed by further Task Force feedback.

The objectives may be further refined and expanded as the Sustainable Transportation Plan moves into the next stages of development, but the team is seeking concurrence that these objectives are in keeping with Council's and the community's desired outcomes for the plan.

ATTACHMENTS:

[BAINBRIDGE STP Final Goals Council Presentation 20201020.pdf](#)

[BAINBRIDGE STP Final Goals & Objectives 20201006.pdf](#)

FISCAL DETAILS: N/A

Fund Name(s):

Coding:

Bainbridge Island

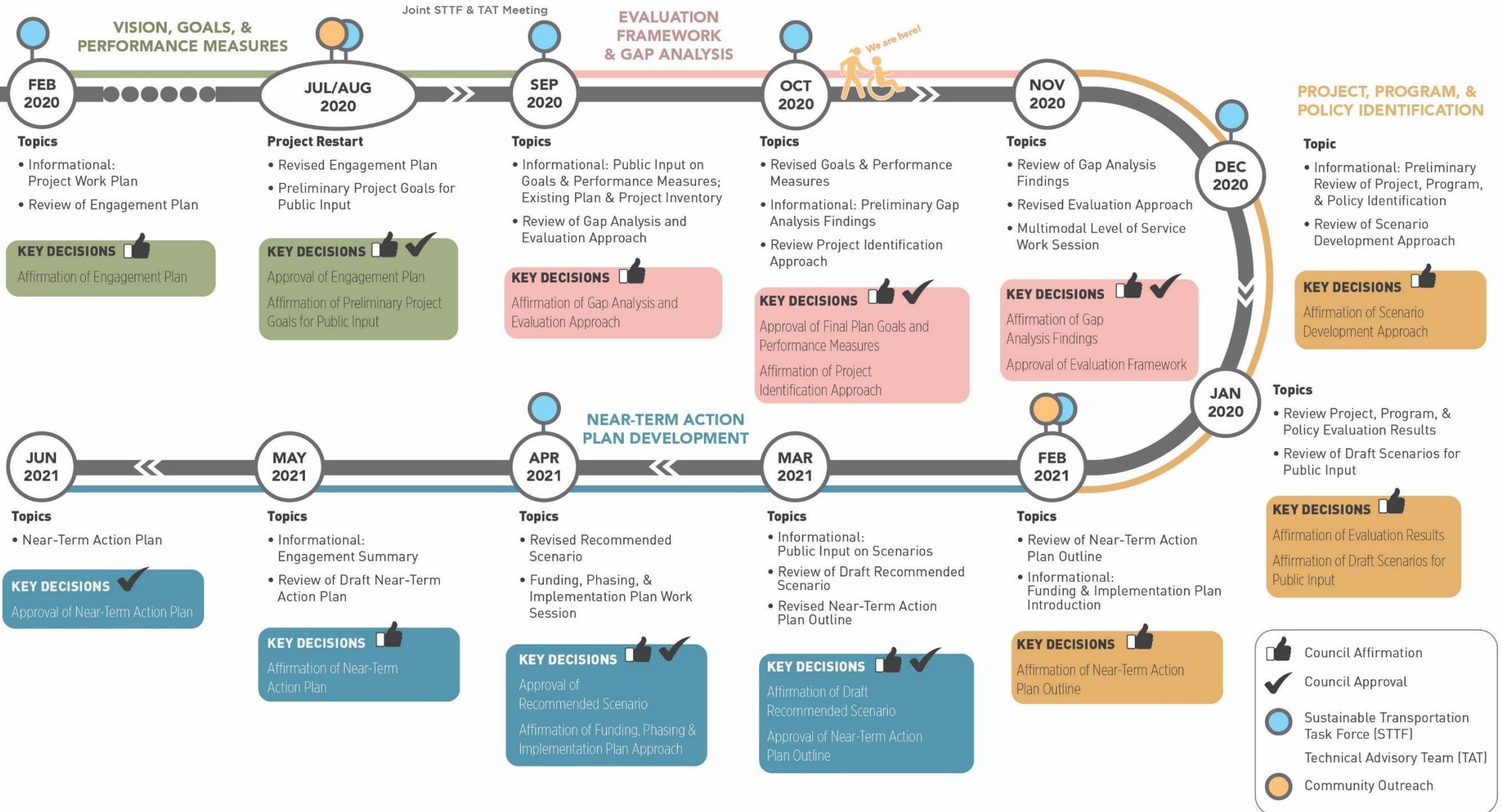


Sustainable Transportation Plan

City Council Update

October 20, 2020

Project Work Plan



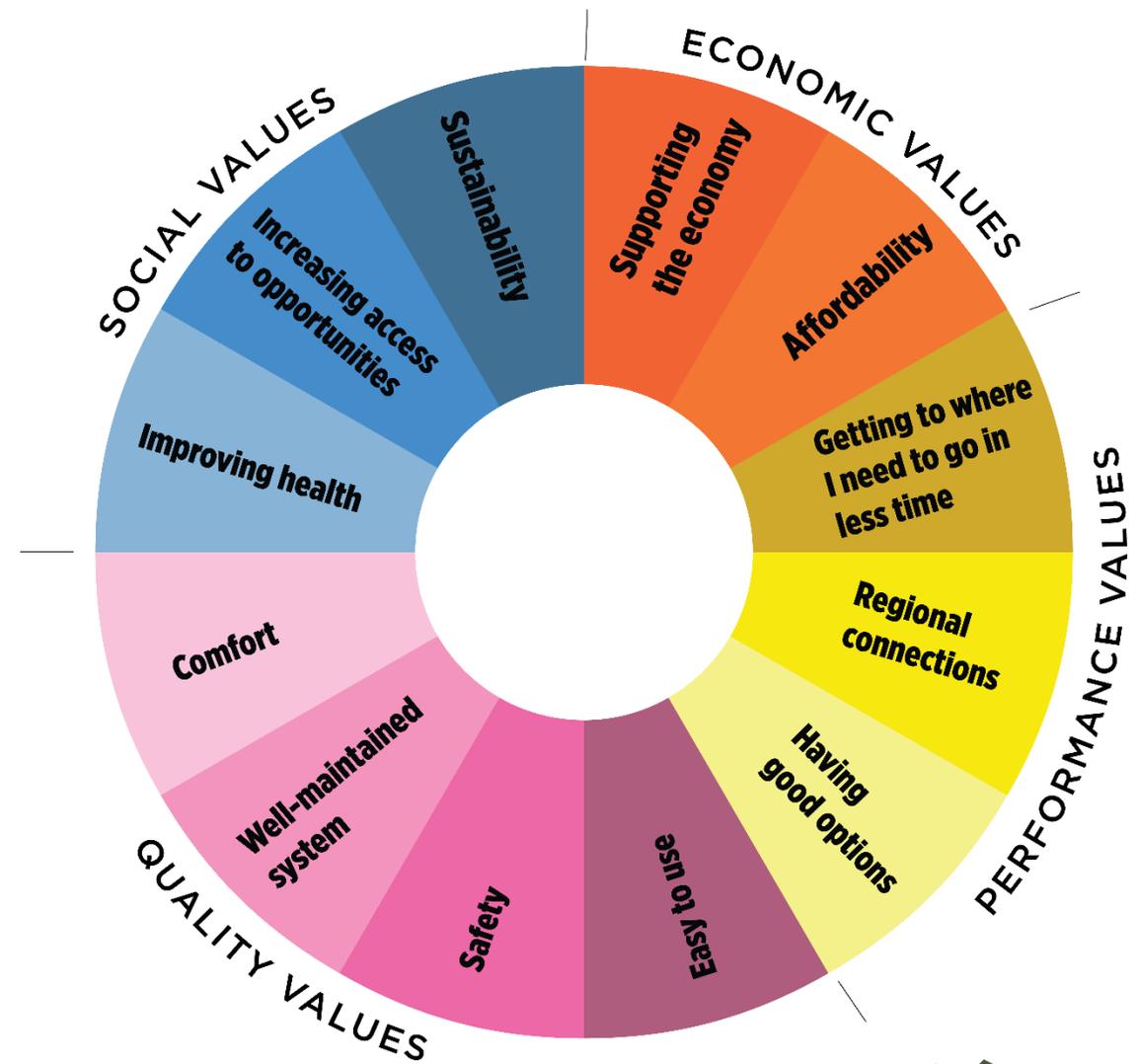


Final Goals and Objectives



Situating Our Work

- Community values were used to refine goals and shape objectives
- Goals will be used to finalize the gap analysis, the evaluation framework, and performance measures
- Projects, programs, and policies—the plan’s strategies—will be identified to fill gaps and needs
- Goals will help us shape the strategies into scenarios and prioritize what comes first



Defining What We Mean

- **Goals** articulate what the community wants to achieve; they are ambitious
- **Objectives** are specific, measurable, and actionable, and they help to define progress; they inform performance measures and targets
- **Strategies** are the approaches taken toward achieving our goals; they focus on how Bainbridge Island will move forward



Climate Action and Resilience

Address the climate crisis to create a more resilient Bainbridge Island

- Reduce transportation-related emissions to help achieve the Island-wide goal of 90% greenhouse gas (GhG) emissions reduction by 2045
- Reduce drive-alone trips to 40% of the Island's mode share by 2045
- Increase the proportion of electric vehicles and plug-in hybrid electric vehicles on the Island to 80% by 2045
- Increase the number of short trips on the Island (less than 5 miles) made by sustainable modes



Natural Systems and Rural Character

Enhance the health of Bainbridge Island's natural systems and honor its rural character

- Minimize environmental impact and complement the Island's scenic and rural character through project design and implementation
- Expand the urban canopy and green stormwater infrastructure



Safety and Comfort

Create transportation networks that protect and prioritize the most vulnerable travelers

- Achieve zero collisions by 2045
- Implement a complete all ages and abilities walking, rolling, and biking network tailored to the local context by 2045
- Ensure that all students over the age of 8 can safely walk or bike from home to school



Equity and Accessibility

Eliminate disproportionate burden in our mobility system, focusing on younger and older people, people of color, low-income people, and women

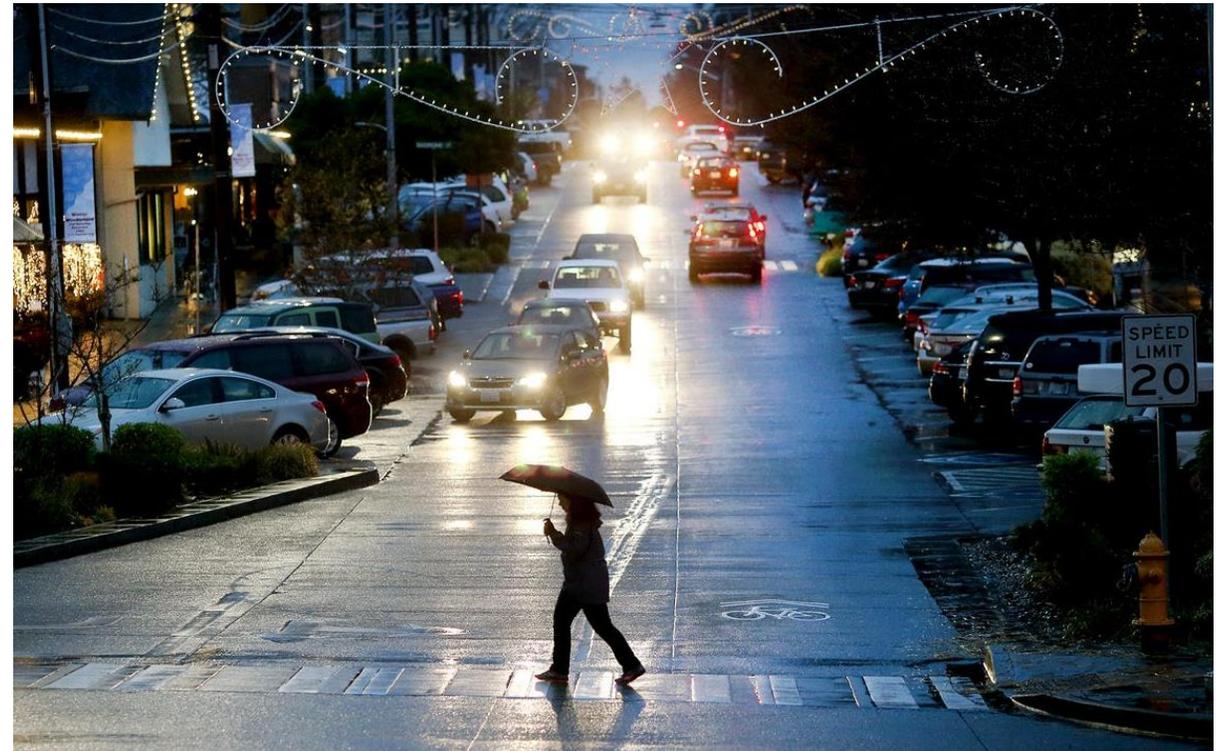
- Ensure equal access to mobility options for all people on Bainbridge Island
- Increase affordability and reduce overall household transportation costs
- Increase the percentage of roadways and paths that are fully accessible
- Increase miles of dedicated, buffered cycling, walking, and rolling pathways for all ages and abilities
- Achieve a 50/50 gender mode split for bicycling on the Island by 2045



Connected and Convenient

Develop an integrated mobility system that connects destinations with sustainable travel options

- Increase street, trail/greenway, and sidewalk network connectivity to reduce walking and biking travel time
- Increase physical activity by making it easy and safe to walk, bike, and roll daily
- Increase access to schools, jobs, parks, essential services, affordable and senior housing, and basic life needs
- Create community gathering places that connect high-quality infrastructure and service with amenities



Implementation and Funding

Expand available resources to advance community priorities and complete networks

- Align investment decisions with Sustainable Transportation Plan goals through the annual budgeting process
- Balance cost-effective, “quick win” projects with high-impact, “big move” projects
- Eliminate administrative barriers to rapid implementation
- Bring the existing system into a state of good repair by 2045



October & November Focus Areas

- Host fourth meetings with Task Force and Technical Advisory Team (October 23)
- Complete existing conditions and gap analysis
- Continue working with partners to ground-truth findings
- Develop preliminary projects and programs to fill gaps
- Finalize evaluation framework approach and propose scoring criteria



THANK YOU!



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SustainableTransportationBI.com



Final Plan Goals and Objectives

Bainbridge Island's Sustainable Transportation Plan will define the Island's mobility future. The plan will establish a new vision for mobility on the Island to reduce carbon emissions and improve safety and mobility for all. With a focus on complete and connected networks that enhance the Island's natural systems, the Sustainable Transportation Plan will articulate a pathway to implementation.

This document presents the Sustainable Transportation Plan's final goals and objectives. It also provides examples of strategies that the plan may identify to advance toward the goals and objectives. The following definitions are offered to support Council review of the final goals and objectives:

- **Goals** articulate what the Bainbridge Island community wants to achieve. Goals are lofty and ambitious and may take years to reach.
- **Objectives** are specific, measurable, and actionable, and they help to define progress. Objectives inform performance measures and targets, which will be established in the next phase of the Sustainable Transportation Plan process.
- **Strategies** are the approaches taken toward achieving our goals. They focus on how Bainbridge Island will move forward. Strategies will ultimately form the bulk of the Sustainable Transportation Plan, and the examples provided here reflect early input from the Sustainable Transportation Task Force.

The project team developed the goals and objectives based on the following sources of input:

- Review of past and current City of Bainbridge Island plans and policies
- Discussions with City Council in January, February, July, and September 2020
- Meetings with and insights from the Sustainable Transportation Task Force and Technical Advisory Team in February, July, and September 2020
- Community feedback on mobility values and Sustainable Transportation Plan desired outcomes through August and September 2020 engagement activities

The project team is seeking Council's approval of the Sustainable Transportation Plan goals and concurrence that the objectives are in keeping with Council's and the community's desired outcomes for the plan. The combination of the goals and objectives should articulate what matters to the community and will inform how we will track our progress and celebrate our success.

The goals will be used to finalize the gap analysis, the evaluation framework, and the plan's performance measures. They will also inform the scenario development approach and, through the evaluation framework, will be used to score and select projects, programs, and policies for the near-term implementation plan.

The objectives may be further refined and expanded as the plan moves into the next stages of development, particularly as the project team completes the gap analysis and continues to engage with the Task Force and the Technical Advisory Team.

The strategies are merely examples to illustrate the ideas that have already emerged and preliminary work underway. These will be expanded and prioritized as the project moves into project and program identification and solutions development.

Bainbridge Island



Sustainable Transportation Plan

Goals <i>What we want to achieve</i>	Objectives <i>What must be accomplished</i>	Example Strategies <i>How we will advance toward our goals</i>
<p>Climate Action and Resilience</p> <p>Address the climate crisis to create a more resilient Bainbridge Island</p>	<ul style="list-style-type: none"> ▪ Reduce transportation-related emissions to help achieve the Island-wide goal of 90% greenhouse gas (GhG) emissions reduction by 2045 ▪ Reduce drive-alone trips to 50% of the Island's mode share by 2045 ▪ Increase the proportion of electric vehicles on the Island by 2045 ▪ Increase the number of short trips on the Island (less than 5 miles) made by sustainable modes 	<ul style="list-style-type: none"> ▪ Prioritize zero-emission mobility options, including walking, bicycling, public transit, and shared electric transportation ▪ Advance projects, programs, and policies that reduce reliance on single-occupancy vehicles ▪ Establish programs to educate, encourage, and support behavior change ▪ Create a living laboratory for innovative mobility systems ▪ Develop adaptable and resilient infrastructure to respond to changing needs
<p>Natural Systems and Rural Character</p> <p>Enhance the health of Bainbridge Island's natural systems and honor its rural character</p>	<ul style="list-style-type: none"> ▪ Minimize environmental impact and complement the Island's scenic and rural character through project design and implementation ▪ Expand the urban canopy and green stormwater infrastructure 	<ul style="list-style-type: none"> ▪ Create sustainable transportation corridors that function as native habitat corridors ▪ Create bicycle and pedestrian facility standards that are responsive to Bainbridge Island's unique conditions ▪ Use native habitat plantings and green infrastructure to create "green streets"
<p>Safety and Comfort</p> <p>Create transportation networks that protect and prioritize the most vulnerable travelers</p>	<ul style="list-style-type: none"> ▪ Achieve zero traffic-related collisions by 2045 ▪ Implement an all ages and abilities walking, rolling, and biking network tailored to the local context by 2045 ▪ Ensure that all students over the age of 8 can safely walk or bike from home to school 	<ul style="list-style-type: none"> ▪ Adopt a Vision Zero policy and design guidelines, with education for all travelers ▪ Reduce speed limits islandwide ▪ Invest proactively in high-collision corridors and intersections ▪ Establish a low-stress (Level 1) standard of separated walkways and bikeways ▪ Create grade-separated crossings of SR 305
<p>Equity and Accessibility</p> <p>Eliminate disproportionate burden in our mobility system, focusing on younger and older people, people of color, low-income people, and women</p>	<ul style="list-style-type: none"> ▪ Ensure equal access to mobility options for all people on Bainbridge Island ▪ Increase affordability and reduce overall household transportation costs ▪ Increase the percentage of roadways and paths that are fully accessible ▪ Increase miles of dedicated, buffered cycling, walking, and rolling pathways for all ages and abilities ▪ Achieve a 50/50 gender mode split for bicycling on the Island by 2045 	<ul style="list-style-type: none"> ▪ Develop engineering and design strategies to eliminate racial bias in pedestrian collisions ▪ Provide affordable non-drive-alone mobility options for all children and older adults on the Island ▪ Design public spaces to promote equity and accessibility ▪ Design trails that serve as transportation facilities to be accessible for all ▪ Develop programs to encourage and remove barriers for women to walk and bike

Bainbridge Island



Sustainable Transportation Plan

Goals <i>What we want to achieve</i>	Objectives <i>What must be accomplished</i>	Example Strategies <i>How we will advance toward our goals</i>
<p>Connected and Convenient</p> <p>Develop an integrated mobility system that connects destinations with sustainable travel options</p>	<ul style="list-style-type: none"> ▪ Increase street, trail/greenway, and sidewalk network connectivity to reduce walking and biking travel time ▪ Increase physical activity by making it easy and safe to walk, bike, and roll daily ▪ Increase access to schools, jobs, parks, essential services, affordable and senior housing, and basic life needs ▪ Create community gathering spots that connect high-quality infrastructure and service with amenities 	<ul style="list-style-type: none"> ▪ Fill transit network gaps and enhance first/last mile connections ▪ Subsidize shared mobility and public transportation options to support access to jobs and schools ▪ Incentivize zero-emission mobility ▪ Develop wayfinding standards to create a legible system ▪ Create mobility hubs to connect people with transportation services and amenities
<p>Implementation and Funding</p> <p>Expand available resources to advance community priorities and complete networks</p>	<ul style="list-style-type: none"> ▪ Align investment decisions with Sustainable Transportation Plan goals through the annual budgeting process ▪ Balance cost-effective, “quick win” projects with high-impact, “big move” projects ▪ Eliminate administrative barriers to rapid implementation ▪ Bring the existing system into a state of good repair by 2045 	<ul style="list-style-type: none"> ▪ Develop grant-/shovel-ready projects to compete for diverse funds ▪ Create street development and design standards that reflect the plan’s vision and identified networks ▪ Implement multimodal level of service and transportation impact fees ▪ Expand partnerships to leverage funding opportunities ▪ Use lifecycle costing tools to fully fund maintenance and operations needs



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: October 20, 2020

ESTIMATED TIME: 60 Minutes

AGENDA ITEM: (8:00 PM) Transportation Level of Service Discussion - Public Works,

SUMMARY: City staff will present an overview of the City's current level-of-service, transportation concurrency, and transportation impact fees programs.

AGENDA CATEGORY: Discussion

PROPOSED BY: Public Works

RECOMMENDED MOTION: Information only.

STRATEGIC PRIORITY: Reliable Infrastructure and Connected Mobility

FISCAL IMPACT:

Amount:	N/A
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	No

BACKGROUND: As part of the Sustainable Transportation Plan work, the City Council has expressed an interest in understanding how the City uses levels-of-service to measure transportation impacts on the Island. At this workshop, the staff will present an overview of the City's level-of-service, transportation concurrency, and traffic impact fee programs.

ATTACHMENTS:

[LOS Workshop 101420.pdf](#)

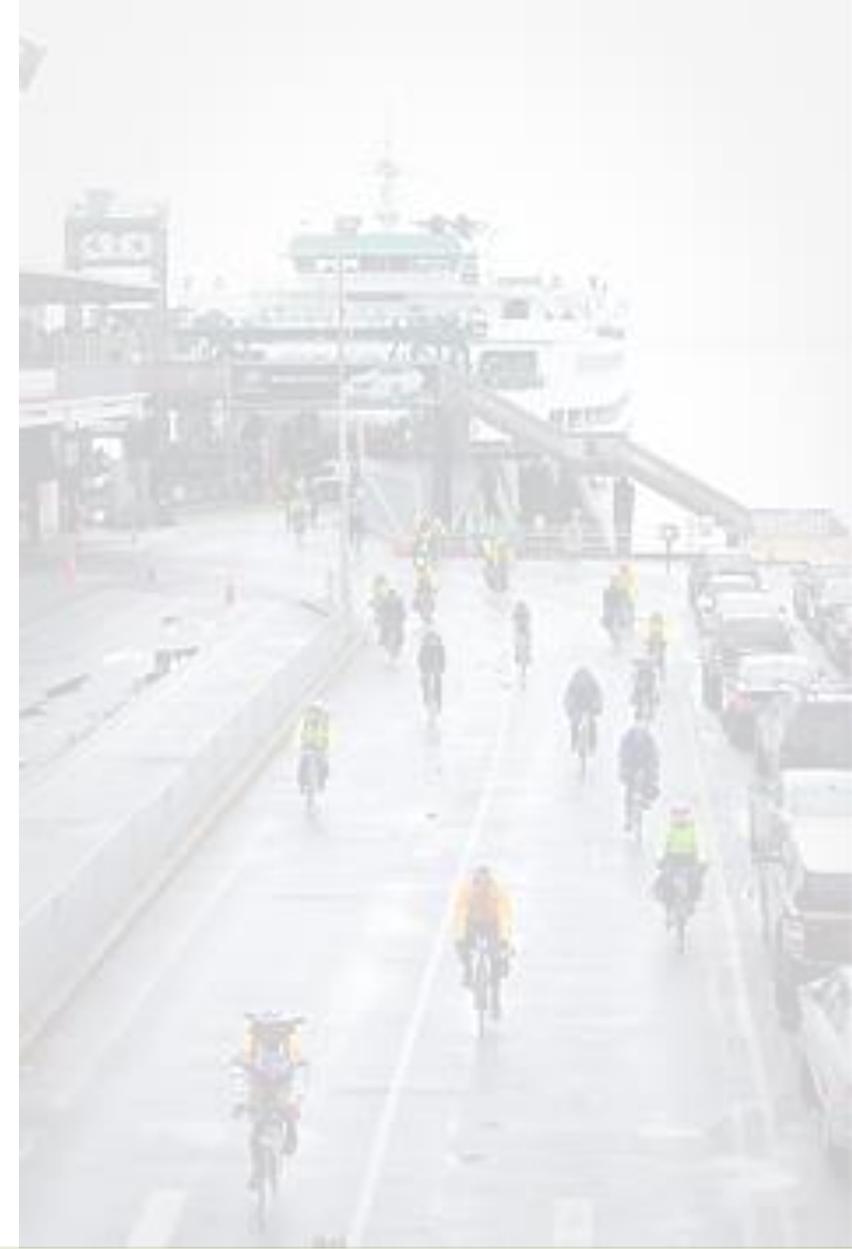
FISCAL DETAILS: N/A

Fund Name(s):

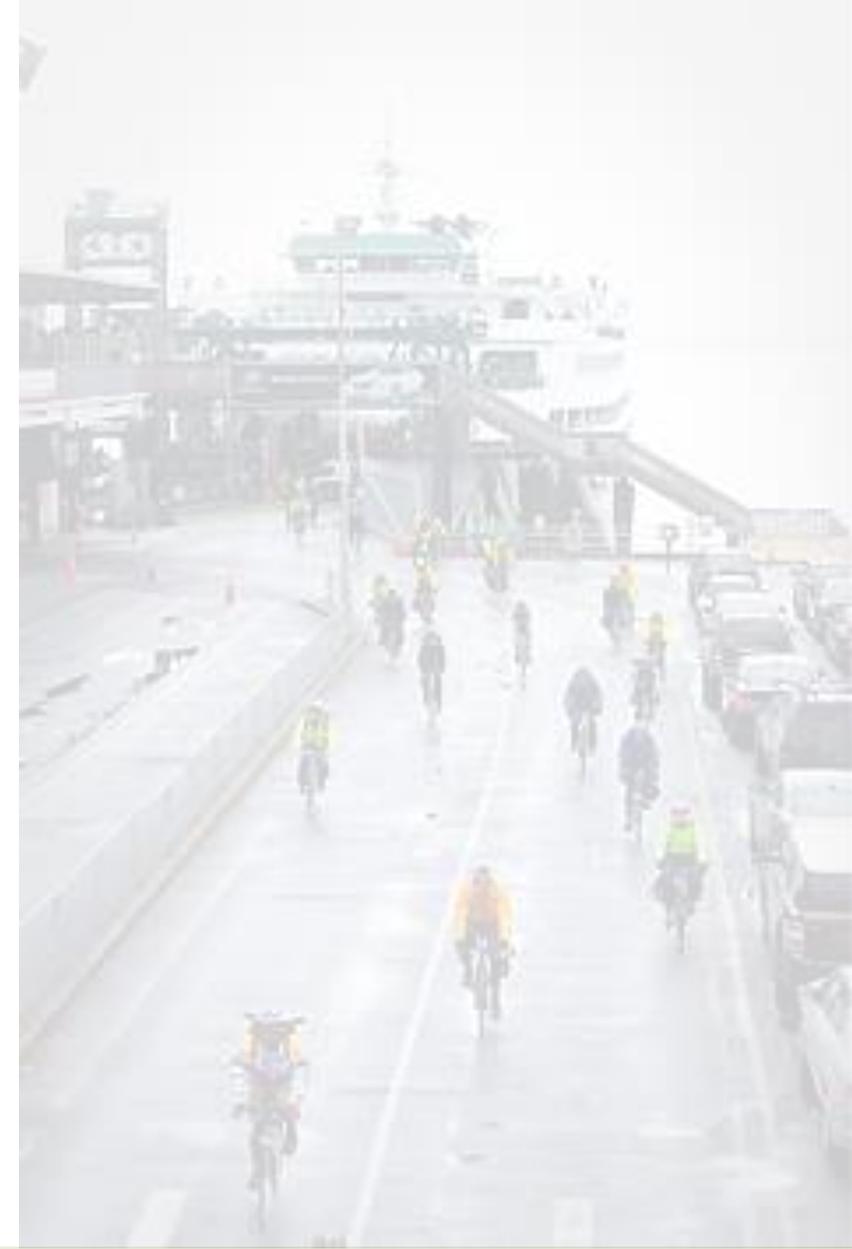
Coding:

Transportation Levels-of-Service Workshop

October 20, 2020



Introduction



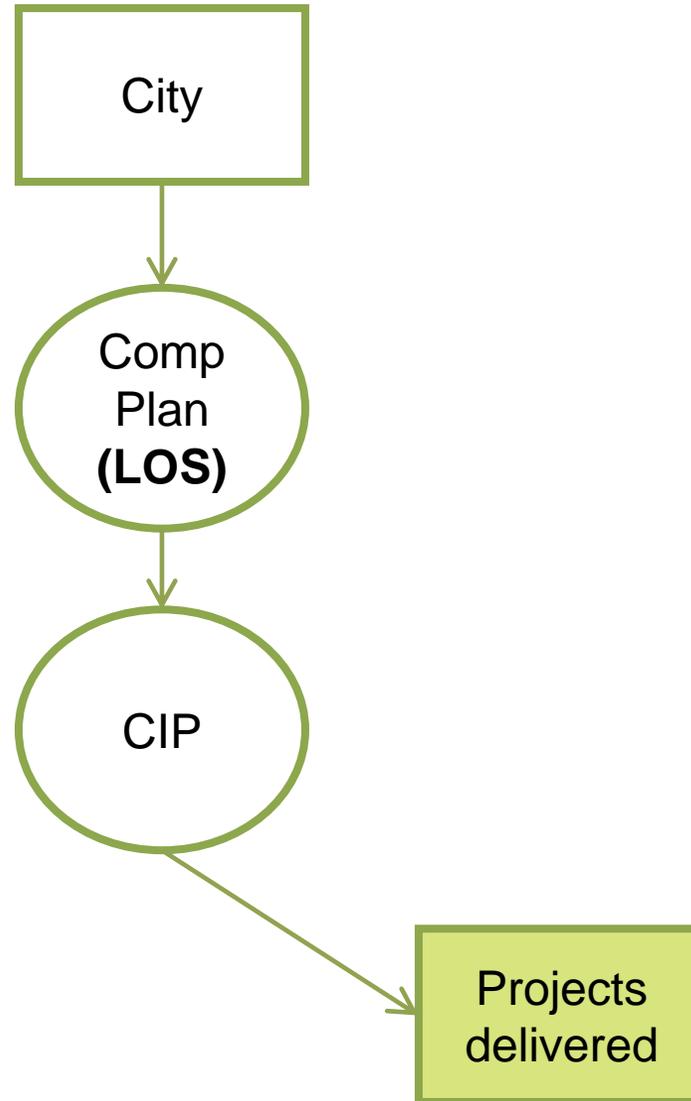
Workshop **Agenda**: Review tools

- Transportation levels-of-service (LOS)
- Traffic Concurrency
- Transportation Impact Fees (TIF)

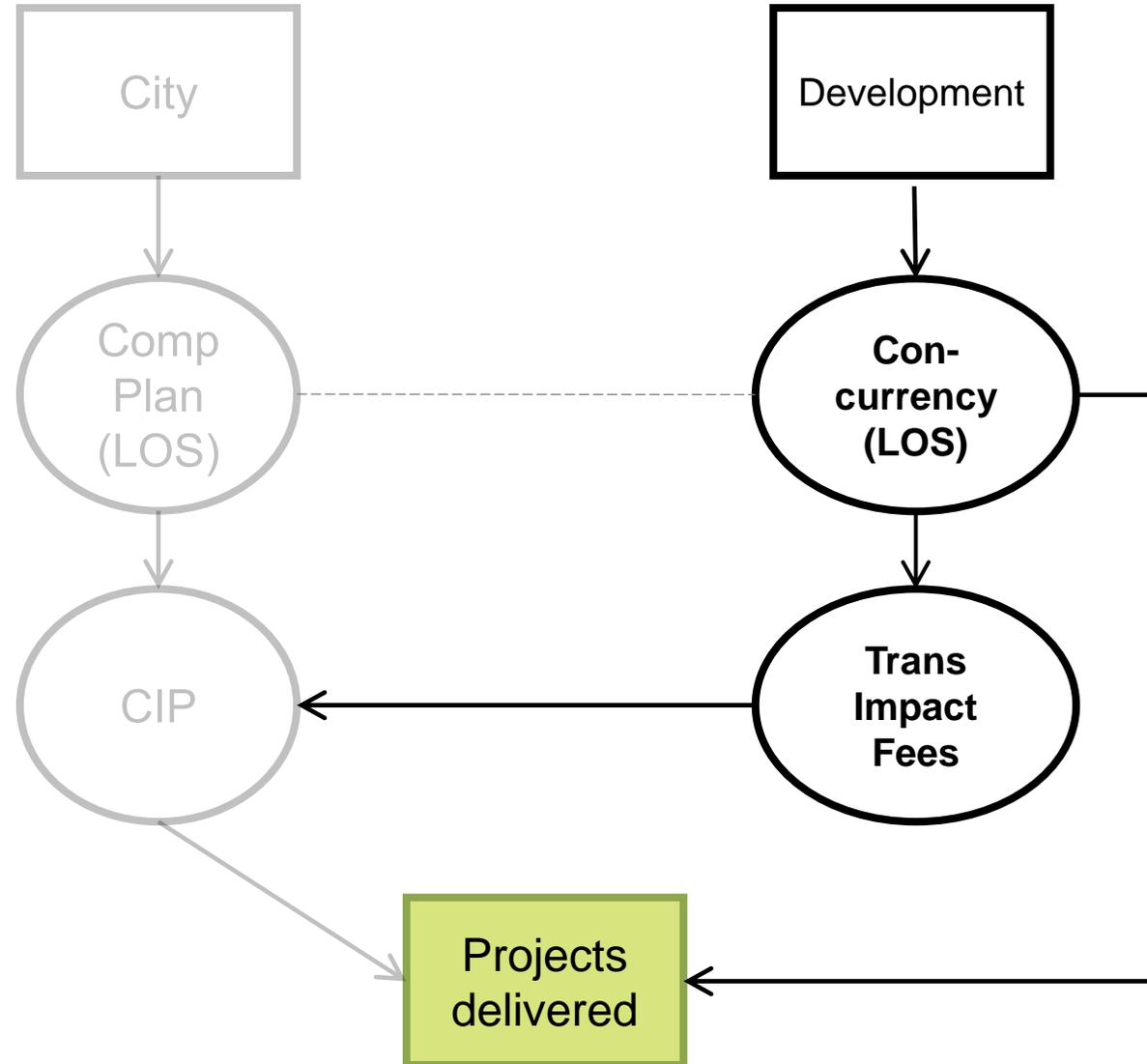
Workshop **Goals:**

- Understand tools and how the City uses them
- Determine if changes are desired

Where do
the tools fit
in the
process?



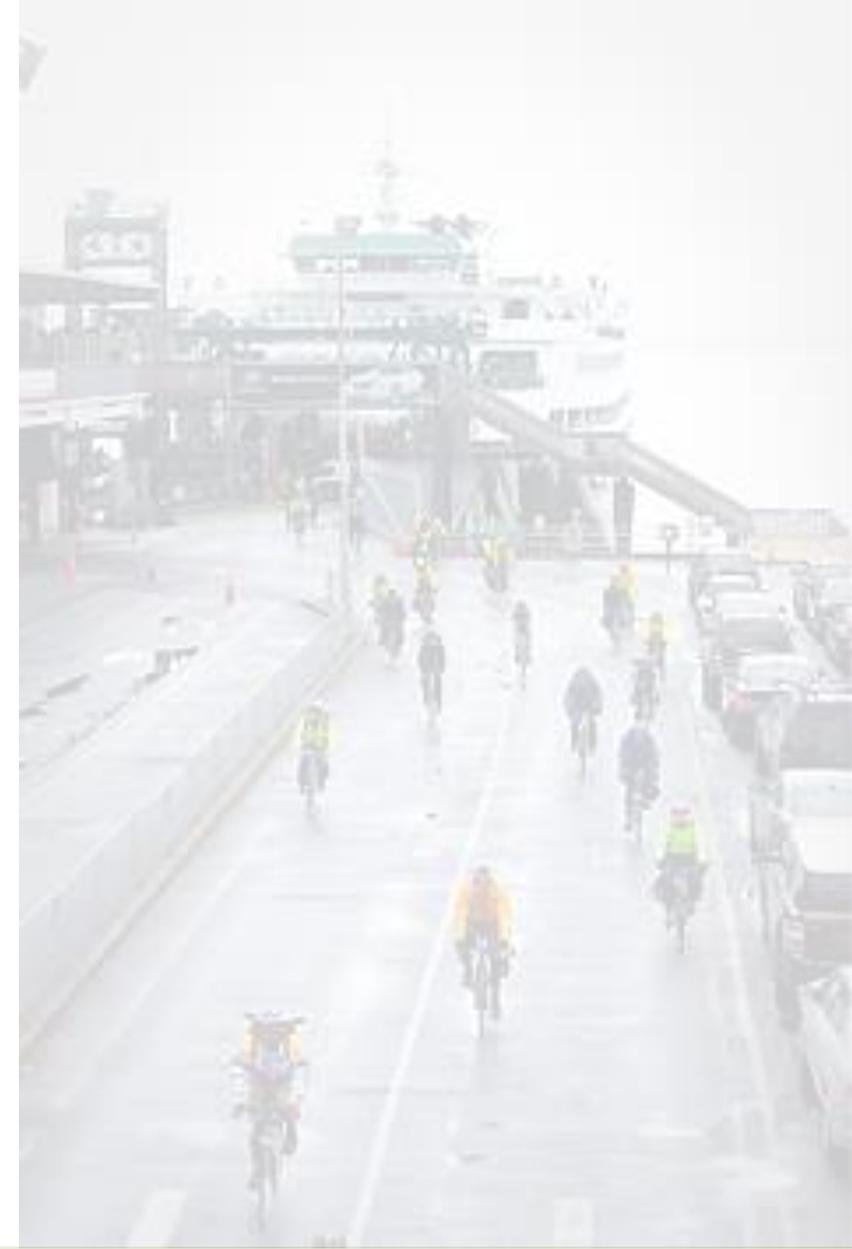
Where do the tools fit in the process?



Workshop **Flow**:

- What is it?
- Why does COBI use it?
- How does COBI use it?
- What have the results been?

Transportation **Levels-of-Service** **(LOS)**



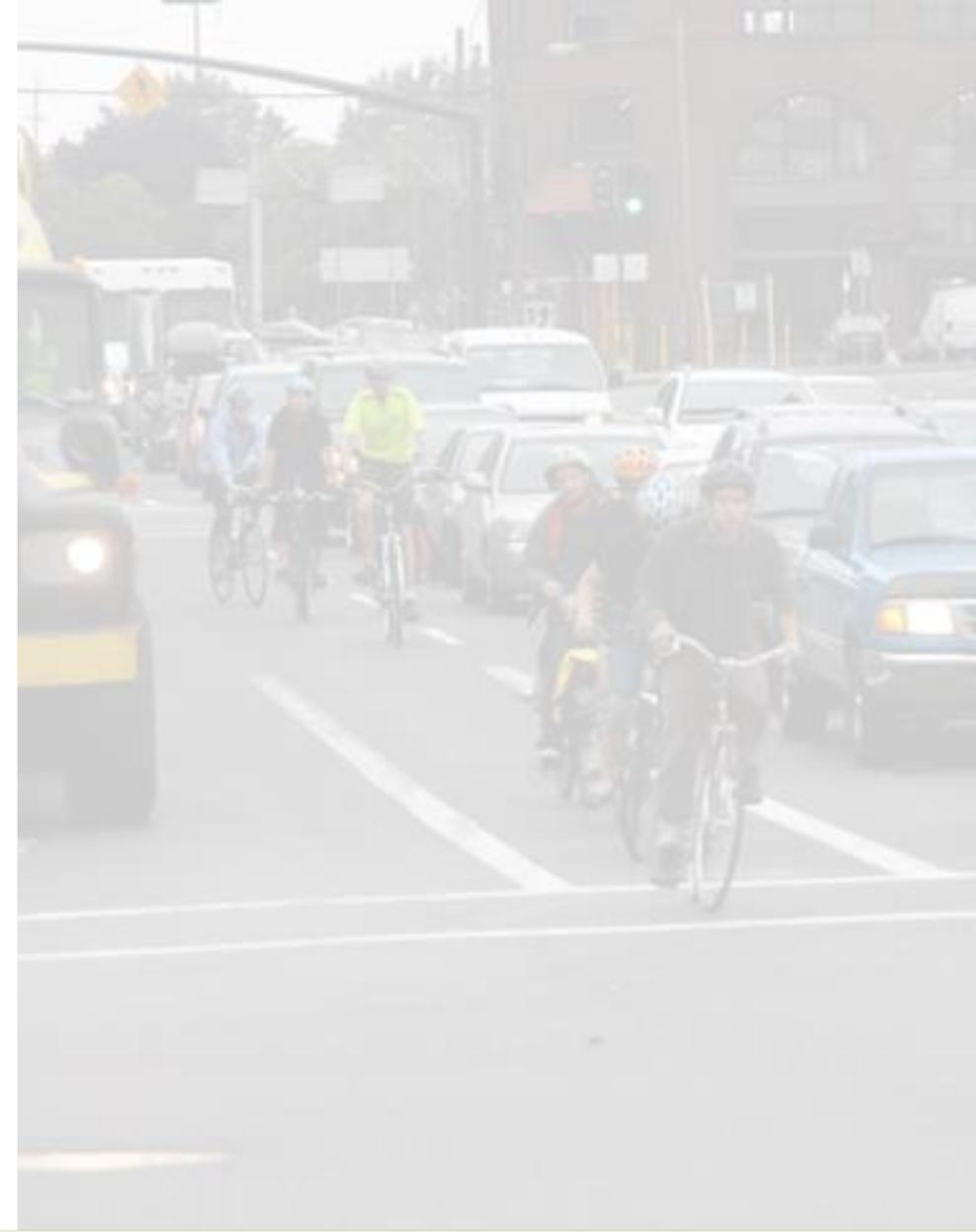
LOS – What is it?

- Quality of the transportation system from a user's perspective



LOS – What is it?

- Quality of the transportation system from a user's perspective
- **A** = nothing impedes movement (facility is underutilized)
- **F** = highly congested (facility is overutilized)



LOS – Why does COBI use it?

- Required by the **Growth Management Act (GMA)** for local arterials and transit routes
- GMA does not specify how to measure LOS



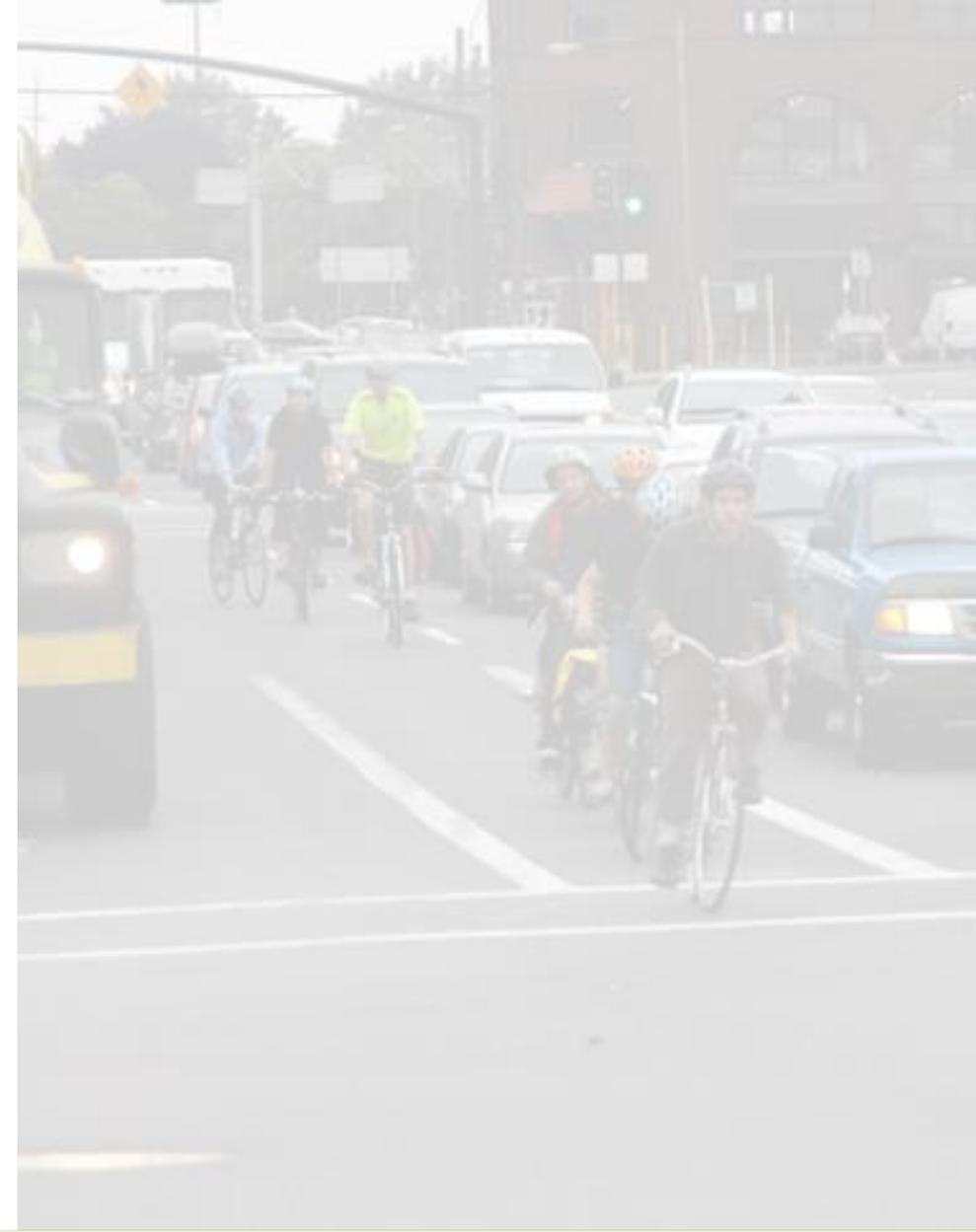
LOS – How does COBI measure it?

- Outlined in the Comp Plan (Island-wide Transportation Plan IWTP)



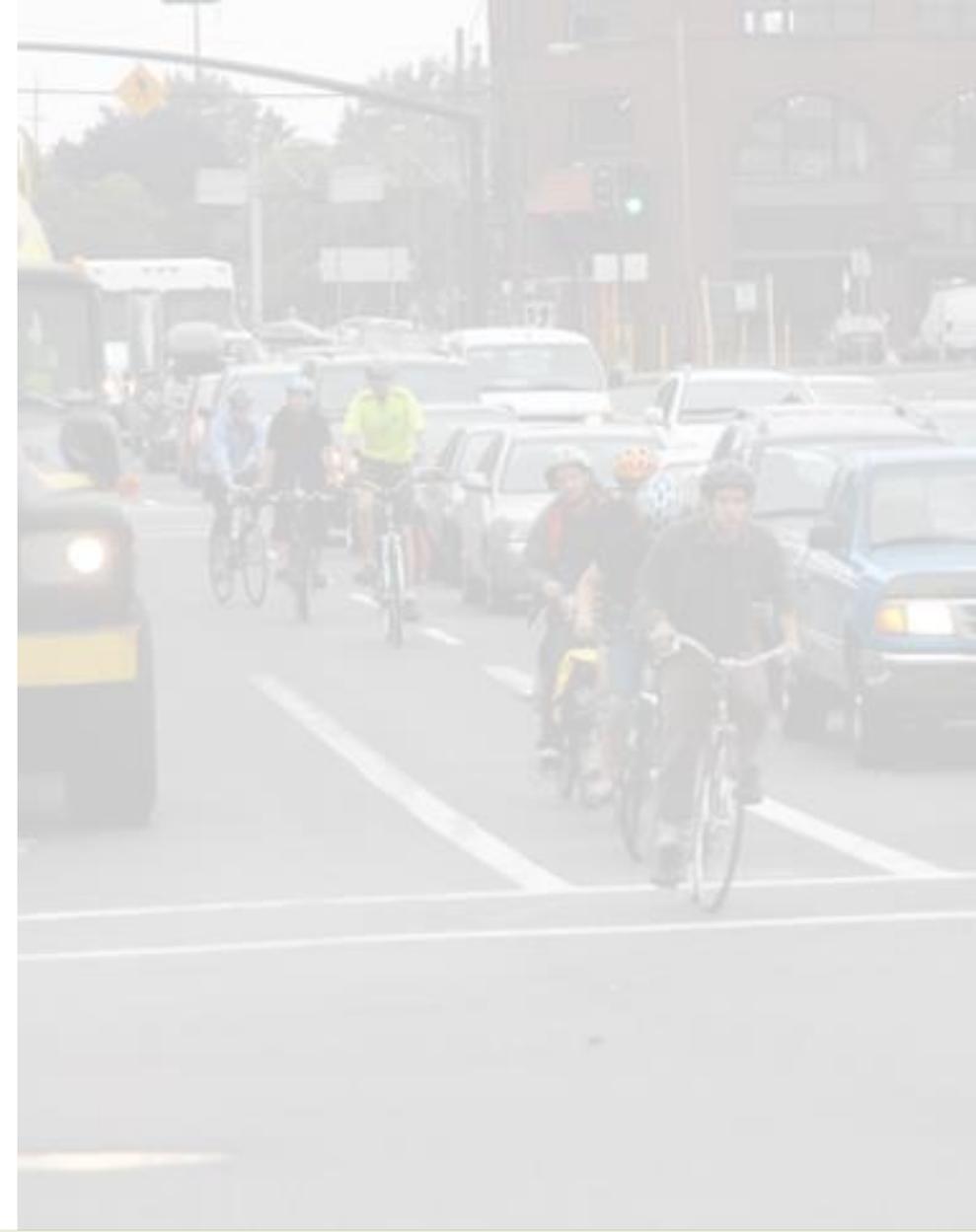
LOS – How does COBI measure it?

- Outlined in the Comp Plan (Island-wide Transportation Plan IWTP)
 - Roadway capacity (metric)
 - Intersection capacity (metric)
 - Non-motorized facility “typology” (not a metric)



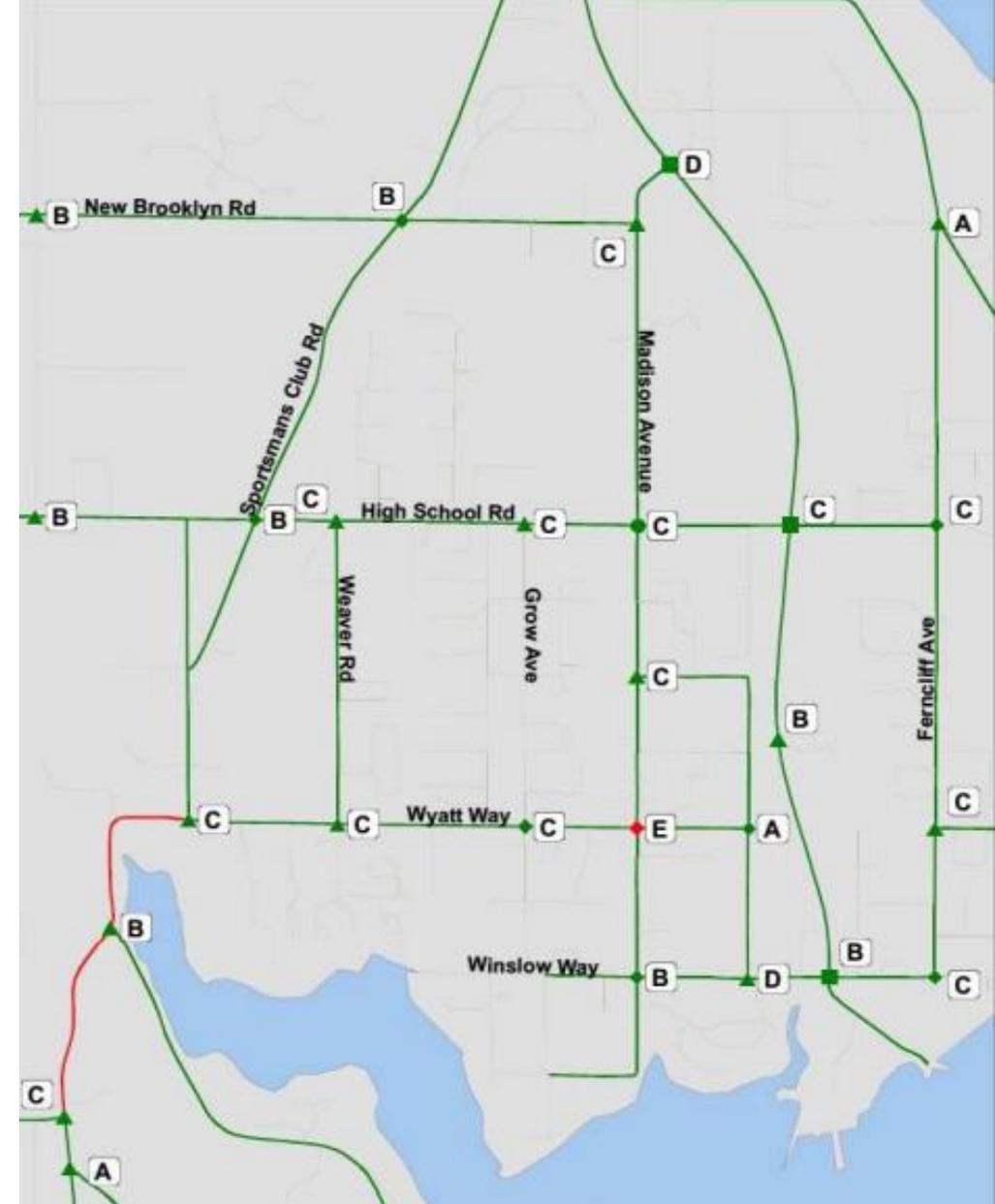
LOS – How does COBI use it?

- Measure consistency between land-use and transportation plans (internal)
- Evaluate impacts from development (external)

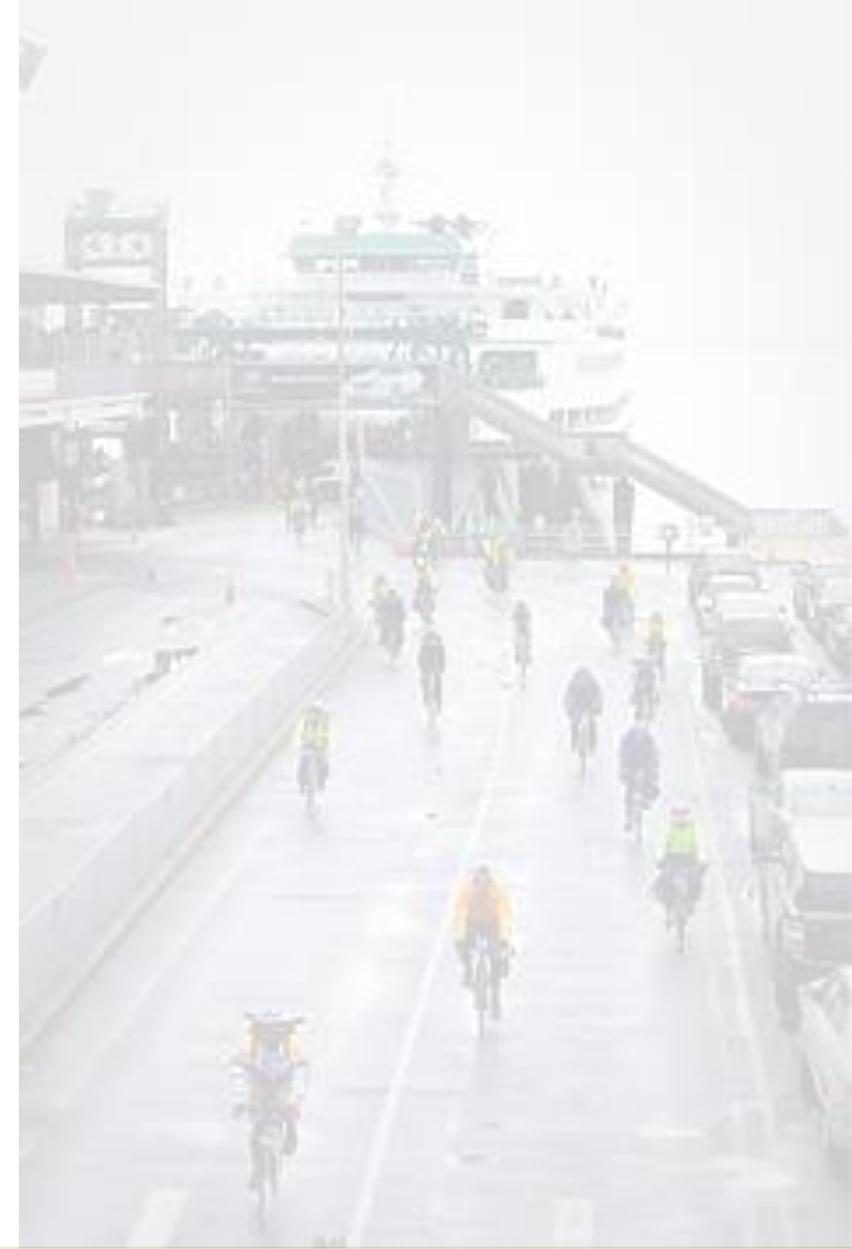


LOS – What have the results been?

- IWTP has maps of current and future LOS – road and intersection capacity only
- Internal example – plan Wyatt/Madison project
- External example – see concurrency (next)

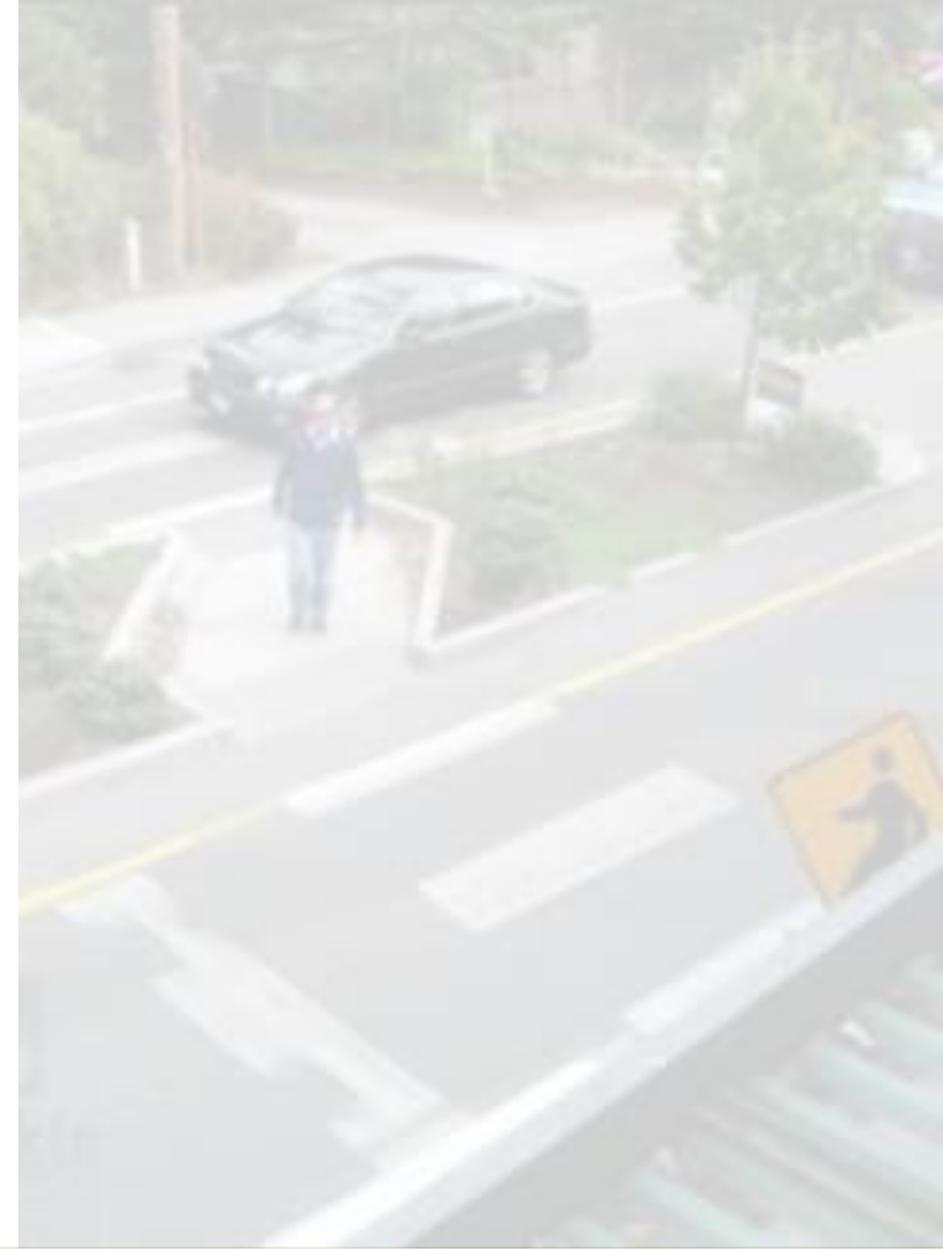


Traffic Concurrency



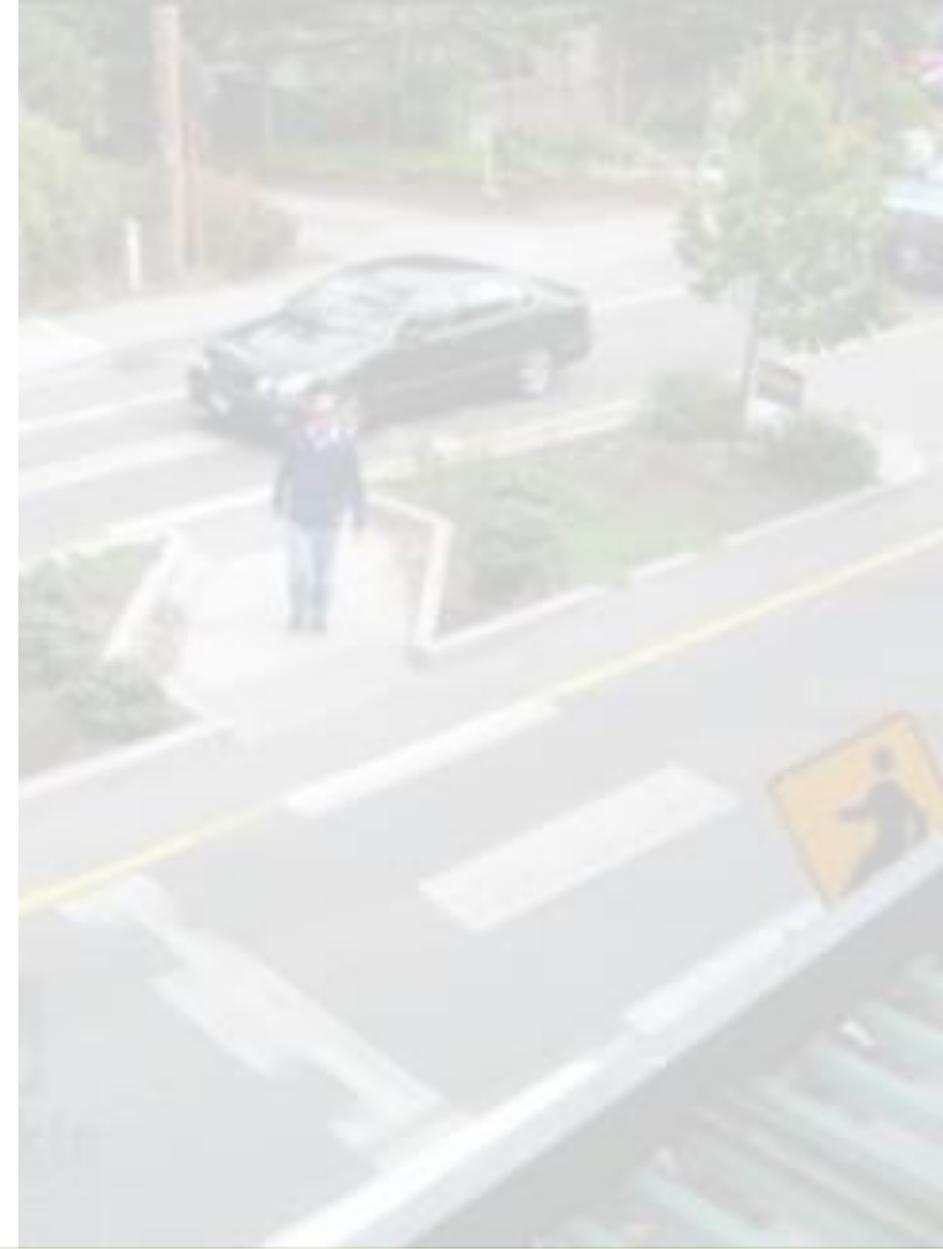
Concurrency – **What is it?**

- The balance of transportation facilities and services relative to demand



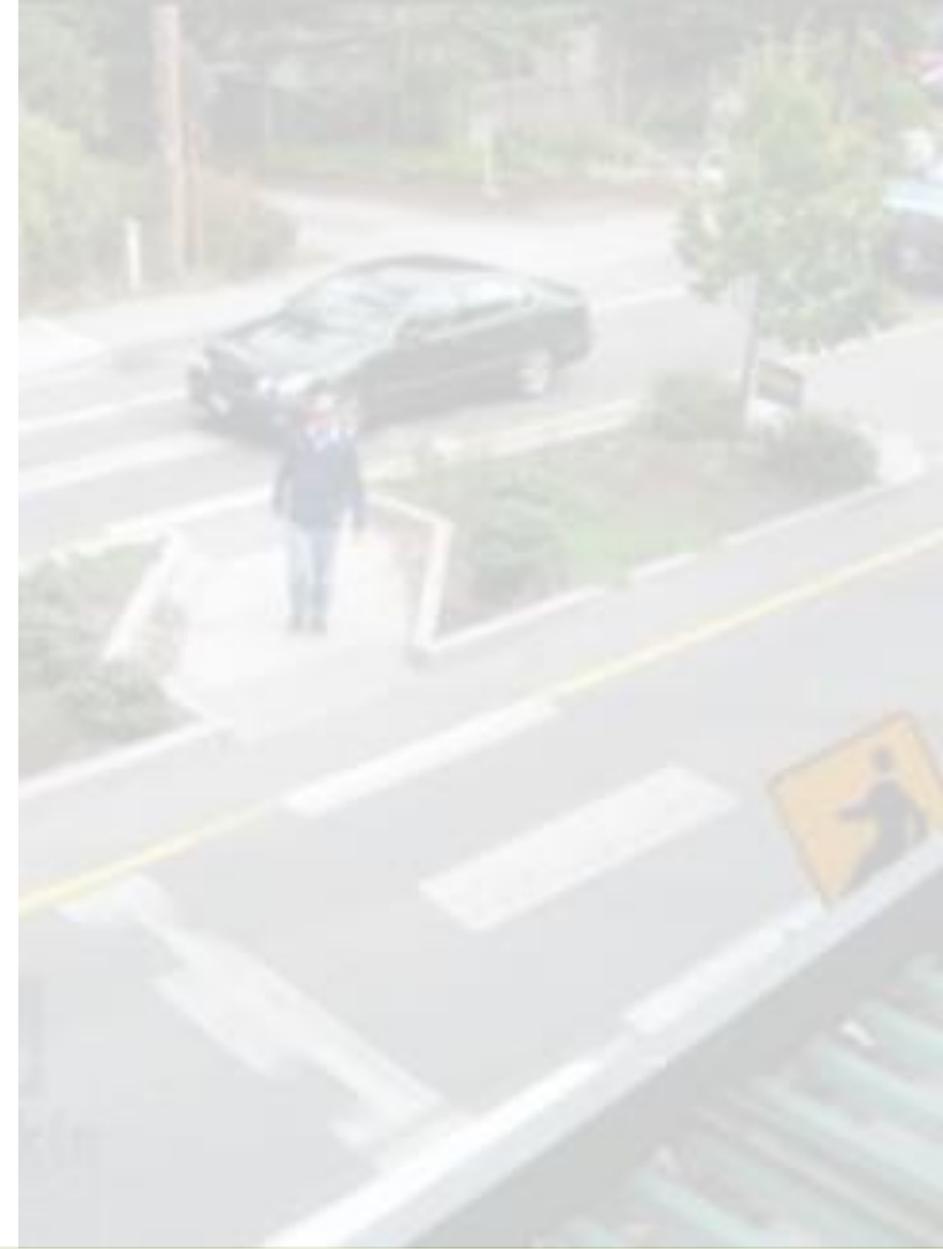
Concurrency – **Why do we use it?**

- Required by GMA
- Evaluate if development is “concurrent” with desired LOS



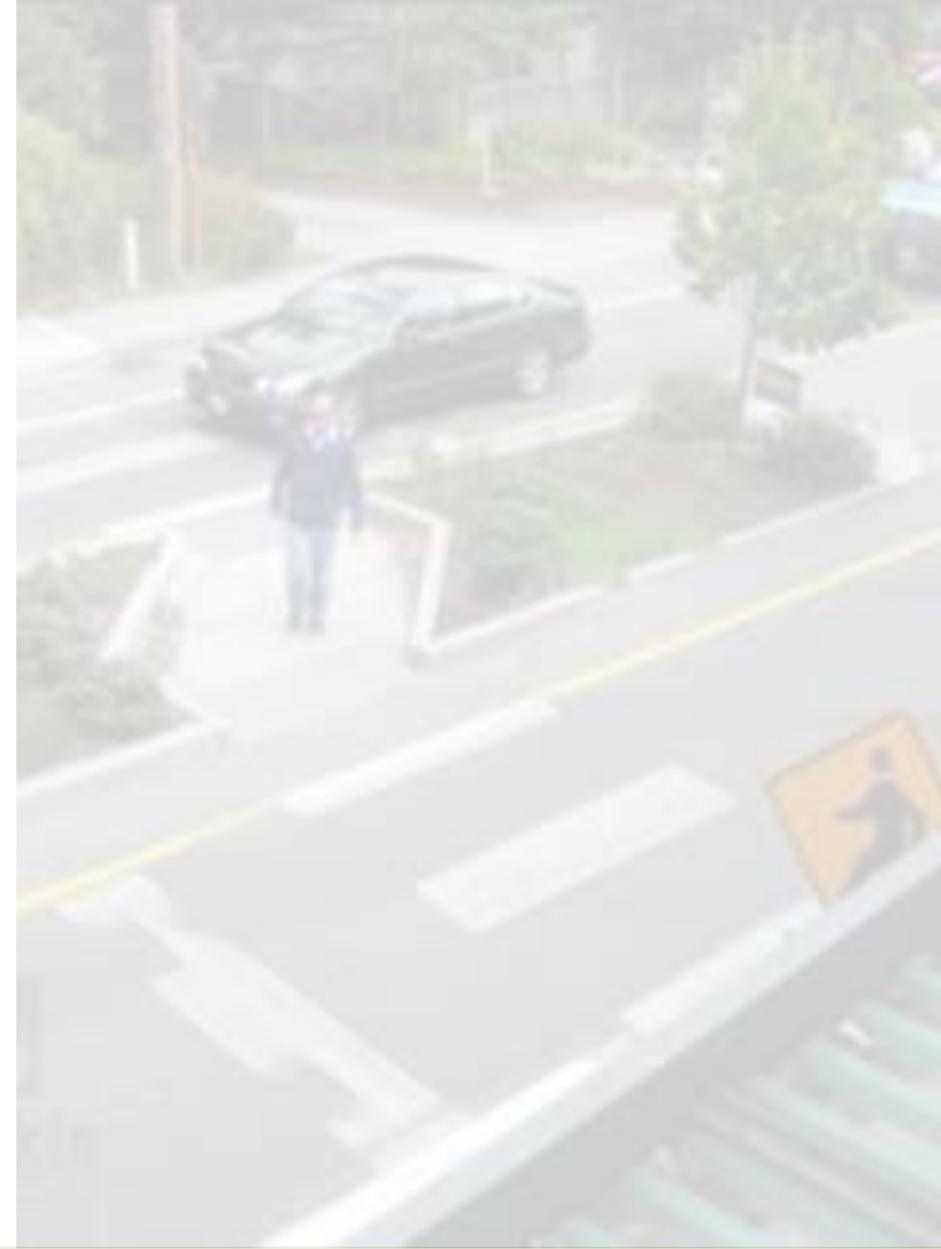
Concurrency – How does COBI measure it?

- Trip generation from the Highway Capacity Manual
- Roadway LOS
- Intersection LOS
- Non-motorized LOS “typology” (more on this later)



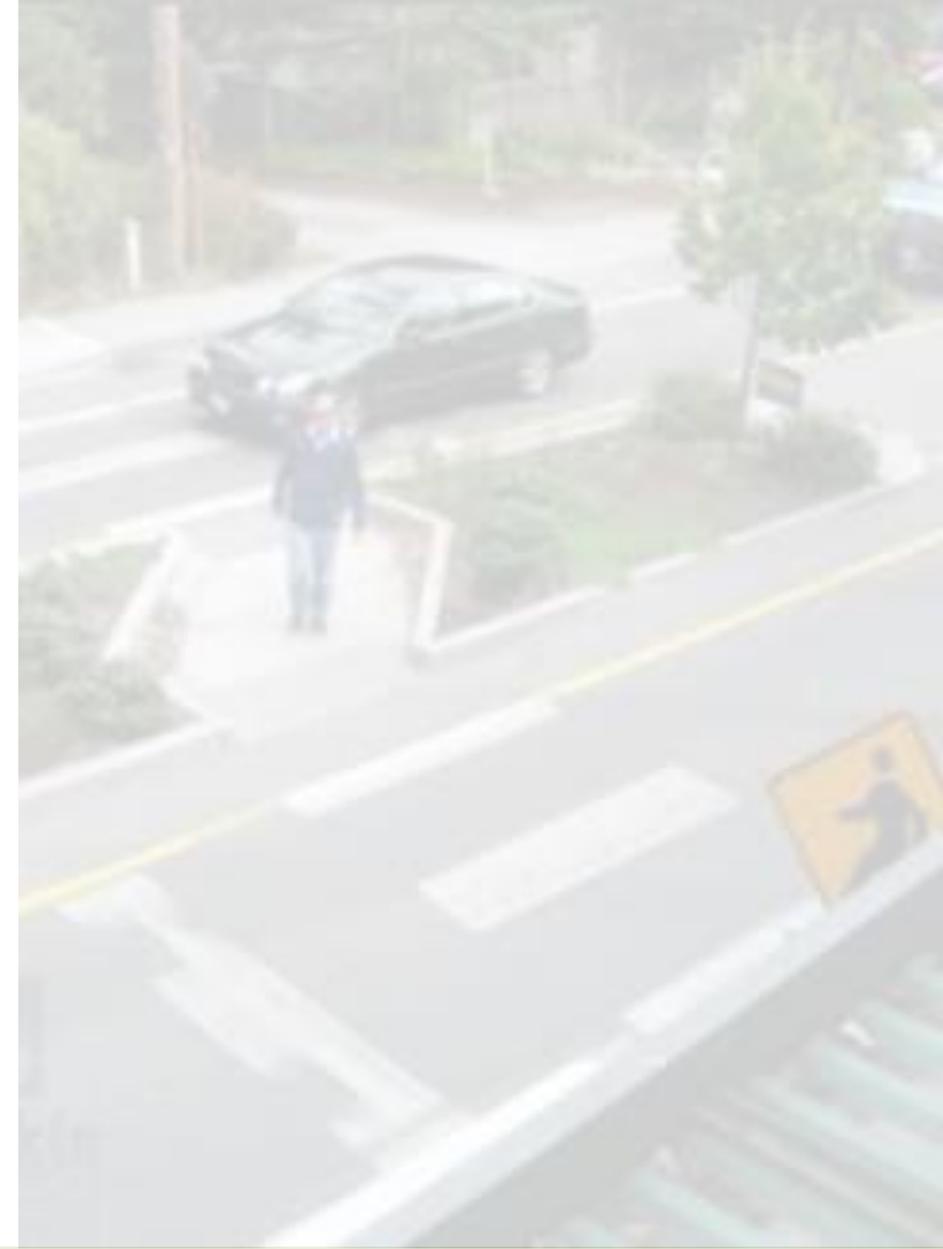
Concurrency – **How does COBI use it?**

- Subdivisions
- Site Plan Reviews
- >50 trips or >5 PM peak trips



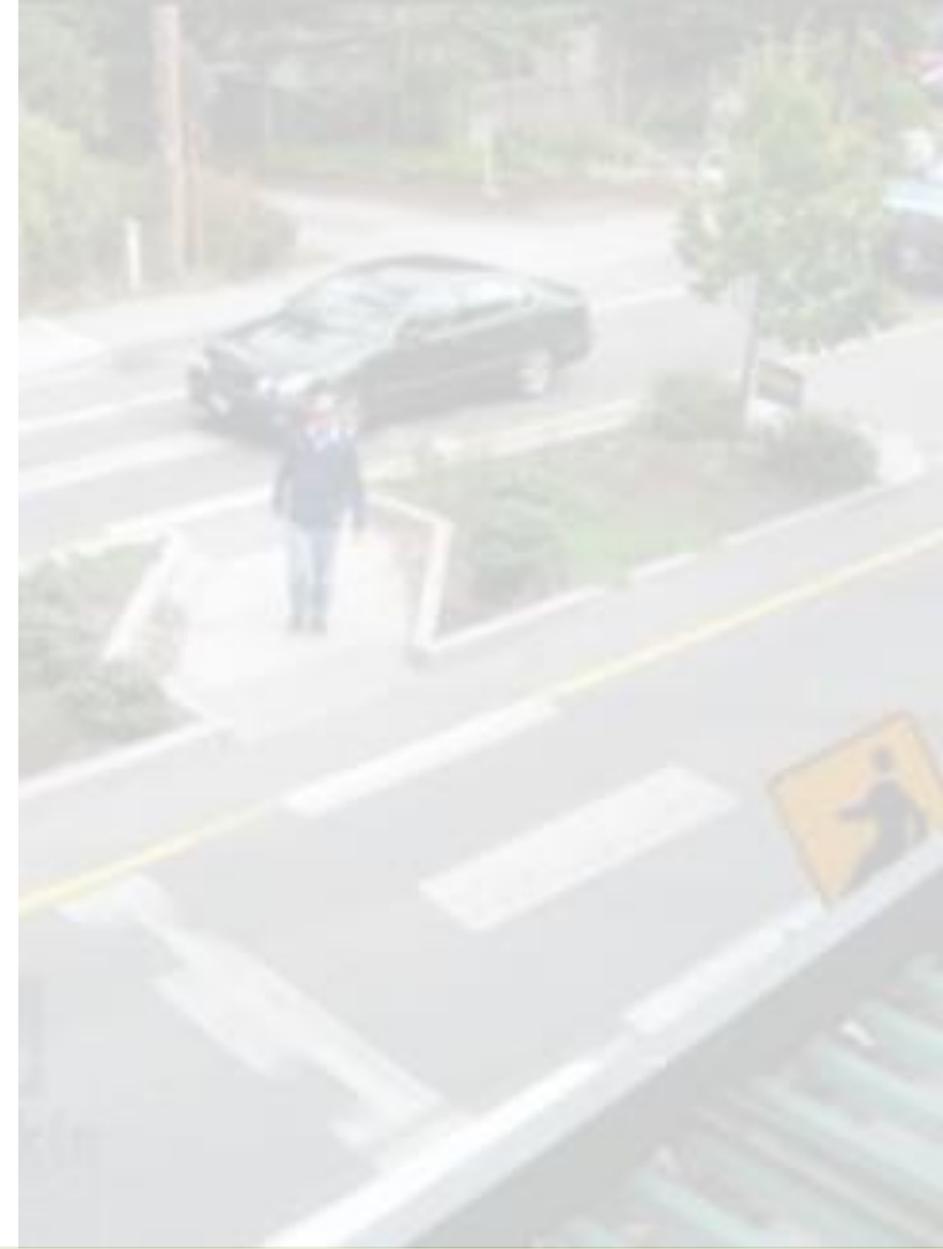
Concurrency – **How does COBI use it?**

- Enacted through project and SEPA conditions



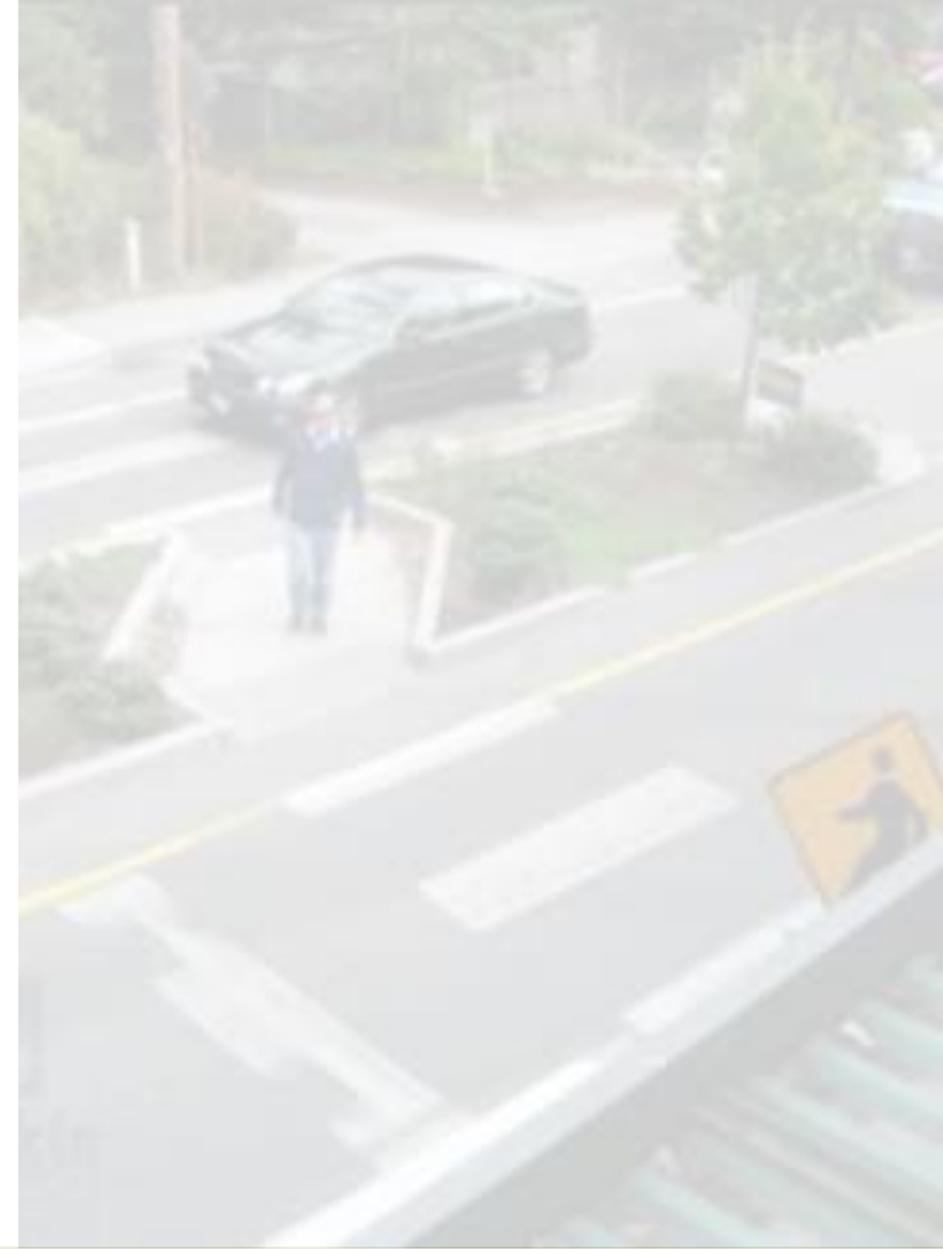
Concurrency – **What have the results been?**

- Most developments meet the requirements outright
- Some rely on minor tweaks or COBI projects to pass



Concurrency – **What have the results been?**

- Developments provide non-motorized “frontage” and trails
- Development can pay a pro-rated share of a project in the CIP



Traffic Impact Fees



Traffic Impact Fees (TIF) – **What is it?**

- Fees collected to fund improvements that **add capacity** to the system created by **new development**
- **May not** be used to remedy existing deficiencies



TIF – Why does COBI use it?

- Authorized by RCW 39.92



TIF – How does COBI use it?

- Enacted in 2015 with a project list
- **Growth share (\$)** of project list calculated (trans and non-motorized)
- Growth share (\$) / new PM trips = **\$1632** per trip



TIF – What have the results been?

- Developments pay different amounts based on trip generation (examples):
 - New house = \$1632
 - Apartment = \$1012
 - Nursing home = \$359 per bed

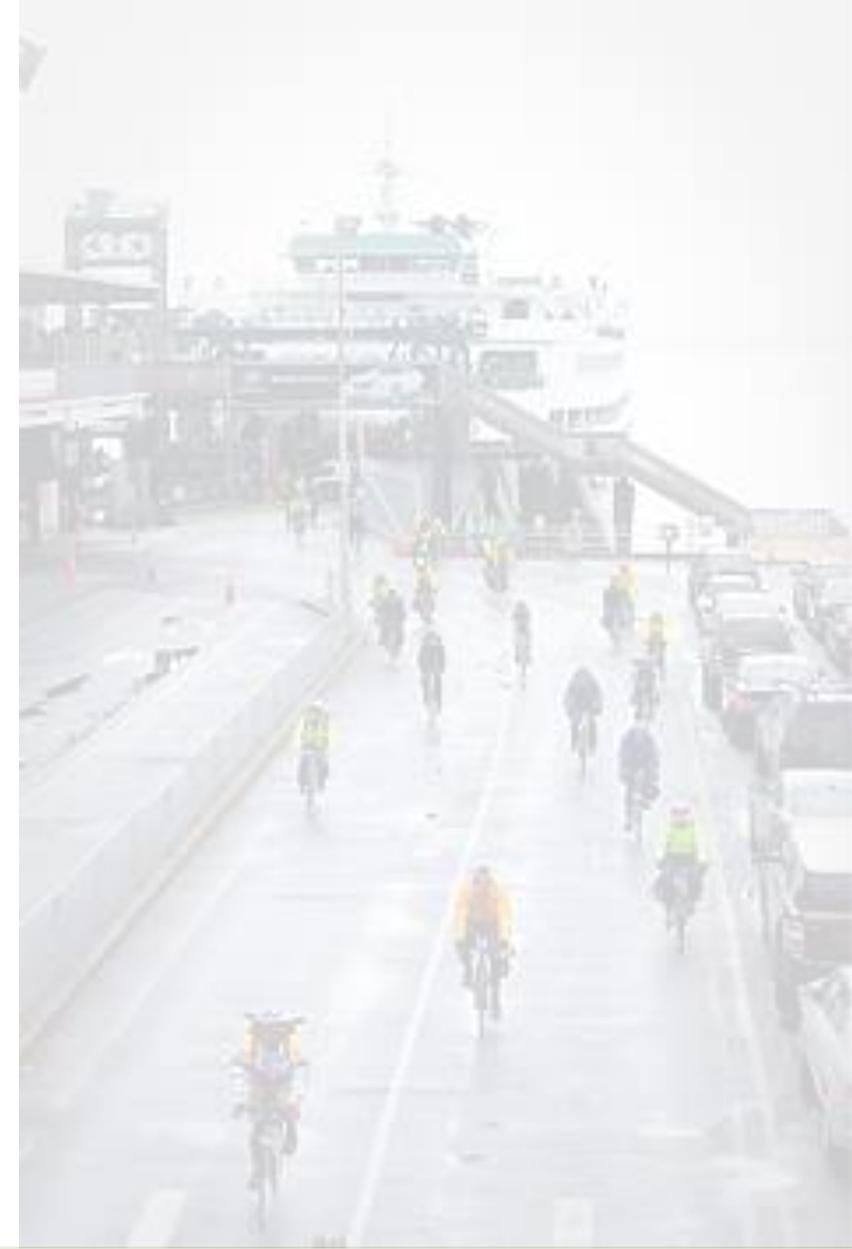


TIF – What have the results been?

- Annual average collected = **\$190K**
- Many projects completed (ex. Fort Ward; Wing Point; Olympic Drive)

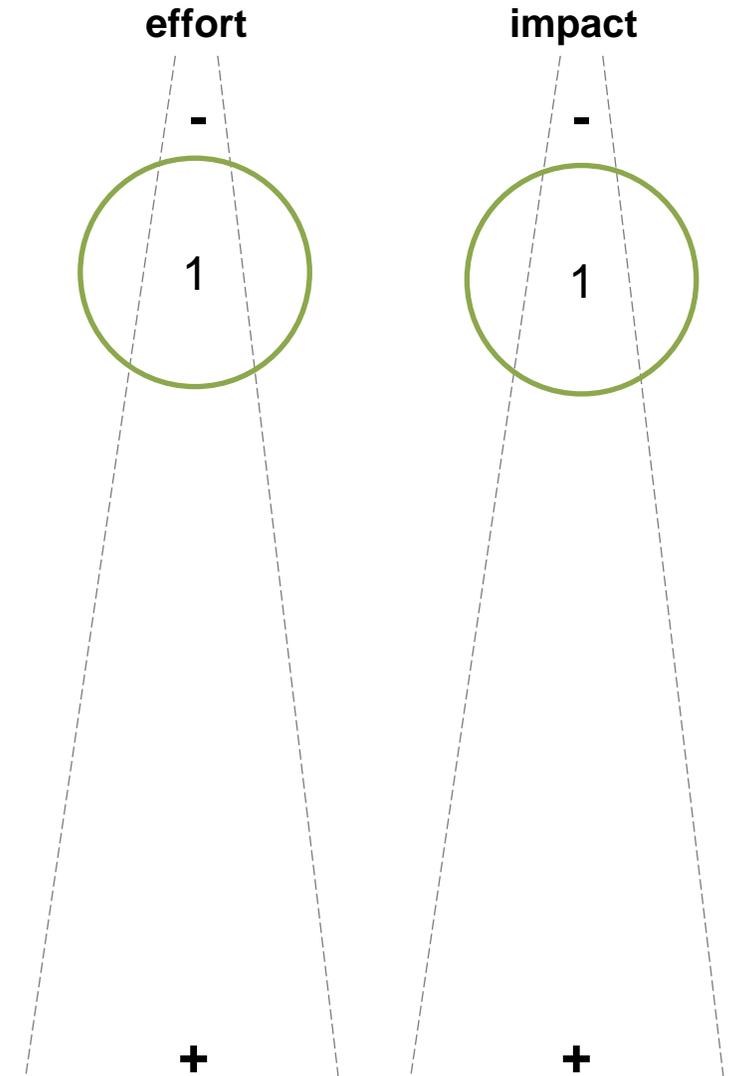


What changes could be made?



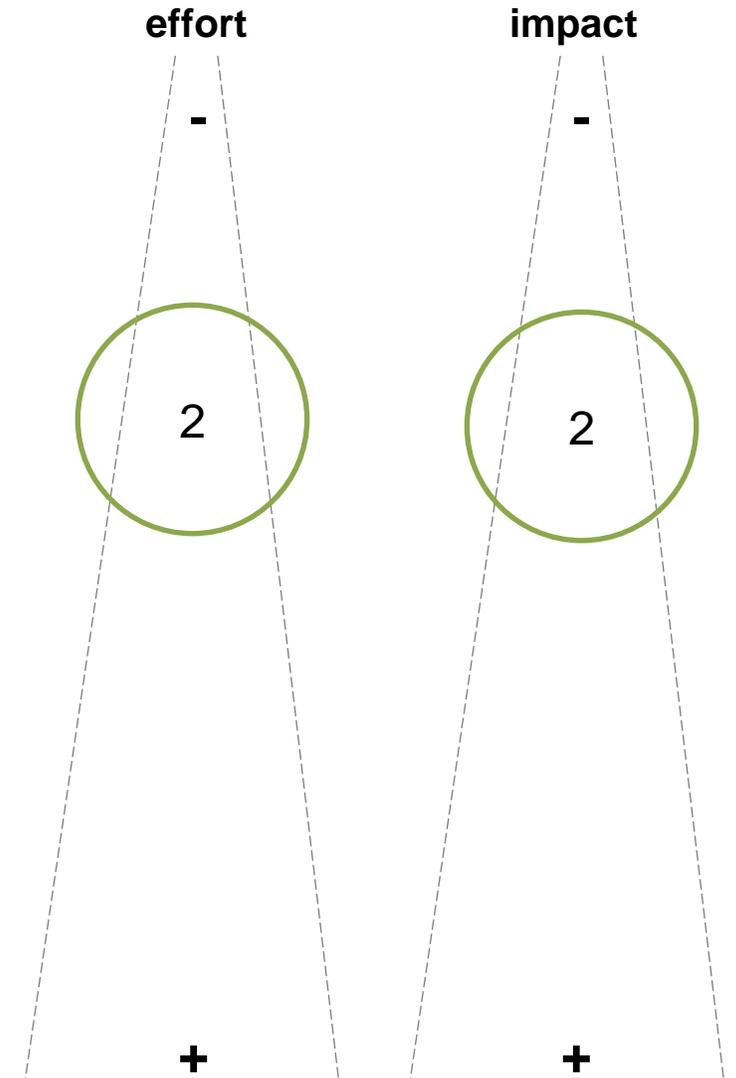
LOS: Accept lower LOS standards for roads and intersections

- Result:
 - More vehicle congestion
 - Less development investment in car focused projects
 - Lower or eliminate city funding for car-focused projects



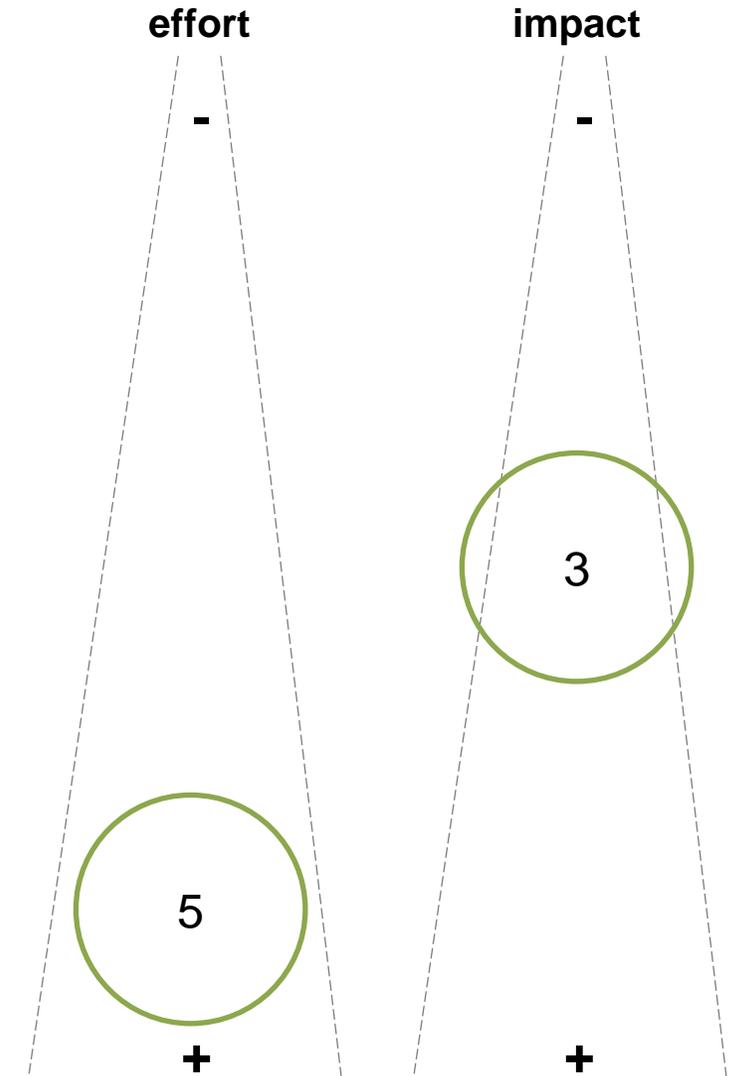
LOS: Change non-motorized LOS “typology” to match STP

- Result:
 - Different frontage and on-site requirements
 - Different scope for City projects



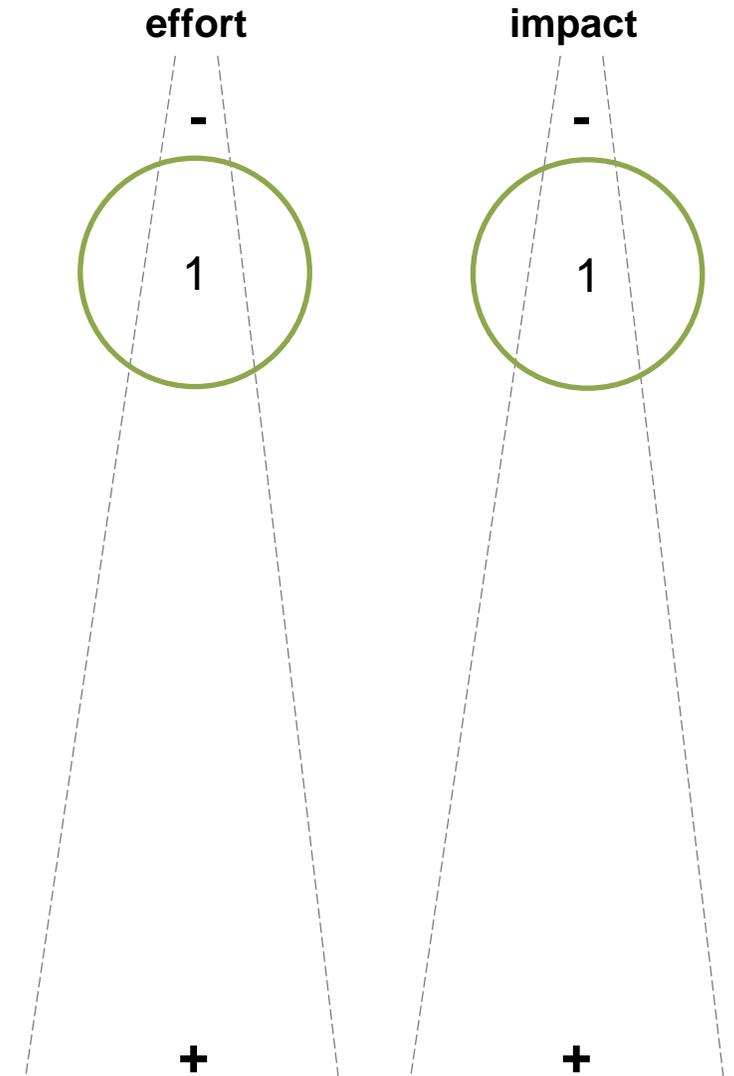
LOS: Change to multi-modal measurement (use quality of service or system completion)

- Result:
 - Build on STP effort
 - Separate, data-driven, project required
 - Different requirements for development (*see concurrency)



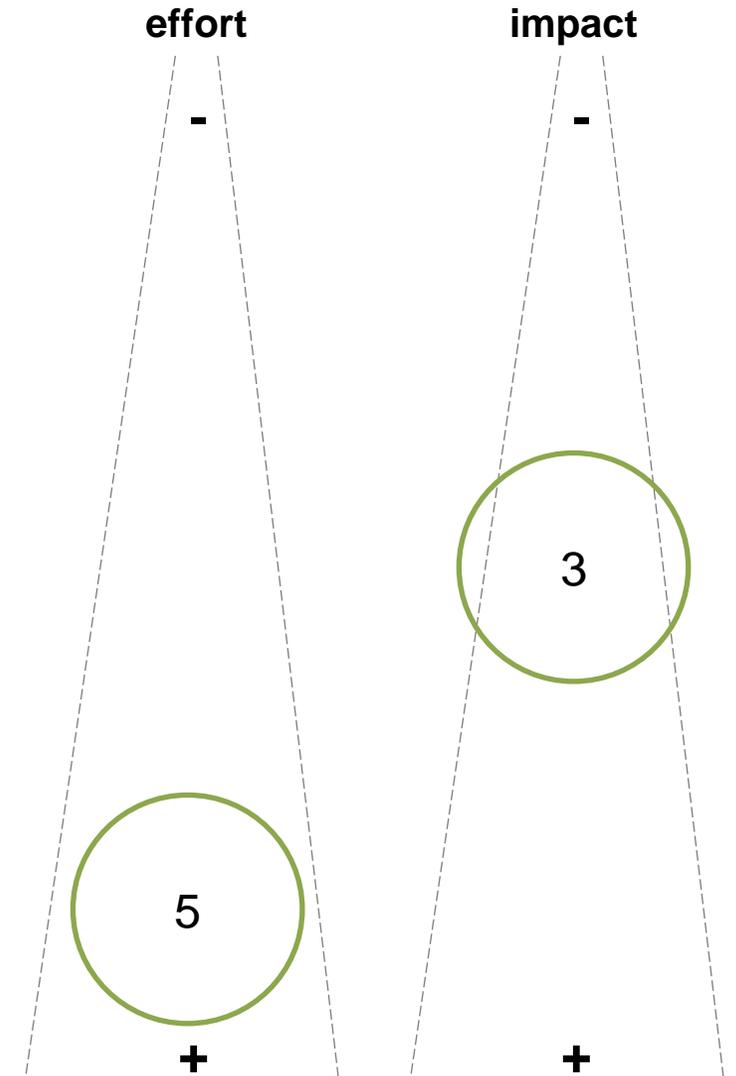
Concurrency: Raise the thresholds for when development needs to analyze traffic

- Result:
 - Harder for development to pass test without mitigation
 - Some projects will downsize
 - More difficult for City to meet Comp Plan goals



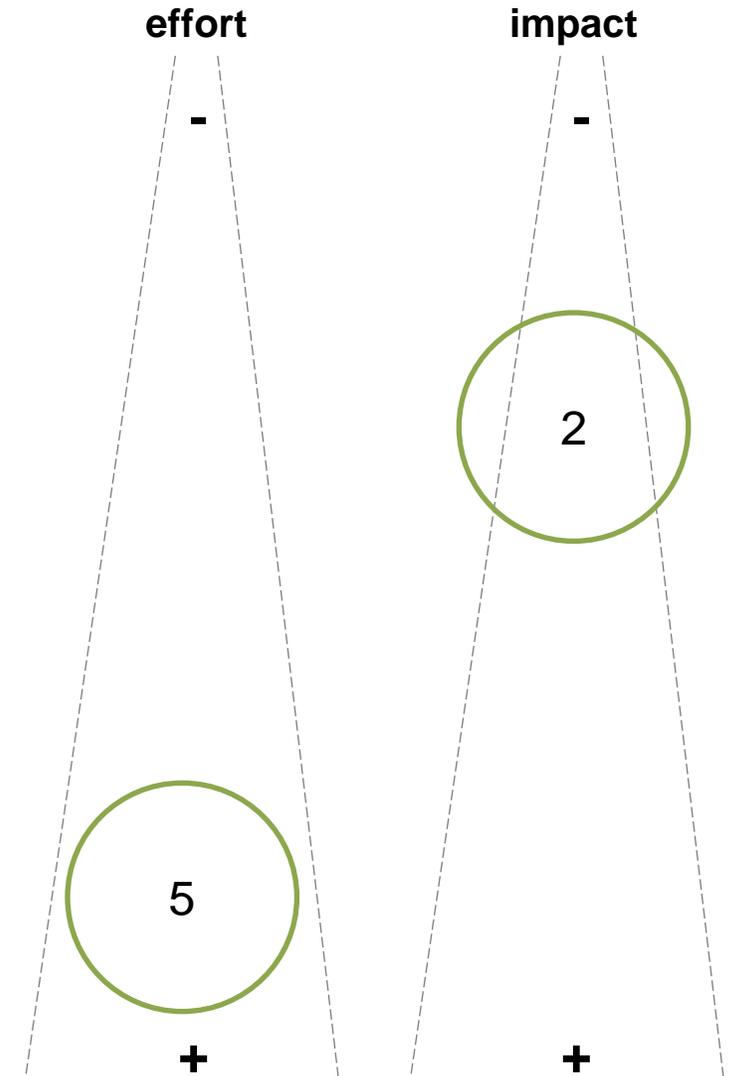
Concurrency: If LOS measure changes, concurrency also changes

- Result:
 - Frontage improvements will match STP
 - Potential for some mitigation beyond frontage (likely to be small given nexus and proportionality)



TIF: Update with STP project list

- Result:
 - Annual funding could increase
 - Developments could pay more
 - STP projects built out over time



Changes Ranked by Level of Effort

Tool	Change	Effort	Impact
LOS	Accept lower LOS for cars	1	1
Concurrency	Raise thresholds for dev.	1	1
LOS	Match NM LOS to STP	2	2
TIF	Update per STP	5	2
LOS*	Change measurement	5	3
Concurrency*	Per LOS changes	5	3

*inter-related changes

Options for consideration

Tool	Change	Effort	Impact
LOS	Accept lower LOS for cars	1	1
Concurrency	Raise thresholds for dev.	1	1
LOS	Match NM LOS to STP	2	2
TIF	Update per STP	5	2
LOS*	Change measurement	5	3
Concurrency*	Per LOS changes	5	3

→ Not necessarily good policy

→ May have unintended consequences

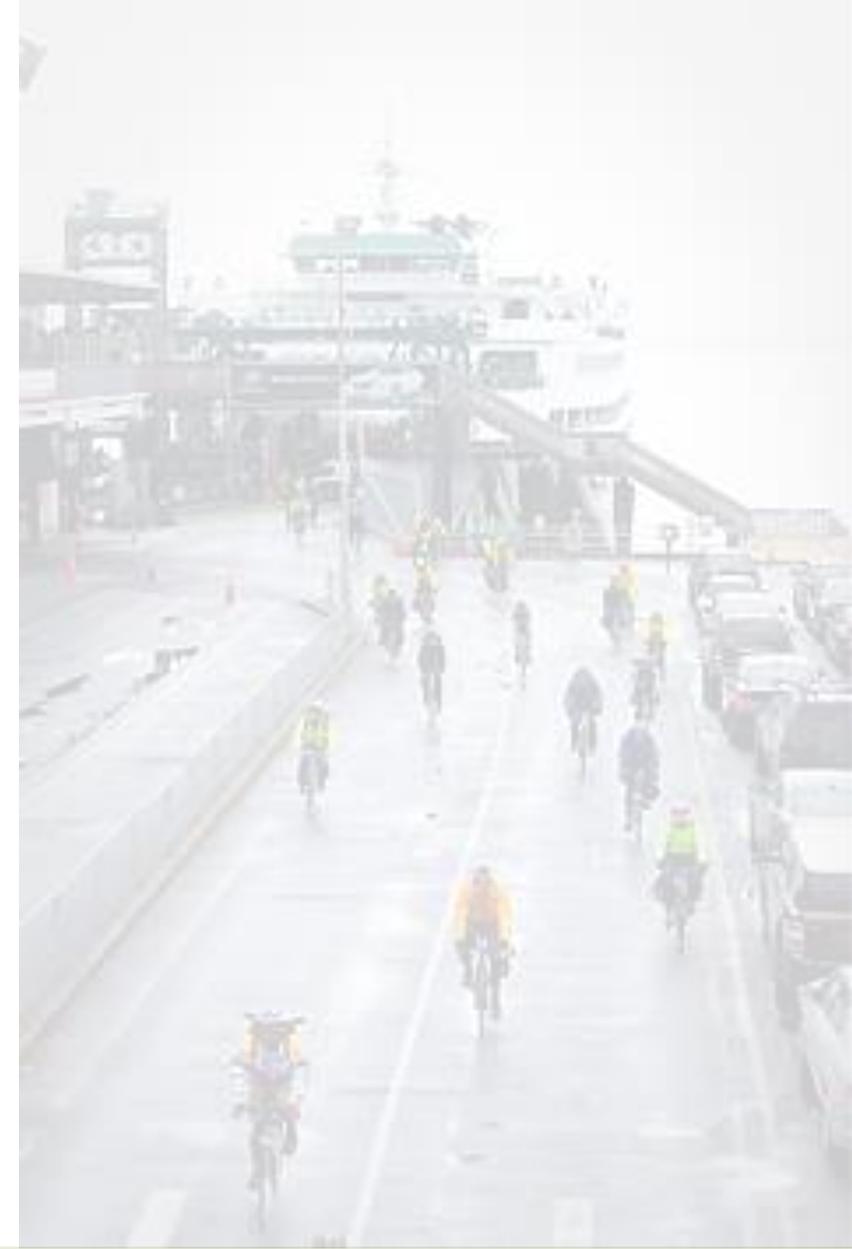
→ **Low effort, good policy; after STP**

→ **High effort, but needs updating; after STP**

Aligns with City-wide values, but high effort and uncertain results; consider with Comp Plan update

Transportation Levels-of-Service Workshop – Questions & Discussion

October 20, 2020





CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: October 20, 2020

ESTIMATED TIME: 45 Minutes

AGENDA ITEM: (9:00 PM) Consider Planning Commission Recommendations Prior to Scheduling a Public Hearing on Bonus Floor Area Ratio Options, BIMC 18.12.030.E. - Planning,

SUMMARY: At the June 11, 2020 meeting, the Planning Commission came to consensus on changing the Bonus Floor Area Ratio ("FAR") program based on recommendations from a Planning Commission subcommittee. These changes were captured in DRAFT Ordinance No. 2020-16, and were discussed on June 25. During the June 25 discussion, the focus was on the Commission's ideas for reducing parking demand in downtown Winslow and existing ferry parking. Currently, there is a bonus FAR provision in the Ferry Terminal District for relocating existing surface ferry parking to a garage (BIMC 18.12.030.E.7). Staff included DRAFT Ordinance No. 2020-16 and information in the July 9 Commission packet about existing parking requirements for residential and commercial development in the MUTC and HS Road zones to support the Commission's discussion of incentivizing development that improves the parking situation in downtown Winslow. On July 9, the Commission also discussed how to pursue eliminating the sale of Islander Mobile Home Park residential FAR.

On August 27, 2020, the Planning Commission discussed a memo from staff that provided analysis on the Bonus FAR program proposal as it relates to the Comprehensive Plan. On August 27, the Planning Commission confirmed their recommended changes to the Bonus FAR provisions in BIMC 18.12.030.E., and requested that staff bring back an amended ordinance for review at their September 10 and September 24 meetings, prior to the check-in with the City Council scheduled for October 20.

On September 24, the Planning Commission decided to include a cover letter to the City Council along with the other draft materials. At their October 8 meeting, the Commission finalized that cover letter, and also revisited keeping Subsection 18.12.030.E.7. This subsection applies to mixed use development in the Ferry Terminal District and provides for Bonus FAR as an incentive for relocated ferry surface parking to be underground or under a building. Following their discussion, the Planning Commission updated DRAFT Ordinance No. 2020-16 to retain Subsection E.7. Those Planning Commission materials, including DRAFT Ordinance No. 2020-16 and a staff memo analyzing the recommendation, are included in this City Council agenda packet.

On August 25, the City Council approved Ordinance No. 2020-20 extending the Interim Zoning Control on Bonus FAR provisions for an additional six months.

AGENDA CATEGORY: Discussion

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: City Council consideration and discussion related to the current Planning Commission recommendation as shown in draft Ordinance No. 2020-16, with the goal of the Council providing guidance or suggested modifications to the Planning Commission prior to finalizing a public hearing draft.

STRATEGIC PRIORITY: Green, Well-Planned Community

FISCAL IMPACT:	
Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: The City Council has engaged in multiple discussions regarding bonus FAR density options. The following is a chronological legislative history summary of discussions and decisions made by the Council and the Planning Commission thus far related to Ordinance No. 2020-10 and Ordinance No. 2020-20, as well as related to consideration of FAR density options more generally. The summary is based on the agenda packet materials and the minutes of the meetings as below described.

At the February 4, 2020 City Council study session, Councilmembers expressed an interest in discussing whether to eliminate the option to purchase bonus FAR. The fees for FAR have been established by resolution (Resolution Nos. 2001-02 & 2006-50) and are included within the City's Fee Schedule. The fees are \$18 per square foot for residential development, \$25 per square foot for mixed use development, and \$34 per square foot for commercial development. The funds are split between public amenities (40%) and farm/agriculture (60%).

Options considered by the Council at the February 4 meeting included pursuing a suspension of the bonus FAR regulations via adoption at a future meeting of an interim control ordinance that would be effective immediately (if adopted on an emergency basis) or five days after passage and publication (if enacted on a non-emergency basis). The Council also discussed the option of seeking to otherwise consider revisions to or elimination of the FAR bonus option by referring the matter to the Planning Commission for review and recommendation, and the Council would then consider that recommendation before taking action.

At the February 11, 2020 City Council business meeting, the Council passed a motion directing the City Manager to pursue an interim zoning control related to BIMC 18.12.030.E. to suspend that section (relating to bonus FAR). A motion to direct the Planning Commission to review Chapter 18.12 BIMC relating to FAR and Chapter 18.21 BIMC relating to affordable housing was tabled. Following further discussion, the Council decided to revisit the first motion and approved a motion to reconsider that motion relating to the development of an interim control ordinance at the Council's February 25, 2020 meeting.

At the February 25, 2020 City Council meeting, the Council reconsidered the motion directing the City Manager to develop an interim control ordinance related to suspending BIMC 18.12.030.E. regarding use of bonus FAR density. That motion failed. Other motions also failed related to directing the City Manager to pursue an interim zoning control that would suspend BIMC 18.12.030.E. in different ways. However, the Council passed unanimously (6-0, with Councilmember Pollock absent) the following motion:

I move to direct the City Manager to work with the Planning Commission and any other appropriate City committees or commissions to bring back to Council as quickly as possible an ordinance that will reform the City's bonus FAR programs so as to only allow bonus FAR in relation to Affordable Housing, Historic Preservation, and Transfer of Development Rights.

At the February 27, 2020 Planning Commission meeting, City staff briefly discussed with the Planning Commission the City Council's action directing the City Manager to work with the Planning Commission to bring back to the Council as quickly as possible an ordinance to reform the City's bonus FAR programs so as to only allow bonus FAR in relation to affordable housing, historic preservation, and transfer of development rights.

At the March 3, 2020 City Council meeting, Councilmember Medina was absent and Councilmember Pollock, who was absent for the February 25 meeting, was present. Councilmember Pollock moved and Councilmember Deets seconded a motion to add a discussion regarding an interim zoning control related to BIMC 18.12.030.E. to that night's agenda under Unfinished Business. The Council approved the agenda as amended. The Council then unanimously passed a motion to suspend the rules for the purpose of taking up this motion again after having voted on it at the last meeting on February 25. The Council then unanimously passed the following motion:

I move to direct the City Manager to prepare an interim zoning control ordinance for consideration at the Council's March 10 meeting related to BIMC 18.12.030.E. to suspend the applicability and use of that Section E., except that subsections E.1. (related to Optional Affordable Housing) and E.6. (related to Historic Structure Preservation) would not be suspended and waiving any procedural requirements that would otherwise apply to the motion that was passed.

At the March 10, 2020 City Council meeting, the Council considered the interim control ordinance that was prepared as directed by the Council at its March 3, 2020 meeting related to suspending the applicability and use of BIMC 18.12.030.E., except that subsections E.1. (related to Optional Affordable Housing) and E.6. (related to Historic Structure Preservation) would not be suspended. The ordinance was prepared as an emergency ordinance, meaning that it would be effective immediately upon passage. The ordinance also included suspension of the applicability and use of BIMC 18.27.080 and footnote three of Table 18.12.020-3 because those provisions relate directly to the provisions that were being suspended in BIMC 18.12.030.E.

As part of that March 10, 2020 Council meeting, the Council passed various motions to revise the ordinance as drafted. The first such motion was to add an additional exclusion to the interim zoning control as follows:

I move to amend Ordinance No. 2020-10, Section 2.B., to add an exclusion to the interim zoning control for development projects that filed a complete land use permit application with the City and have purchased from the City or otherwise acquired development rights, including related to bonus floor area ratio, through an executed covenant, development agreement, or contract, prior to the effective date of this ordinance.

The Council then adopted motions to remove two recital "Whereas" clauses in the draft ordinance. The Council then voted unanimously to approve Ordinance No. 2020-10 with the following motion:

I move to approve Ordinance No. 2020-10, relating to an interim zoning control to hereby suspend BIMC 18.12.030.E. and related provisions as described in the ordinance regarding floor area ratio bonus density options, except for Sections E.1. and E.6. of BIMC 18.12.030.E. as amended.

At the March 12, 2020 Planning Commission meeting, the Planning Commission ("Commission") had an item on their agenda entitled "FAR Discussion." Included as part of the materials for that agenda item was a February 27, 2020 memorandum written by Planning Director Heather Wright that relates to what is referenced

above regarding the Commission's February 27 meeting. Under the "Council Action" section of the memorandum, it states:

On February 25, 2020, the City Council approved a motion that the City Manager work with the Planning Commission and appropriate City Committees or Commissions to bring back to Council as quickly as possible an Ordinance that will reform the City's bonus FAR programs so as to only allow bonus FAR in relation to Affordable Housing, Historic Preservation and Transfer of Development Rights.

At this meeting, Planning Director Heather Wright introduced the interim zoning control ordinance. Following, there was public comment, including from Councilmember Pollock. After the public comment, the Commission unanimously passed a motion that recommended changes to the interim control to the City Council.

At the April 14, 2020 City Council meeting, the Council scheduled a public hearing regarding Ordinance No. 2020-10 for April 28, 2020. The Council took action to set the public hearing pursuant to RCW 35A.63.220 and RCW 36.70A.390, which require the Council to hold a public hearing within 60 days of adoption of Ordinance No. 2020-10 (i.e., by May 10, 2020) in order to take public testimony and to consider adopting further findings of fact. On April 28, 2020, the City Council held a public hearing on Ordinance 2020-10 and no changes to the ordinance were made.

The Planning Commission formed a subcommittee of 3 members (Chester, Paar, and Quitslund) to begin working on a revised FAR ordinance. The Planning Commission discussed the subcommittee's information and recommendations on changes to bonus FAR regulations at their May meetings and on June 11, 2020. City staff integrated the June 11 recommendations into DRAFT Ordinance No. 2020-16. Those changes were discussed and refined by the Commission on June 11, 25, July 9, August 27, September 10 and 24, and October 8, 2020. See attached Planning Commission cover letter and staff policy analysis memo for additional information.

ATTACHMENTS:

[20201008 PC Cover Letter to CC on Bonus FAR Revisions.docx](#)

[DRAFT Ordinance No. 2020-16.docx](#)

[Exhibit A Excerpt BIMC Table 18.12.020-3.docx](#)

[20200924 PC Staff Memo.pdf](#)

[MUTC and HS Rd Map.pdf](#)

[WMP Goals & Policies Related to FAR.pdf](#)

[ORD NO. 2020-20 EXTENDING INTERIM ZONING CONTROL RELATED TO BONUS DENSITY.pdf](#)

[June 11 2020 Planning Commission Meeting Minutes.pdf](#)

[July 9 2020 Planning Commission Meeting.pdf](#)

[August 27 2020 PLANNING COMMISSION MINUTES.pdf](#)

[September 10 2020 PLANNING COMMISSION MINUTES.pdf](#)

FISCAL DETAILS: N/A

Fund Name(s):

Coding:



Department of Planning and Community Development

Memorandum

Date: October 8, 2020
To: City Council
From: Planning Commission
Subject: Planning Commission Recommendation to Amend Bonus FAR Program

I. BACKGROUND

As directed by the City Council on February 25, 2020, the Planning Commission has been tasked to bring back to Council as quickly as possible an ordinance that will reform the City's bonus FAR program ([BIMC 18.12.030.E](#)) so as to only allow bonus FAR in relation to Affordable Housing, Historic Preservation, and Transfer of Development Rights. The City Council subsequently approved [Interim Control Ordinance No. 2020-10](#) to suspend [BIMC 18.12.030.E](#) except for bonus FAR in exchange for Affordable Housing (subsection E.1) and Historic Preservation (subsection E.2). At their August 25, 2020 meeting, the City Council held a public hearing on [Ordinance No. 2020-20](#) and approved extending the Interim Zoning Control until March 10, 2021.

The Planning Commission began their discussion on revising the Bonus FAR program on [March 12, 2020](#), and it continued on [May 14 and 28, June 11, June 25, July 9, August 27, September 10 and 24, and October 8, 2020](#). The Planning Commission had formed a subcommittee that came back with recommendations on revising the Bonus FAR program on June 11. The Commission affirmed and refined the subcommittee's recommendations for revising the Bonus FAR program, and those recommendations were integrated into DRAFT Ordinance No. 2020-16.

The October 20, 2020 Planning Commission check-in with the City Council regarding DRAFT Ordinance No. 2020-16 is a chance to preview the suggested revisions to [BIMC 18.12.030.E](#) and receive City Council feedback prior to the Planning Commission holding a public hearing and completing their recommendation on the ordinance.

It should be noted that the Planning Commission recommends adoption of Ordinance No. 2020-16 as an interim measure while the City Council, the Planning Commission and Planning Staff address broader revisions to the zoning code, including base FAR and whether to replace it with other measures such as form-based zoning. Once that broader work is completed, it is likely that Ordinance No. 2020-16 will need to be revised.

II. DRAFT Ordinance No. 2020-16

DRAFT Ordinance No. 2020-16 removes all bonus FAR provisions of BIMC 18.12.030.E except the [Subsection E.1.a and Subsection E.7](#), related to affordable housing and relocating surface ferry parking under a building or below ground, respectively. The proposed corresponding changes also have been

made to Table 18.12.020-3, which is part of BIMC 18.12.030.E (see Exhibit A to Ordinance 2020-16). The Planning Commission recommends retaining the FAR provisions related to preserving historic buildings (Subsection E.6) but relocating them to the zoning code relief section of the [BIMC Chapter 18.24 Historic Preservation Program](#) and to the definition of FAR ([BIMC 18.12.050.G](#)). The Planning Commission also recommends deleting the provisions for earning Bonus FAR through a Transfer of Development Rights (TDR) program (Subsection E.2) until the City has updated its TDR program (see Whereas on page 2 of DRAFT Ordinance No. 2020-16).

III. Policy Questions Generated by DRAFT Ordinance 2020-16

On its face, the Council policy direction to the Planning Commission on February 25, 2020 and through the passage of Ordinance 2020-10 seemed straightforward: reform the City's current Bonus FAR program. However, planning staff has raised some policy questions that may result from making the proposed changes, as set forth in the attached staff memo dated September 24, 2020.

A. The Planning Commission currently recommends retaining BIMC 18.12.030.E.1.a. This section establishes an optional inclusionary zoning program that awards Bonus FAR in exchange for providing affordable housing. The Planning Commission acknowledges that the affordable housing Bonus FAR provisions in subsection E.1.a and Table 18.12.030 should be revised since the current provisions have not produced any affordable housing units. However, revising subsection E.1.a and Table 18.12.030 were not part of the direct City Council policy direction to the Planning Commission and the Planning Commission believes such a revision should be part of the overall Inclusionary Zoning policy discussion. The Planning Commission seeks confirmation from Council that subsection E.1.a and Table 18.12.030 should remain the same at this time, to be taken up soon as part of the overall Inclusionary Zoning policy discussion.

B. The Planning Commission recommends eliminating remaining Bonus FAR provisions related to the Islander Mobile Home Park, if legally and economically feasible. On principle, the Planning Commission was opposed to the practice of treating Bonus FAR, which is an incentive in our development regulations, as a financial transaction. Although the Planning Commission requested legal guidance regarding the feasibility of the City's purchase of the balance of the IMHP FAR from Islander Mobile Home Park (IMHP) Association, this guidance has not yet been received. The Planning Commission therefore makes this recommendation acknowledging that legal review and budget analysis is required to inform any City Council decision.

C. Planning staff has advised the Planning Commission that removing all of the ways of achieving Bonus FAR, except through the affordable housing provision, may eliminate ways to achieve Bonus FAR for commercial-only developments (except for those properties with historic buildings). This would result in a single FAR standard for commercial development, as illustrated in the proposed changes to BIMC Table 18.12.020-3 (Exhibit A to Draft Ordinance No. 2020-16). The approach recommended by the Planning Commission in EXHIBIT A sets the commercial FAR standard at the level of the current base commercial FAR, because the Bonus FAR for Commercial and Other Nonresidential Uses would be eliminated. This change would decrease the amount of FAR available for potential future commercial development by eliminating the availability of Bonus FAR.

Planning staff noted in its September 24, 2020 memo that the City used the Maximum FAR with Bonus amount of commercial FAR for the MUTC and HSR zones in Table 18.12.030-3, rather than base FAR, to calculate employment growth capacity in the Kitsap County 2014 Buildable Lands Report. The Planning Commission believes this may raise a policy issue for the City Council to consider – whether the City should use maximum FAR, including Bonus FAR, to calculate employment growth capacity and plan for future commercial development under the Growth Management Act, or whether it is more appropriate

to use base FAR. Because the purpose of Bonus FAR is to obtain community benefits above and beyond what is required in the BIMC, it is only available to commercial projects that propose to provide those types of benefits. The Planning Commission recommends that a better and more transparent approach would be to revisit, and if necessary, revise, base FAR for commercial projects in these zones to determine whether base FAR should be changed to support planned commercial development.

IV. NEXT STEPS & PUBLIC OUTREACH

The Planning Commission will debrief from the City Council check in at their meeting on October 29 and discuss what changes, if any, the Commission would like to make to DRAFT Ordinance 2020-16 as a result of any October 20 City Council policy direction. The Commission will then schedule a public hearing, or possibly schedule another study session prior to holding a public hearing, in November. After the Commission holds a public hearing on Ordinance 2020-16, it will make a recommendation to the City Council. Ordinance 2020-16 will then go to the City Council for consideration.

ORDINANCE NO. 2020-16

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to bonus floor area ratio and amending Section 18.12.030.E of the Bainbridge Island Municipal Code.

WHEREAS, within the express terms of the Growth Management Act, the Washington State Legislature has specifically conferred upon the governing bodies of Washington cities the right to establish and adopt interim zoning controls related to land uses; and

WHEREAS, the City Council of the City of Bainbridge Island (“City”) updated the City’s Comprehensive Plan in February of 2017; and

WHEREAS, balancing affordable housing, historic preservation, growth management, and sustainable development continues to be a local, regional, and national challenge due to many social and economic factors; and

WHEREAS, the City has encouraged affordable housing construction by adopting “bonus density” programs that allow for increases in density above the underlying zoning if the additional density creates affordable homes; and

WHEREAS, the intent of the Comprehensive Plan is to place residential density, inclusive of affordable housing, in the Winslow core area near infrastructure such as transportation hubs (e.g., ferry service, bus service, highway access), sewer, water, reliable electrical power, and retail stores; and

WHEREAS, the intent of such policies is to manage growth consistent with the Growth Management Act, reduce infrastructure costs, and follow general principles of sustainable community development; and

WHEREAS, the City Council is interested in evaluating the applicability, use, and effectiveness of the bonus density options provided for and as described in BIMC 18.12.030.E. and Table 18.12.020-3, including related to the purchase of development rights, the provision of public amenities and/or infrastructure, the provision of community open space, floor area ratio transfers related to the Mixed Use Town Center and High School Road districts, and ferry-related parking; and

WHEREAS, on February 25, 2020, the Council passed unanimously the following motion: I move to direct the City Manager to work with the Planning Commission and any other appropriate City committees or commissions to bring back to Council as quickly as possible an ordinance that will reform the City’s bonus FAR programs so as to only allow bonus FAR in relation to Affordable Housing, Historic Preservation, and Transfer of Development Rights; and

WHEREAS, on March 10, the City Council approved an interim zoning control ordinance related to Floor Area Ratio ("FAR") density bonus options (Ordinance 2020-10); and

WHEREAS, the Planning Commission discussed these policies on February 27 and March 12, and formed a subcommittee of Commissioners Chester, Paar and Quitslund to work on this topic; and

WHEREAS, the subcommittee brought back their recommendations to the full Planning Commission for discussion on May 14 and 28, met again, and brought back revised recommendations for the June 11, 2020 Commission meeting and the full Planning Commission came to consensus on a set of amendments to bonus FAR regulations; and

WHEREAS, the Planning Commission and City Council held a joint meeting on June 22, 2020 to discuss the bonus FAR regulations and how they are interrelated with other land use issues such as improving affordable housing and transfer of development rights programs; and

WHEREAS, the Planning Commission discussed Ordinance 2020-16 on June 25 and July 9, 2020 and made additional recommendations on revising BIMC 18.12.030.E; and

WHEREAS, the Planning Commission recommends retaining and revising Subsection E.1.a and eliminating all other provisions related to obtaining Bonus FAR; and

WHEREAS, the Planning Commission recommends that Subsection E.2, related to obtaining Bonus FAR through the City's Transfer of Development Rights (TDR) program, be deleted at this time and reconsidered at a later date as part of updating the TDR program; and

WHEREAS, the Planning Commission recommends moving Subsection E.6 Historic Structure provisions to BIMC 18.24 Historic Preservation and to BIMC 18.12.050; and

WHEREAS, the Planning Commission recommends that the City pursue eliminating the Bonus FAR provisions related to the Islander Mobile Home Park and selling its unused residential FAR, if legally and economically feasible; and

WHEREAS, on August 25, 2020 the City Council approved Ordinance 2020-20 extending the interim zoning control on the City's bonus FAR program for six additional months; and

WHEREAS, the Planning Commission continued discussion of, Ordinance No. 2020-16 revising the Bonus FAR Program on September 10, 24, and October 8, 2020; and

WHEREAS, the Planning Commission recommends adoption of Ordinance No. 2020-16 as an interim measure while the City Council, the Planning Commission and Planning Staff address broader revisions to the zoning code, including base FAR and whether to replace it with other measures such as form-based zoning; and

WHEREAS, in recommending Ordinance No. 2020-16 as an interim ordinance, the Planning Commission recommends that the ordinance should sunset or end after 2 years; and

WHEREAS, on October 20, 2020 the City Council discussed Ordinance No. 2020-16, the current amendments to the City's bonus FAR program recommended by Planning Commission together with representatives from the Planning Commission, and the City Council provided policy

guidance to the Planning Commission on outstanding policy questions; and

WHEREAS, after holding and closing a public hearing on XXXX, 2020, the Commission recommended of approval of Ordinance 2020-16 to the City Council; and

WHEREAS, notice was given on XXXX, 2020, to the Office of Community Development at the Washington State Department of Commerce in conformance with RCW 36.70A.106; and

WHEREAS, the City Council considered Ordinance 2020-16 at its meeting on XXXX, 2020; and

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

Section 1. Table 18.12.020-3 of the Bainbridge Island Municipal Code is hereby amended as shown in Exhibit A.

Section 2. Section 18.12.030.E of the Bainbridge Island Municipal Code is hereby amended to read as follows:

BIMC 18.12.030

E. Bonus Density to incentivize affordable housing in Winslow Mixed Use and High School Road Districts. Eligible properties that include affordable housing may increase FAR ~~achieve a maximum level of development~~ above the base FAR, as provided for in Table 18.12.020-3, ~~by using one, or a combination of, the following FAR bonus provisions. The FAR bonus provisions may be combined to achieve the maximum level of development established for each district. In no case shall the total commercial, residential or mixed use FAR exceed the maximum FAR as provided for in Table 18.12.020-3.~~

~~1. Optional Affordable Housing.~~

~~FAR Bonus.~~ Up to 100 percent of the maximum residential FAR bonus ~~must~~ may come from providing affordable housing as defined in Chapter 18.36 BIMC; provided, that the difference between the base residential FAR and the maximum residential FAR shall be dedicated to affordable housing. A portion of the total floor area that is of common use and benefit to the entire residential development (for example, interior halls, stairwells, laundry rooms, exercise rooms) may be included in the calculation of the affordable housing component. This portion shall be the same percentage as the affordable housing provided. For example, if 20 percent of the living unit floor area is for affordable housing, then 20 percent of the common floor area may be included in the total affordable housing calculation. Development of the optional affordable

housing shall be in accordance with Chapter 18.21 BIMC and Table 18.12.030.

Table 18.12.030: Optional Affordable Housing Bonus Summary Table

Size of Development	Residential development less than 10,000 sq. ft.	Residential development of 10,000 sq. ft. but less than 60,000 sq. ft.	Residential development more than 60,000 sq. ft.
Affordable Housing FAR Bonus	Must provide 100 percent of bonus square footage for extremely low, very low, or moderate income groups.	Must comply with following ratios: (a) 100 percent of bonus for all moderate; OR (b) 0.2 of bonus for extremely low, very low, or low income groups; 0.5 of bonus for moderate income group; and 0.3 of bonus for middle income group.	Must comply with following ratios: 0.1 of bonus for extremely low, very low or low income groups; 0.6 of bonus for moderate income group; and 0.3 of bonus for middle income group.

~~b. Preservation of the Islander Mobile Home Park. Preservation of the Islander Mobile Home Park as an existing park site for manufactured homes shall be encouraged through the following provisions:~~

~~i. Unused FAR from the parcel on which the mobile home park is located may be transferred to another parcel or parcels within the Mixed Use Town Center. For example, the base FAR for the mobile home park would be calculated, less the FAR of the mobile homes. In exchange for permanently preserving the mobile home park, the owner of the property may transfer the unused FAR to another parcel or parcels in the Mixed Use Town Center, where it may be used as bonus FAR above the base FAR for that district.~~

~~ii. Permanent preservation of the mobile home park may be used as an affordable~~

~~housing bonus on another parcel or parcels within the Mixed Use Town Center. For example, in exchange for preserving the mobile home park, the owner of the property would be deemed to have met the affordable housing bonus provisions of subsection A.1 of this section, and could achieve the maximum FAR bonus for residential development on another parcel or parcels in the Mixed Use Town Center. The owner of the mobile home park may either apply the FAR bonus to another parcel(s) he or she owns, or transfer or sell the bonus to another property owner in the Mixed Use Town Center.~~

~~2. Purchase of Development Rights. Up to 100 percent of the maximum residential, commercial or mixed use FAR bonus may come from the purchase of development rights as provided for in Chapter 18.27 BIMC. The cost of development rights shall be established by resolution of the city council.~~

~~3. Public Amenities and/or Infrastructure. At the applicant's option, a portion of the bonus may be earned through the provision of public amenities, infrastructure, and/or preservation of a heritage tree(s) on site, pursuant to an adopted city council resolution clarifying the amount of credit awarded for different provision of different public amenities and/or infrastructure, as follows:~~

~~a. Up to 40 percent of the maximum residential, commercial or mixed use FAR bonus may come from monetary contributions toward public amenities and/or infrastructure beyond that required for SEPA mitigation. The amount of the contribution shall be established by resolution of the city council. Funds contributed to the public amenities and/or infrastructure shall be used exclusively in the Mixed Use Town Center or High School Road districts, for projects identified in the six year capital facilities program, or approved by the city.~~

~~b. In lieu of the contribution of funds as provided for in subsection E.3.a of this section, and subject to approval by the director or designee, the public amenities FAR bonus may be achieved by the preservation of a heritage tree(s) on site, construction of public amenities and/or infrastructure beyond that required to mitigate the impacts of development. Public amenities and/or infrastructure projects shall be located in the Mixed Use Town Center or High School Road districts, and shall be chosen from projects identified in the six year capital facilities program, or approved by the city.~~

~~4. Community Open Space. In the ferry terminal district, up to 60 percent of the maximum residential, commercial or mixed use FAR bonus may be achieved by providing~~

community open space of one acre, or 20 percent of the parcel area, whichever is greater. The community open space shall be located in or in the immediate vicinity of locations identified in Figure 4.1 of the Winslow master plan. The open space must be located on the same parcel that is being developed, and must be on land that would be otherwise buildable. Adequate public access to the community open space must be provided. The city shall consider approving the bonus, taking into consideration the configuration, public use and accessibility of the proposed open space. In cases where a development project utilizes the community open space bonus provision in conjunction with the purchase of development rights bonus provision, all funds collected from the purchase of development rights shall go toward the preservation of agricultural lands fund.

~~5. Winslow Town Center Mixed Use/High School Road FAR Transfers. Up to 20 percent of the maximum residential, commercial or mixed use FAR bonus may come from transfers of FAR from parcels within the Mixed Use Town Center and the High School Road districts. The transfer shall create permanent open space through open space preservation covenants on sending parcels that contain critical areas as defined in Chapter 16.20 BIMC. For example, development potential in the ravine of the gateway district may be shifted to the upland area; provided, that the requirements of Chapter 16.20 BIMC are satisfied.~~

~~6. Historic Structure Preservation. When an historic structure is preserved on site, the FAR of that historic structure shall not be included in the calculation of total FAR for the site. The historic structure must be included on a state, local or federal register.~~

2 7. Ferry-Related Parking. In the ferry terminal district, an additional 0.2 FAR may be achieved by relocating existing legal surface ferry commuter parking on site (as shown on Figure 6.2 of the Winslow master plan) to under-building or below-grade parking. The percentage of the additional FAR that is achieved shall be dependent upon the percentage of parking that is relocated. For example, if 50 percent of existing surface ferry commuter parking on site is relocated under-building or below grade, then 50 percent of the total additional FAR (or 0.1 FAR) may be achieved.

Section 3. Section 18.12.050 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

G. Floor Area Ratio (FAR). “Floor area ratio” is a figure that expresses the total floor area as a multiple of the lot area. This figure is determined by dividing the floor area of all buildings on a lot by the lot area prior to removal of lot area for dedication. Portions of parking located underneath a building footprint are not counted in floor area ratio calculations. When an historic structure is preserved on site, the FAR of that historic structure shall not be included in the calculation of total FAR for the site. The historic structure must be included on a state, local or federal register.

Section 4. Section 18.24.010 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

C. Zoning Code Relief. Designated local register properties may be authorized for a use not otherwise permitted in a certain zone. The planning director may approve said use through an administrative conditional use (BIMC [2.16.050](#)). The planning director may also waive or modify development standards such as: setbacks, open space, lot coverage, landscape buffers and parking requirements. When an historic structure is preserved on site, the FAR of that historic structure shall not be included in the calculation of total FAR for the site. The historic structure must be included on a state, local or federal register.

Section 5. Section 18.27.040 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

18.27.040 Receiving areas for development rights.

~~A. Winslow Mixed Use Town Center and High School Road Districts. Developments in the Mixed Use Town Center (MUTC) and the High School Road districts are eligible for increases in floor area ratio as provided for in BIMC [18.12.030.E.1](#).~~

~~B. NC Districts. The neighborhood centers (NC) are eligible for increased density through the purchase or transfer of development rights in accordance with BIMC [18.12.030.D.1](#) and D.3, as amended.~~

~~C. R-8 Districts. The urban single family overlay district (R-8SF) is eligible for increased density through the purchase or transfer of development rights for specified lots in the R-2.9, R-3.5, and R-4.3 zone districts.~~

Section 6. Section 18.27.080 of the Bainbridge Island Municipal Code is hereby repealed as follows:

~~18.27.080 Use of development rights in Mixed Use and High School Road districts.~~

~~A. In order to use development rights to increase floor area ratio within the Mixed Use Town Center or High School Road districts as provided in BIMC 18.12.030.E, an applicant must out an application in a form approved by the city. The application shall include the amount of the requested increase in floor area ratio, and the fee, if any, of the increased floor area ratio. The fee for development rights to increase floor area ratio shall be established by resolution of the city council.~~

~~B. The approved application to utilize development rights to increase floor area ratio within the receiving area must be part of a site plan and design review application under BIMC Title 2. The site plan must indicate the increase in floor area ratio (FAR).~~

~~C. The use of development rights shall be reviewed for conformance with atthe design review provisions of BIMC 18.18.030.~~

Section 7. the amendments to the Bainbridge Island Municipal Code approved by Ordinance 2020-16 on [INSERT DATE] will sunset or end after 2 years, [INSERT SUNSET DATE].

Section 8. This ordinance shall take effect and be in force five (5) days from its passage and publication as required by law.

PASSED BY THE CITY COUNCIL this _____ day of _____, 2020.

APPROVED BY THE MAYOR this _____ day of _____, 2020.

Leslie Schneider, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, City Clerk

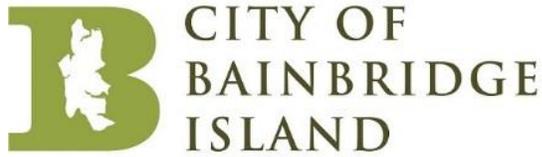
FILED WITH THE CITY CLERK: XXX, 2020
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NUMBER: 2020-16

ZONING DISTRICT	Winslow Mixed Use Town Center					HSR I and II
	Central Core Overlay	Madison Avenue Overlay	Ericksen Avenue Overlay	Gateway Overlay	Ferry Terminal Overlay [See BIMC 18.12.030.C]	
DIMENSIONAL STANDARD						
Basic Maximum						
Commercial and Other Nonresidential Uses	0.6	0.4	0.3	0.15	0.1	0.3
Residential	0.4	0.4	0.3	0.5	0.4	0.3
Mixed Use [2]	1.0	0.5	0.5	0.5	0.5	0.3
Maximum with Bonus	Bonus densities require compliance with BIMC 18.12.030.E					
Commercial and Other Nonresidential Uses	1.0	0.6	0.6	0.3	0.2	0.6
Residential	1.0	0.6	0.6	1.0	1.1	0.6
Mixed Use [2]	1.5	1.0	1.0	1.0	1.3 (1.5 pursuant to note [3])	1.0

[1] If the existing FAR for a developed property as of May 21, 1998, is higher than the base FAR for that district, then the existing FAR will be considered the base FAR for that developed property. Total FAR may not be exceeded.

[2] In mixed use development, the established FAR in the residential and commercial components shall not be exceeded. For the residential FAR bonus provisions for qualifying housing design demonstration project, refer to the bonus density provisions in BIMC [2.16.020.S.8](#).

[3] In mixed use development in the ferry terminal district, an additional 0.2 FAR is permitted in accordance with BIMC [18.12.030.E.7](#). The additional FAR may be applied to either the residential or commercial component of the mixed use development.



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

Date: September 24, 2020
To: Planning Commission
From: Jennifer Sutton, AICP
Senior Planner
Subject: Planning Commission Review of DRAFT Ordinance No. 202-16 Re: Bonus FAR Program

I. BACKGROUND

On March 10, 2020, the City Council approved an [interim zoning control ordinance](#) related to Floor Area Ratio ("FAR") bonus options ([Ordinance No. 2020-10](#)). The interim control became effective immediately and paused the use of bonus FAR, which increases the amount of residential, commercial, or mixed-use development that can be built for some types of projects in some instances. At their [August 25, 2020 meeting](#), the City Council will held a public hearing on Ordinance No. 2020-20 and voted to extend the Interim Zoning Control until March 10, 2021.

The FAR and Bonus FAR development provisions only apply within the Mixed Use Town Center (MUTC) and High School Road zoning districts, otherwise known as downtown Winslow or Winslow. See attached map and excerpt of [BIMC Table 18.12.020-3](#). See definitions of *Floor Area* and *Floor Area Ratio* below ([BIMC 18.12.050](#)).

F. Floor Area. Floor area is measured as the total area of all floors within the exterior vertical walls of a building. If any room has a sloping ceiling, no portion of the room measuring less than five vertical feet from the finished floor to the finished ceiling shall be included in the computation of total area.

G. Floor Area Ratio (FAR). "Floor area ratio" is a figure that expresses the total floor area as a multiple of the lot area. This figure is determined by dividing the floor area of all buildings on a lot by the lot area prior to removal of lot area for dedication. Portions of parking located underneath a building footprint are not counted in floor area ratio calculations.

The City's Bonus FAR program was created in the late 1990's as part of implementing the [Winslow Master Plan \(WMP\)](#); as described in the [WMP](#), bonus FAR incentivizes developers to provide or integrate a variety of community benefits as a way to earn bonus FAR. Each district has different FAR standards for residential, commercial, and mixed-use FAR, and in several districts, the program has a "built-in" incentive for mixed-use development by having a higher mixed-use FAR standard than straight commercial or residential development.

In addition, the Bonus FAR could be purchased from the City to support public farmland and improved amenities downtown. As a result of the interim zoning control, Bonus FAR choices were limited and can now only be obtained or used currently under the following circumstances:

- Providing affordable housing as defined in Chapter 18.36 BIMC in accordance with BIMC 18.12.030.E.1.a;
- Transferring unused FAR from the Islander Mobile Home Park to another parcel or parcels in the Mixed Use Town Center District for residential development in accordance with BIMC 18.12.030.E.1.b; or
- Preserving an historic structure located on a state, local, or federal register in accordance with BIMC 18.12.030.E.6. such that, when an historic structure is preserved, the square footage of that structure will not count toward the FAR calculation.

[Ordinance No. 2020-10](#) includes an exclusion recognizing development rights that were purchased from the City or otherwise acquired prior to the effective date of the ordinance, as well as a provision recognizing vested rights. On August 25, 2020, the City Council voted to extend the interim control March 10, 2021.

II. DRAFT ORDINANCE NO. 2020-16

As directed by the City Council on February 25, 2020, the Planning Commission has been tasked to bring back to Council as quickly as possible an ordinance that will reform the City's bonus FAR program so as to only allow bonus FAR in relation to Affordable Housing, Historic Preservation, and Transfer of Development Rights. The Planning Commission began their discussion on [March 12, 2020](#), and it continued on [May 14 and 28, June 11, June 25, July 9, August 27, and September 10, 2020](#). The Planning Commission had formed a subcommittee that came back with recommendations on revising the Bonus FAR program on June 11. The Commission affirmed the committee's recommendations for revising the Bonus FAR program, and those recommendations were integrated into DRAFT Ordinance No. 2020-16.

DRAFT Ordinance No. 2020-16 removes all the bonus FAR provisions of BIMC 18.12.030.E except the [Subsection E.1.a and Subsection E.7](#), related to affordable housing and relocating surface ferry parking under a building or below ground, respectively. The Planning Commission recommends relocated the FAR provisions related to preserving historic buildings to the [BIMC Chapter 18.24 Historic Preservation Program](#). By removing all of the ways of achieving bonus FAR except through the provisions of affordable housing, DRAFT Ordinance No. 2020-16 de facto eliminates all of the ways to achieve bonus FAR for commercial-only developments (except for those properties with historic buildings- see above).

This change means that there would not be a base AND bonus FAR for commercial development, only a FAR standard for commercial development. This change would be made BIMC Table 18.12.020-3- see EXHIBIT A to DRAFT Ordinance No. 2020-16. Staff included two options for EXHIBIT A for the Planning Commission to consider. EXHIBIT A Option 1 sets the commercial FAR standard at the level of the current maximum commercial FAR. Staff recommended this Option as best supported by the Comprehensive Plan (see discussion below). EXHIBIT A Option 2 set the commercial FAR standard at the level of the current base commercial FAR. The Commission recommended to move forward with Option 2 at their September 24 meeting (see current Exhibit A to Ordinance 2020-16).

III. COMPREHENSIVE PLAN

As mentioned above, the bonus FAR program was originally added in the late 1990's as part of implementing the [Winslow Master Plan \(WMP\)](#), which was originally approved in 1998 and substantially updated in 2006. The WMP went into the details about how Winslow could grow and change to support the broader smart growth principles of the City's [Comprehensive Plan](#). Those smart growth principles

were reaffirmed in the recent Comprehensive Plan Update, including the [Land Use Vision 2036](#) and the City's growth plan, the Island-wide Conservation and Development Strategy.

ISLAND-WIDE CONSERVATION AND DEVELOPMENT STRATEGY GOAL LU-4

As part of a long-term Island-wide Conservation and Development Strategy, focus residential and commercial development in designated centers, increase a network of conservation lands, maximize public access while protecting the shoreline, minimize impacts from the SR 305 corridor and conserve the Island's ecosystems and the green and open character of its landscape.

The Island-wide Conservation and Development Strategy, Land Use Element Goals LU-5 through LU-8 and supporting policies promote housing and commerce in designated centers including downtown Winslow and describe the positive benefits of that growth pattern.

Policy LU 5.1 Winslow is the urban core of the Island while the Neighborhood Centers are smaller-scale mixed-use 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 space.
- Maintains and enhances fish and wildlife habitat.

GOAL LU-6 Ensure a development pattern that is true to the Vision for Bainbridge Island by reducing the conversion of undeveloped land into sprawling development. Encourage improvement of aging or underutilized developments over development of previously undeveloped property.

Policy LU 6.1 Land use designations reflect the priority of Bainbridge Island to remain primarily residential and agricultural with nonresidential development concentrated in the designated centers.

Policy LU 6.2 Promote dense residential and commercial development and encourage human activity within Winslow, the heart of Bainbridge Island. In order to create a vibrant city center direct growth where infrastructure exists, reduce reliance on the automobile, provide opportunities for affordable housing and absorb growth that would otherwise be scattered in outlying areas. Plan for adequate parking in Winslow to accommodate residents and visitors who drive downtown for shopping, participation in local government, attendance at cultural events and centers, and to use other resources in Winslow.

GOAL LU-7 The Winslow mixed use and commercial districts are designed to strengthen the vitality of downtown Winslow as a place for people to live, shop and work. The Winslow Mixed Use Town Center (MUTC) is intended to have a strong residential component to encourage a lively community during the day and at night. The high residential density of Winslow requires the Central Core Overlay District to provide services and products that meet the needs of residents as well as visitors. Policy

LU 7.1 The Island's major center for new commercial development is the Mixed Use Town Center (MUTC) and the other commercial districts in Winslow. Development within the MUTC and High School Road Districts shall be consistent with the Winslow Master Plan. The level of development is

determined using Floor Area Ratio (FAR) rather than dwelling units per acre. The use of FAR may result in an increase in the base level of development (density) over the existing zoning, but will provide greater flexibility in type and size of housing units that will further the goals of this Plan.

The above Land Use Element policies are merely a smattering that support the City's [Comprehensive Plan](#) anti-sprawl land use strategy. Additional support can be found in the Comprehensive Plan Elements hyperlinked below.

[Introduction](#)

[Land Use Element](#)

[Economic Element](#)

[Housing Element](#)

[Transportation Element](#)

[Winslow Master Plan](#)

As mentioned above, the [Winslow Master Plan \(WMP\)](#) describes a Winslow that is a major component of the City's overall land use strategy as the Island's primary center for commerce and housing. The "bonus FAR tool" is described in the [WMP](#) as a way to achieve community benefits above and beyond what is required by the BIMC. See attached document of [WMP](#) goals, policies and information specifically related directly to the bonus FAR program. The very first page of the [WMP](#) distills these community goals (below):

WHY A MASTER PLAN FOR WINSLOW?

The Comprehensive Plan establishes the vision and overall framework for the future of Winslow. It is designated as the major area of urban concentration — the commercial, cultural and commuter hub of the Island.

Higher intensity of residential and commercial activity is recommended for Winslow to 1) encourage development where public facilities and services exist or can be efficiently expanded, 2) provide choice of housing for all economic segments of the population, 3) reduce sprawl elsewhere on the Island, 4) encourage efficient multimodal transportation, and 5) encourage economic development within Winslow.

WMP Chapter 1 Introduction & Summary

BONUS FAR Changes Reduces New Commercial Development

As seen above, the [Comprehensive Plan](#) and [WMP](#) identify and promote Winslow as the commercial center for Bainbridge Island. The Planning Commission recommendation to modify the bonus FAR provisions, DRAFT Ordinance No. 2020-16, eliminates the ability to purchase FAR from the City would limit the ability of commercial development to achieve bonus FAR to 1) projects that can integrate preserving a historic building and 2) mixed-use developments that provides affordable housing pursuant to [BIMC 18.12.030.E.1.a](#). To summarize, the changes currently contemplated by the Planning Commission de facto limit most commercial development to the base FAR levels of [BIMC Table 18.12.020-3](#).

In addition to supporting the goals and policies that put Winslow as the center of Bainbridge Island commerce and public life, the Growth Management Act requires that that comprehensive plans and zoning plan for future jobs, not just future residences. It is well known that the City's 2016 Comprehensive Plan needed to plan for or accommodate a future population of 28,660 persons. Lesser known is that comprehensive plans need to accommodate enough land with commercial development potential to accommodate future jobs. Kitsap County and its cities coordinated on the [2014 Buildable Lands Report](#) (see Chapter 5 and Appendix C for more information on commercial capacity analysis) in

advance of the comprehensive plan update. Page 18 of [Introduction](#) to the Comprehensive Plan summarizes this work and is excerpted below:

The Plan has been updated based on residential and employment targets that align with [Vision 2040](#), as demonstrated through the population and employment capacity analysis in the [Kitsap County 2014 Buildable Lands Report](#). The City’s existing residential and commercial zoning accommodates those target- see tables below.

Table IN-1: City of Bainbridge Island Population Capacity and Demand	
2036 Residential Population Forecast/Target	28,660
Population Capacity Under Existing Zoning	6,814
2010-2036 Allocated Population Growth	5,635
Net 20-Year Population Capacity (+ or -)	+1,179
Population Capacity/Demand Ratio	1.21

Table IN-2: City of Bainbridge Island Employment Capacity and Demand	
Employment Capacity Under Existing Commercial Zoning	2,941 jobs
2036 Employment Growth Forecast/Target	2,808 jobs
Net 20-Year Population Capacity (+ or -)	+133 jobs
Employment Capacity/Demand Ratio	1.04

Table IN-2 shows that the City has *just enough* land with commercial development capacity to accommodate 2,808 future jobs. The [2014 Buildable Lands Report](#) commercial capacity analysis for the MUTC and HS road zones utilized the *bonus* commercial FAR standard to calculate employment growth capacity. The Growth Management Act requirement to plan for future commercial development is another reason to not reduce the availability of commercial FAR, and instead, to consider other options for bonus FAR. An option presented by staff at the August 13 and September 10 Planning Commission meeting would be to make the current *bonus* commercial FAR as maximum FAR. Another option would be for the Planning Commission to recommend an alternative bonus FAR option, such as amenities or consideration of an increased fee for community benefits.

Affordable Housing

Increasing the amount of affordable housing and improving housing affordability generally are goals that permeate several elements of the [Comprehensive Plan](#), notably the [Land Use](#), [Housing](#) and [Economic Elements](#). To achieve the affordable housing goals and policies in the [Comprehensive Plan](#), City Council created a short-term Affordable Housing Task Force (AHTF) in 2017 to assist the City in prioritizing a variety of affordable housing actions.

The City changed its mandatory affordable housing requirement to voluntary in 2005 ([BIMC 18.21](#)), and developers have opted not to use it, including in downtown Winslow ([BIMC 18.12.030.E.1.a](#)). Although the City has succeeded in building a high proportion of new residences in Winslow in the last 20 years, few of the units have been designated as “Affordable Housing”. Despite the aspirational goals of the [Comprehensive Plan](#) and [WMP](#), the City’s development code is not producing affordable units.

The City has hired firm ECONorthwest to provide economic analysis and feasibility study regarding a new Inclusionary Zoning program and adoption of a Multifamily Tax Exemption (MFTE). Council discussed

these issues on [June 19](#), [October 2](#) and [December 4](#), 2018. On [February 19, 2019](#). ECONorthwest presented a final report to City Council. The final analysis indicated that the City's FAR (too low), building height (too low) and parking standards (too high) are outdated, and need to be changed in order to create an inclusionary zoning program that relies on the private market to produce affordable housing. Council has considered adoption of an MFTE and/or an inclusionary zoning program and continued to make progress on these complex issues at their [September 17, 2019](#) and [February 4, 2020](#) meetings, however the Council has not finalized a policy direction to design a inclusionary zoning program that could be successful.

Although limiting bonus FAR to those projects that include affordable housing as required by [BIMC 18.12.030.E.1.a](#) seems a likely way to ensure that affordable housing is constructed in lieu of market rate and commercial development, it is unlikely that any private development project would utilize this section, because it hasn't been utilized for 15 years. The City's base and bonus FAR levels have not been updated since the WMP was originally implemented- more than 20 years ago.

The [February 2019 Final Report on Inclusionary Zoning](#) by ECONorthwest indicates that the current available FAR is too low, and the affordability requirement too high (requiring the entirety of any bonus FAR to be designated affordable housing) to produce any private development projects. The modeling done by ECONorthwest was utilizing a 10% affordable housing requirement. Given that building and implementing designated affordable housing is expensive, the lower the income targeted, the higher the number of market-rate units needed to support those affordable units. Add in the incredible low vacancy for rental units at this time, and for these reasons, City Planning staff suggests making the other changes to FAR, building height and parking that are described in [February 2019 Final Report on Inclusionary Zoning](#) by ECONorthwest. As described above, the [Comprehensive Plan](#) and [WMP](#) describe a Winslow where both commerce and diverse housing types are appropriate.

IV. ISLANDER MOBILE HOME PARK RESIDENTIAL FAR

In 2004, the residents of the Islander Mobile Home Park (IMHP) succeeded in their multi-year effort to purchase their mobile home park property to prevent it from being sold and likely, redeveloped. This purchase was the result of a wide-scale community effort to raise money to preserve the IMHP to preserve this pocket of affordability in downtown Winslow. The City was an integral partner in the preservation of the IMHP. The IMHP is in the MUTC/Central Core District in the center of downtown Winslow, which allows the most intense development. Preserving the IMHP as a mobile home park with a relatively low level of development left the IMHP with more than 137,000 square feet of unused "Residential" FAR.

The City is party to a 2004 Covenant with the then newly formed IMHP Residents Association that outlines the ability of the IMHP to "sell" or "transfer" the unused residential FAR with City oversight. Most of the IMHP residential FAR has been sold and used in development throughout Winslow, however some of the IMHP residential FAR remains unsold or unused.

On July 9, the Planning Commission recommended eliminating BIMC 18.12.030.E.1.b, the IMHP bonus FAR provision, and that the City should purchase the balance of IMHP FAR. In making this recommendation, the Commission acknowledged that to do so would require legal review and budget analysis to inform a City Council decision on this task. Eliminating this provision would also require amending that 2004 Covenant in coordination with the other parties. Part of the Commission's rationale for eliminating the IMHP FAR is because the City doesn't otherwise have mandatory affordable housing provisions, such as mandatory inclusionary zoning, that the residential bonus FAR could be used to build only market-rate housing in downtown Winslow. This provision is in the *Affordable Housing* portion of Section E because of the affordable units MAINTAINED by preserving the IMHP.

V. NEXT STEPS & PUBLIC OUTREACH

Staff has scheduled a Planning Commission check-in with the City Council regarding the Planning Commission regarding the entire Planning Commission proposal for updating the Bonus FAR program, including the proposal to pursue eliminate the Mobile Home Park bonus FAR provisions, for October 20, 2020, prior to the Planning Commission holding a public hearing and completing their recommendation on Ordinance No. 2020-16.

City staff will collaborate with the City's Communications Coordinator to improve outreach about the proposed changes to the Bonus FAR program, to ensure that the Winslow community, including the business community, is informed about this effort prior to the Planning Commission holding a public hearing on Ordinance No. 2020-16.

WMP CHAPTER 2 LAND USE

Overall Land Use Goal WMP 2-1

Strengthen Winslow—the Island’s commercial, cultural and commuter hub—as a sustainable, affordable, diverse, livable and economically vital community, by:

- Encouraging downtown living;
- Providing an enhanced pedestrian experience, with linked access to retail shopping, the ferry, major public facilities, open space and residential areas, and promoting and retaining visual access to Eagle Harbor;
- Promoting the efficient use of land;
- Encouraging the retention and expansion of retail that serves the needs of community members and visitors;
- Providing opportunities for business expansion and private reinvestment;
- Promoting development that is sustainable and supports community values; and
- Developing strategies that result in the creation of less expensive housing and retail space, thereby increasing diversity while minimizing dependence on the automobile.

Goal WMP 2-3: Maintain and Enhance Community Character in the Mixed-Use Town Center and High School Road Districts

Policy WMP 2-3.1: Promote architecture that encourages green building, natural light, ventilation and rooftop gardens.

Policy WMP 2-3.2: Through the use of design guidelines, development standards and incentives, promote the development of courtyards that create a pattern of linked public and private gardens and gathering places, providing opportunities for pedestrian movement.

Policy WMP 2-3.3: Through the use of design guidelines, development standards and incentives encourage stepped-back buildings that result in a softer street edge, the retention and enhancement of visual connections to Eagle Harbor and the creation and preservation of sun-filled public gathering spaces.

Policy WMP 2-3.4: Preserve, protect, adapt and restore sites, buildings and trees of historic significance.

Policy WMP 2-3.5: Retain and expand the historic pattern of narrow pedestrian passages.

Policy WMP 2-3.6: Enhance the livability of the downtown with trees and small gardens on the streets, along paths and in courtyards.

Policy WMP 2-3.7: Collaborate with the Arts and Humanities Council and downtown organizations to solicit sponsors for public art in the downtown.

Policy WMP 2-3.8: Enhance the experience of Winslow as a waterfront town that is connected to Eagle Harbor by activity, trails, views, lanes and design features:

- Utilize FAR levels, development standards and incentives to encourage development and redevelopment along Bjune Drive.
- Actively work to acquire land, easements and permits needed to extend the Waterfront Trail and develop a ravine trail.
- Develop new facilities for visitors, residents and the community, including public road ends, beaches, concessions, docks, marinas and mooring.
- Plan for a future water taxi connection between the Winslow and Eagledale waterfronts.
- Improve water quality through restoration projects, management practices and environmentally responsible building techniques.
- Retain views of the harbor from public lands and streets.

Goal WMP 2-4: Sustain and Enhance the Economic Vitality of the Mixed-Use Town Center and High School Road Districts

Policy WMP 2-4.1: Establish policies, programs and development standards that facilitate business expansion and private reinvestment.

Policy WMP 2-4.2: To stimulate investment in the downtown, create an organizational and funding structure that encourages partnerships and participation by the property owners, developers, businesses and island residents.

Policy WMP 2-4.3: Develop an organizational structure in city government as needed to implement the long-term vision for Winslow.

Policy WMP 2-4.4: Integrate sustainable solutions that address economic, social and ecological concerns into land use planning and building processes.

Goal WMP 2-5: Determine density and intensity of development in the Mixed-Use Town Center and High School Road Districts through the Floor Area Ratio (FAR) method.

Discussion: Floor area ratio refers to a figure that expresses the total allowable floor area in relation to the total lot area. This figure is determined by dividing the floor area of all buildings on a lot by the lot area. For example, if a lot is 25,000 square feet and the FAR is 1.0, then the total square footage allowed would be: $25,000 \times 1 = 25,000$ sq. ft. A development of 1 FAR could have up to 25,000 sq. ft. of development that could be commercial or residential.

Although density is frequently defined by dwelling units per acre in suburban communities that are comprised of single-use districts, it is less useful in areas where a mixture of uses is desired. Using FARs provides flexibility to design a project to address a particular site. The use of FAR allows the market to determine the number and size of units and the mix in the type of development. (Conventional density limits can discourage affordability since smaller, less expensive units count the same as larger, more expensive ones.)

It is possible to relate FAR to a range of achievable units per acre, as follows:

0.4 FAR would produce 8-20 units per acre

0.8 FAR would produce 16-40 units per acre

1.5 FAR would produce 24-60 units per acre

The unit range results from the variety of unit sizes that can occur.

Parking requirements also influence the number of units that a site could accommodate. The form of parking also affects the extent to which a development actually reaches the densities suggested by each range. Surface parking coupled with larger average unit sizes would tend to produce the lower end of the range, while structured parking coupled with smaller average unit sizes would allow the higher end to be possible.

FAR allows uses to be weighted according to the characteristics of a particular district. For example, one district might allow an FAR of 0.4 for commercial and 0.4 for residential, while another might allow 0.4 for commercial and 0.8 for residential. Each development would be a unique blend of uses and unit sizes.

Policy WMP 2-5.1: Establish base floor area ratio levels for commercial, residential and mixed-use development (FAR) for each of the five overlay districts in the MUTC and the High School Road Districts, in coordination with a study of the necessary infrastructure, particularly transportation.

Policy WMP 2-5.2: Establish maximum FAR levels of development beyond the base for each of the districts through the use of bonus FAR provisions. The bonus FAR provisions are a means of advancing specific Comprehensive Plan policies and community values. Bonus FAR may be achieved by:

- Preserving open space, agricultural land and critical areas, through participation in a Transfer of Development Rights (TDR) program or contribution to a land preservation effort;
- Providing public open space that is visibly accessible to the public, with adequate access from a public corridor.
- Contributing toward or providing public amenities (above and beyond what is required to mitigate the impacts of the project itself) that serve the community and enhance the livability and vitality of Winslow. Public amenities may include, but are not limited to, pedestrian connections; on-site places for public gathering; streetscape improvements; public art; and other public benefits as determined by the City;

- Preserving exceptional and/or legacy trees or trees within designated greenways.
- Preserving historic structures;
- Providing affordable housing;
- Utilizing green building and low impact development techniques;
- Creation of permanent open space on parcels that contain critical areas, by transferring development potential from the critical areas to another parcel within the Mixed-Use Town Center or High School Road Districts; and
- Relocating existing surface commuter parking to underbuilding (Ferry Terminal District only).

Priorities among the bonus FAR provisions may be established in the zoning code through the level of bonus that can be achieved through each of the provisions, and by phasing implementation of the provisions.

Policy WMP 2-5.3: The bonus FAR provisions may be changed based on future conditions without amending the Master Plan, as long those changes continue to meet the goals of the Comprehensive Plan and Winslow Master Plan, and provided that changes are made in coordination with a study of the necessary infrastructure, particularly transportation.

Policies for Specific Districts

Specific land use policies in the MUTC and High School Road Districts are as follows:

Central Core Overlay District

Policy WMP 2-6.1: Establish FARs and development standards that support mixed-use development at a level that encourages downtown living with a variety of housing sizes and types, provides commercial and retail services that meet the needs of the community, and enhances the vitality of the downtown.

Policy WMP 2-6.2: Encourage the retention and development of ground floor retail on Winslow Way, Madison Avenue, Bjune Drive and other appropriate areas, and establish the implementing FAR levels and development regulations.

Policy WMP 2-6.3: Increase the vitality of the civic plaza — currently comprised of the Farmers’ Market, BPA and City Hall — by developing better circulation and enhanced pedestrian amenities, providing opportunities for future civic and cultural buildings; and encouraging a greater variety of activities.

Policy WMP 2-6.4: Design Winslow Way as the community’s “living room”— the stage for community gatherings and a gallery to showcase art and gardens. The central section of Winslow Way should function as a civic plaza, with artistic gathering spaces and unique design features.

Ericksen Overlay District

Policy WMP 2-7.1: Establish FARs and development standards that provide for a mix of residential and small-scale commercial development, while preserving the unique and historical features of the Ericksen Avenue neighborhood.

Madison Overlay District

Policy WMP 2-8.1: Establish FARs and development standards that provide for a mix of residential and small-scale commercial development, with retail located on the ground floor.

Gateway Overlay

Policy WMP 2-9.1: Establish FARs and development standards that provide for commercial, multifamily, and tourist-oriented uses while ensuring protection of the natural character of the Ravine.

Policy WMP 2-9.2: Development within the district should include provisions for pedestrian access to adjoining parcels and neighborhoods, and as part of the pedestrian link to the ferry terminal and waterfront.

Policy WMP 2-9.3: Implement policies to restore and protect the habitat, forest and water resources of the Ravine and provide for non-motorized public access.

Ferry Terminal Overlay District

Discussion: The Ferry Terminal Overlay District — currently dominated by parking — could undergo significant change as it transforms from surface parking lots for commuters to a new pedestrian and transit oriented, mixed-use neighborhood. Although the Core District is designated for the most intense development in the Mixed Use Town Center, new development in the Ferry Terminal District should complement the character and vitality of the Core District. Higher density housing is appropriate for this area because of its proximity to the ferry and downtown and because it is a prime view location. Parking for both commuters and new development may be integrated within (or under) housing or in adjacent garages.

Policy WMP 2-10.1: Establish FARs and development standards that provide for a pedestrian/transit oriented, mixed-use neighborhood with higher density residential development, commercial development, and some retail, while protecting the adjacent residential neighborhoods.

Policy WMP 2-10.2: Enhance the district's status as the "gateway" to Winslow by maximizing opportunities for visual and physical access to the shoreline while protecting, reclaiming and sustaining high quality, native shoreline vegetation. Civic and public uses should be provided along the waterfront.

Policy WMP 2-10.3: The area south of Winslow Way is intended to redevelop as a transit and pedestrian friendly mixed-use neighborhood, with small blocks served by a network of streets, alleys, public open space and pedestrian walkways.

Policy WMP 2-10.4: Allow additional parking spaces in structured parking in the Ferry Terminal District for use by non-commuter ferry passengers in off-peak hours (e.g., after 9:00 a.m.), when constructed in conjunction with placement of an equivalent amount of existing surface ferry parking in structure.

Policy WMP 2-10.5: Any redevelopment of the ferry terminal and/or related transit services should maximize public open space and minimize the development footprint, and should provide shoreline views, a public plaza and a pedestrian accessible waterfront.

Discussion: The transit center should address multimodal users and should integrate access to the public plaza and shoreline. “Stacking” of vehicle holding, transit and terminal activities is preferred.

Policy WMP 2-10.6: Commuter parking located in the Ferry Terminal Overlay District shall be limited in number and/or area to achieve the following objectives:

- Protect the character of the district from being further dominated by parking;
- Encourage the redevelopment of the district;
- Limit traffic impacts; and
- Encourage transit, non-motorized, and other travel methods as alternatives to low-occupancy vehicles.

Policy WMP 2-10.7: North of Winslow Way, the City shall protect adjacent residential neighborhoods from adverse impacts associated with development by establishing transition standards, such as landscaped buffers, lower height limits, small-scale buildings and other appropriate measures.

High School Road I and High School Road II

Policy WMP 2-11.1: Establish FARs and development standards that provide for a variety of commercial uses that complement downtown Winslow and benefit from automobile access near the highway, while creating a pedestrian-friendly retail area. In High School Road II, retail uses shall be limited to 14,400 sq. ft. (See Land Use Element Policy W 5.3.)

WMP CHAPTER 3 HOUSING

Goal WMP 3-1: Promote and facilitate the provision of diverse and affordable housing choices in a manner that encourages socio-economic diversity.

Policy WMP 3-1.1: Through FAR levels, development standards and incentives, encourage a variety of housing sizes and types that meet the needs of a broad range of households, including smaller units suitable for small families, single individuals and senior citizens.

Policy WMP 3-1.2: The bonus FAR program established for the Mixed Use Town Center and High School Road districts may include a provision that allows bonus FAR to be achieved in exchange for providing for-rental and for-purchase income-qualified housing.

WMP CHAPTER 4 OPEN SPACE AND TRAILS

Goal WMP 4-1: Incorporate open space and green spaces throughout Winslow by:

- enhancing existing parks and developing new parks;
- providing street trees, small gardens and other landscaping that provides visual relief and enhances the character;
- providing a series of green spaces, plazas and corridors that connect the community, define character and protect resources; and
- celebrating and connecting the town to the Harbor and the Ravine.

WMP 4-1.1: Development standards, design guidelines, and incentives should be provided to encourage retention or development of open space, public gathering spaces and parks.

WMP CHAPTER 6 TRANSPORTATION

Goal WMP 6-13: Commuter parking within the Ferry Terminal Overlay District shall be limited and planned to ensure consistency with a new mixed-use neighborhood in the District and limit traffic impacts within the District, Winslow, SR-305, and Island-wide.

Policy WMP 6-13.1: Commuter parking located in the Ferry Terminal Overlay District shall be limited to achieve the following objectives:

- Protect the character of the district from being further dominated by parking;
- Encourage the redevelopment of the district;
- Limit traffic impacts within the Ferry Terminal Overlay District, Winslow, and Island-wide; and

- Encourage transit, non-motorized, and other travel methods as alternatives to low-occupancy vehicles.

Policy WMP 6-13.2: The City should develop an overall parking management strategy that balances the parking needs of downtown residents and visitors, long-term and short-term ferry commuters, and commercial uses. The parking management strategy should include:

- Promoting the availability and use of park & ride lots and transit to reduce the number of vehicle trips and associated parking demand in the downtown.
- Improving parking enforcement.
- Offering incentives for providing parking for non-commuter ferry passengers in off-peak hours (e.g., after 9:00 a.m.).
- Encouraging the owners of existing parking lots to redevelop their properties in a coordinated manner to ensure enhanced pedestrian safety and efficient traffic flow.
- Developing strategies and innovative financing techniques to promote the construction of commuter parking structures by a private entity or public/partnership, in conjunction with mixed-use projects.
- Creating a mechanism to hold funds generated in the Ferry Terminal Overlay District from any future paid parking revenues, including but not limited to a fee-in-lieu program and/or meter revenue.

ORDINANCE NO. 2020-20

AN ORDINANCE of the City of Bainbridge Island, Washington, adopted pursuant to RCW 35A.63.220 and RCW 36.70A.390; amending Ordinance No. 2020-10 that imposed a six-month interim zoning control on the use or applicability of certain bonus density options as provided in BIMC 18.12.030.E. and the related provisions described in Ordinance No. 2020-10; continuing the basis for the emergency interim zoning control; recognizing that public hearings have been conducted; adopting a work plan; stating the effect on vested rights; authorizing interpretive authority; providing for severability; leaving the effective date of the interim zoning control unchanged; and extending the duration of the interim control for six months until March 10, 2021.

WHEREAS, within the express terms of the Growth Management Act, the Washington State Legislature has specifically conferred upon the governing bodies of Washington cities the right to establish and adopt interim zoning controls related to land uses; and

WHEREAS, the City Council of the City of Bainbridge Island (“City”) updated the City’s Comprehensive Plan in February of 2017; and

WHEREAS, balancing affordable housing, historic preservation, growth management, and sustainable development continues to be a local, regional, and national challenge due to many social and economic factors; and

WHEREAS, the City has encouraged affordable housing construction by adopting “bonus density” programs that allow for increases in density above the underlying zoning if the additional density creates affordable homes; and

WHEREAS, the intent of the Comprehensive Plan is to place residential density, inclusive of affordable housing, in the Winslow core area near infrastructure such as transportation hubs (e.g., ferry service, bus service, highway access), sewer, water, reliable electrical power, and retail stores; and

WHEREAS, the intent of such policies is to manage growth consistent with the Growth Management Act, reduce infrastructure costs, and follow general principles of sustainable community development; and

WHEREAS, the City Council is interested in evaluating the applicability, use, and effectiveness of the bonus density options provided for and as described in BIMC 18.12.030.E. that are being suspended by this interim zoning control, including related to the purchase of development rights, the provision of public amenities and/or infrastructure, the provision of community open space, floor area ratio transfers related to the Mixed Use Town Center and High School Road districts, and ferry-related parking; and

WHEREAS, an emergency exists necessitating the continuation of this interim zoning control to suspend the use and applicability of certain bonus density options in order to preserve and protect public health, safety, and welfare; and

WHEREAS, interim zoning controls enacted under RCW 36.70A.390 and RCW 35A.63.200 are methods by which local governments may preserve the status quo so that new policies and regulations will not be rendered moot by intervening development; and

WHEREAS, this interim zoning control will provide the City with additional time to review and potentially revise its public health, safety, and welfare requirements and zoning and land use regulations related to providing density bonuses above and beyond the underlying zoning; and

WHEREAS, the City Council concludes that it must continue this interim zoning control based on concerns as expressed in this ordinance regarding the awarding of density bonuses that are unrelated to affordable housing and historic structure preservation; and

WHEREAS, the City Council has significant concerns regarding whether the use of certain density bonus options is accomplishing the vision and goals of the City's Comprehensive Plan; and

WHEREAS, based on these and related concerns, the City Council requires additional time to review the regulations and policies at issue to ensure that the vision and goals of the City's Comprehensive Plan are being met to the Council's satisfaction; and

WHEREAS, due to the COVID-19 public health emergency and pandemic, tens of thousands of persons in Washington State have contracted the virus and more than a thousand persons in the state have died due to the virus thus far and during the time period that this interim zoning control has been in effect, and the public health emergency is ongoing and is expected to continue for many months, and likely much longer; and

WHEREAS, due to the COVID-19 public health emergency and pandemic, the City has been engaged in essential work on a highest-priority basis related to the public health emergency, and as a result City staff and the City Council have had to significantly adjust work priorities accordingly to address the public health crisis, including related to work that the Council has been able to consider at modified Council meetings during this time period; and

WHEREAS, as a result of the public health emergency, City staff and the City Council have not had a meaningful opportunity to substantially review the regulations and policies at issue related to this interim zoning control to ensure that the vision and goals of the City's Comprehensive Plan are being met to the Council's satisfaction; and

WHEREAS, in spite of this public health emergency, the Planning Commission has met multiple times to discuss revised regulations related to bonus density, including on February 27, 2020, and continuing on March 12, May 14 and 28, June 11 and 25, and July 9, 2020; and

WHEREAS, the City Council has considered the applicability and use of bonus density options at multiple Council meetings, including on February 4, February 11, February 25, March 3, March 10, April 14, and April 28, 2020; and

WHEREAS, on April 28, 2020, the City Council conducted a public hearing on Ordinance No. 2020-10 in accordance with state law; and

WHEREAS, on August 11, 2020, the City Council set a public hearing for August 25, 2020 to accept public comment and consider this Ordinance No. 2020-20 to extend the interim zoning control for another six months; and

WHEREAS, on August 25, 2020, the City Council conducted a public hearing on this ordinance and the Council received and considered public comment related to this ordinance; and

WHEREAS, on August 25, 2020, after considering such public comment, the City Council adopted this ordinance to extend this interim zoning control for six months to March 10, 2021, unless the Council terminates the interim control earlier, and to otherwise amend the interim control as stated in this ordinance; and

WHEREAS, the City possesses land use jurisdiction and regulatory authority over the City's incorporated lands; and

WHEREAS, the interim zoning control imposed herein promotes the public good and is necessary for the protection of public health, property, safety, and welfare; and

WHEREAS, the public emergency that the City Council determined to exist requiring that this interim control become effective immediately upon adoption on March 10, 2020 continues to exist, requiring that this interim control continue to be in effect for an additional six months as set forth in this ordinance.

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

Section 1. Findings of Fact. The recitals set forth above are hereby adopted as additional and supplemental findings of fact to the City Council's initial findings of fact in support of the interim zoning control established in Ordinance No. 2020-10.

Section 2. Public Hearing. Pursuant to RCW 35A.63.220 and RCW 36.70A.390, the City Council conducted a public hearing on this extension of the interim zoning control at its meeting on August 25, 2020, and took public testimony and considered further findings of fact.

Section 3. Interim Zoning Control Amended. This interim control is hereby amended, as also stated in Section 9 below, to extend the interim zoning control in its current form as described in Ordinance No. 2020-10 for six months until March 10, 2021.

Section 4. Interim Zoning Control Work Plan. As provided for under RCW 35A.63.220 and RCW 36.70A.390, the City may renew an interim zoning control for one or more six-month periods if a work plan has been developed, a public hearing has been held, and findings of fact have been made. Pursuant to this ordinance, and based on the findings of fact that are hereby adopted in this ordinance and which were adopted in the previous ordinance related to this interim zoning control, Ordinance No. 2020-10, the City is hereby extending the interim zoning control for an additional six months based on the work plan as incorporated herein as Exhibit A to this ordinance.

Section 5. Effect on Vested Rights. The interim zoning control imposed by Ordinance No. 2020-10 and extended by this ordinance shall operate, as of the effective date of Ordinance No. 2020-10 (March 10, 2020), to suspend the applicability or use of BIMC 18.12.030.E. and the related provisions described in Ordinance No. 2020-10, subject to the exclusions stated in Ordinance No. 2020-10, for all properties and development in the Mixed Use Town Center and High School Road Districts. However, nothing in Ordinance No. 2020-10 or this Ordinance No. 2020-20 shall be construed to extinguish, limit, or otherwise infringe on any property owner's or property leaseholder's vested development rights as defined by state law and City of Bainbridge Island regulations.

Section 6. Interpretive Authority. The City of Bainbridge Island Director of Planning and Community Development, or designee, is hereby authorized to issue official interpretations arising under or otherwise necessitated by this ordinance.

Section 7. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 8. No Change to Basis for Declaration of Emergency or Effective Date. This ordinance shall take effect and be in full force five (5) days from and after its passage and publication as required by law. Provided, that this ordinance is not intended to change the basis of the emergency declaration stated in the interim zoning control which preceded this ordinance, Ordinance No. 2020-10, except as described in the "Whereas" clauses of this ordinance. Pursuant to *Matson v. Clark County Board of Commissioners*, 79 Wn. App. 641 (1995), non-exhaustive underlying facts necessary to support the emergency declarations adopted as part of the enactment of this interim zoning were included in the "Whereas" clauses of Ordinance No. 2020-10, as well as in this ordinance, and those "Whereas" clauses are adopted as findings of fact. This ordinance does not change the effective date of this interim zoning control, which is March 10, 2020.

Section 9. Change in Duration to March 10, 2021. This ordinance amends Ordinance No. 2020-10 and hereby extends the current interim zoning control, and this ordinance shall cause the interim control to remain effective in its current form until March 10, 2021, unless terminated earlier by the City Council. This ordinance does not change the effective date of the interim control, which is March 10, 2020. The Council may, at its sole discretion, renew the

interim control for one or more six (6) month periods in accordance with state law. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City.

PASSED by the City Council this 25th day of August, 2020.

APPROVED by the Mayor this 25th day of August, 2020.



Leslie Schneider, Mayor

ATTEST/AUTHENTICATE:



Christine Brown, CMC, City Clerk

FILED WITH THE CITY CLERK:	August 7, 2020
PASSED BY THE CITY COUNCIL:	August 25, 2020
PUBLISHED:	August 28, 2020
EFFECTIVE DATE:	September 2, 2020
ORDINANCE NUMBER:	2020-20

Attached: Exhibit A: Work Plan

EXHIBIT A TO ORDINANCE No. 2020-20



BONUS FAR INTERIM ZONING CONTROL

WORK PLAN (August 11, 2020)

BONUS FAR INTERIM ZONING CONTROL:

On **March 10, 2020**, the City Council imposed a six-month interim zoning control via Ordinance No. 2020-10 to suspend the use and applicability of certain bonus density options related to land use on Bainbridge Island. The initial term of the interim control was for six months, or until **September 10, 2020**, and Ordinance No. 2020-20 extends the term for six months to **March 10, 2021**.

Based on direction from the City Council at the February 25, 2020 Council meeting, the Planning Commission, beginning on February 27, 2020, engaged in multiple discussions regarding a proposed ordinance to amend the bonus floor area ratio ("FAR") program, as well as formed a subcommittee dedicated to the subject. At the Planning Commission's meeting on July 9, 2020, the Commission indicated that it is ready to hold a public hearing on an ordinance to amend the bonus FAR program. However, the ordinance requires analysis by City planning, legal, and finance staff before it is ready for consideration by the City Council. This extension in the duration of the interim zoning control will provide time to complete the analysis and to hold the necessary public hearing(s).

After holding a public hearing on the interim zoning control on August 25, 2020, the City Council voted to extend the interim control in its current form for an additional six months to **March 10, 2021**, via adoption of this current ordinance, Ordinance No. 2020-20, unless terminated earlier or extended further by the Council. Based on the amount of work completed to date by the Planning Commission, it is anticipated that an ordinance will be adopted prior to the end of this six-month extension.

The City has developed the following **Work Plan** described below:

September - November 2020

Complete analysis by City planning, legal, and financial staff of a draft ordinance to amend the bonus FAR program in anticipation of a public hearing with the Planning Commission.

Hold a public hearing with the Planning Commission on a revised bonus FAR ordinance.

November 2020– March 2021

City Council review and consideration of a revised bonus FAR ordinance. After such review and consideration, the Council could take action to approve a revised bonus FAR program via the adoption of an ordinance.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting June 11, 2020

Meeting Minutes

1) **CALL TO ORDER/AGENDA REVIEW/CONFLICT DISCLOSURE**

2) **PLANNING COMMISSION MEETING MINUTES**

2.a May 28, 2020

[Cover Page](#)

[Planning Commission Minutes DRAFT 052820.pdf](#)

Motion: I move we approve the minutes for the Special meeting of the Planning Commission on May 28, 2020 as distributed in the agenda packet.

Quitslund/Paar: Passed Unanimously

3) **PUBLIC COMMENT**

3.a DRB Liaison Update

[Cover Page](#)

None. DRB Chair Joe Dunstan

4) **UNFINISHED BUSINESS**

4.a [Police & Court Facility Major Adjustment to Site Plan Review and Conditional Use Permit \(PLN51524 SPRA CUPA\)](#)

[Cover Page](#)

[PLN51524 SPRA CUPA Revised Staff Report to Planning Commission.pdf](#)

1. [PLN51524 SPRA CUPA Site Plan.pdf](#)

2. [PLN51524 SPRA CUPA Floor Plans.pdf](#)

3. [PLN51524 SPRA CUPA Renderings and Sketches.pdf](#)

4. [PLN51524 SPRA CUPA Planting Plan.pdf](#)

5. [PLN51524 SPRA CUPA Parking Space Needs Validation.pdf](#)

6. [PLN51524 SPRA CUPA Trip Generation Analysis from Transpo Group.pdf](#)

7. [PLN51524 SPRA CUPA Traffic Impact Assessment Memo from Project Manager.pdf](#)

8. [PLN51524 SPRA CUPA SEPA Checklist.pdf](#)

9. [PLN51524 SPRA CUPA Issued MDNS and Adoption of Existing Document.pdf](#)

10. [PLN51524 SPRA CUPA Design Review Board Review and Recommendation Agenda and Notes dtd 12.02.2019.pdf](#)

11. [PLN51524 SPRA CUPA Design Review Board Transcript from 6.3.2019 Meeting.pdf](#)

12. [Planning Commission Preliminary Recommendation for Police & Court Facility Major Adjustment to Site Plan Review and Conditional Use Permit February 13, 2020.pdf](#)

- 13. [PLN51524 SPRA CUPA Design Review Board Final Design Review Worksheet.pdf](#)
- 14. [PLN51524 SPRA CUPA Critical Area Report from Wetland Resources Environmental Consulting.pdf](#)
- 15. [PLN51524 SPRA CUPA Supplemental Site Plan with Critical Areas.pdf](#)

Associate Planner Ellen Fairleigh provided a brief update on the previous review accomplished by the Planning Commission. See attached Recorded Motion for recommendation.

4.b [Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards](#)

[Cover Page](#)

[Memo - Changes to Ordinance No 2020-04 Since May 28, 2020 PCM](#)

[Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards - 6-11-20 - Track Changes](#)

[Commissioner Osmond - Discussion Points from 5-28-2020 PCM](#)

[Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards - 6-11-20 - Clean Copy](#)

[Small Wireless Facilities - Sample Photos of Actual Deployments](#)

Deputy City Attorney Robbie Sepler provided a brief overview of the actions taken since the May 28, 2020 Planning Commission meeting. The Commissioners asked to have the excerpts of Kitsap County Code from Commissioner McCormick Osmond's memo incorporated into the ordinance for the small wireless facility design standards.

4.c [Bonus Floor Area Ratio \(FAR\) Options, BIMC 18.12.030.E.](#)

[Cover Page](#)

[BIMC_1812.030_FAR_BONUS_OPTIONS.pdf](#)

[RES_2003-](#)

[25_FULL_CITY_COUNCIL_FOR_DECISION_MAKING_RE__FLOOR_AREA_RATIO_BONUS ES.pdf](#)

[RES_2001-](#)

[54_DISTRIBUTION_OF_FUNDS_FROM_PURCHASE_OF_FLOOR_AREA_RATIO_BONUS S.pdf](#)

[MUTC Zoning Districts Map.pdf](#)

[Planning Commission Minutes and Addendum DRAFT 031220.pdf](#)

[20200424_CC_Staff_Memo \(10\).docx](#)

[FAR_USAGE_BY_PROJECT.pdf](#)

[FAR Usage Winslow Hotel](#)

[Quitslund request for Info in the PC Packet FAR Discussion 5.12.2020.docx](#)

[P C Subcommittee Recommendations on FAR Policies, 4.27.2020.docx](#)

[Comp_Plan_Goals___Policies_Related_to_FAR.pdf](#)

[Chapter 2 WMP.pdf](#)

[Admin Manual .pdf](#)

[Ordinance_No._2020-10_Adopting_Interim_Zoning_Control_Related_to_Bonus_Density](#)

[BIMC Table 18.12.020-3.docx](#)

[Subcommittee Recommendation - Changes to Base & Bonus FAR policies, 5.22.2020.docx](#)

[Subcommittee Recommendations on FAR 6.5.2020.pdf](#)

Commissioner Quitslund presented the Sub-Committee's recommendations to the Planning Commission.

Motion: I move to adopt the recommendations from the Subcommittee (Chester/Paar/Quitslund) for discussion at the Planning Commission’s meeting on June the 11th, 2020 as recommendations from the Planning Commission regarding FAR Bonus Density to be submitted to the City Council.

Amendment to Motion: First, I would like to change the name of the Subcommittee Report to Planning Commission Recommendations on FAR Bonus Density Provisions in the Bainbridge Island Municipal Code. Second, I’d like to add the following opening sentence: In response to the City Council’s request for Planning Commission evaluation of existing FAR bonus density provisions in the Bainbridge Island Municipal Code, the Planning Commission makes the following recommendations for immediate revisions to those code provisions. The third part of my motion is in subparagraph 2.a., the sentence would be changed to read: Parking alternatives to reduce or eliminate the need for parking on the street or in a dedicated surface lot.

McCormick Osmond/Pearl: Passed Unanimously

5) PLANNING DIRECTOR’S REPORT

6) ADJOURNMENT

Meeting was adjourned at 7:08 PM.

/s/
William Chester, Chair

/s/
Jane Rasely, Administrative Specialist



Planning Commission Special Meeting - Remote July 9, 2020

Meeting Minutes

1) CALL TO ORDER/ROLL CALL/CONFLICT OF INTEREST DISCLOSURE

Chair William Chester opened the meeting. Commissioners in attendance were Vice-chair Kimberly McCormick Osmond, Jon Quitslund, Lisa Macchio, Joe Paar and Sarah Blossom. City Staff present were Planning & Community Development Director Heather Wright, Senior Planner Jennifer Sutton and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

2) PUBLIC COMMENT

3) NEW BUSINESS

3.a Welcome New Planning Commissioner Sarah Blossom and Re-appointee Planning Commissioner Kimberly McCormick Osmond.

[Cover Page](#)

4) UNFINISHED BUSINESS

4.a Confirm appointments to the PC/CC Land Use Initiative and Affordable Housing Subcommittees and liaison to the Design Review Board (DRB)

[Cover Page](#)

Commissioners Chester, McCormick Osmond and Macchio agreed to serve on the Joint Council/Planning Commission Adhoc Committee. Commissioners Quitslund, Paar and Blossom agreed to serve as the Planning Commission Affordable Housing Subcommittee.

4.b Ordinance 2020-16 Amending Bonus Floor Area Ratio (FAR) Options, BIMC 18.12.030.E.

[Cover Page](#)

[06112020 Planning Commission Recommendations on Bonus FAR.pdf](#)

[Quitslund Memo to Planning Commission 070520.pdf](#)

[Ordinance_No._2020-16_Revising_Bonus_FAR_program.docx](#)

[Residential and Commercial Parking Requirement Summary.pdf](#)

[Ferry Terminal Property Buffers.pdf](#)

[MUTC HS Road Development Standards Table BIMC_Table_18.12.020-3.pdf](#)

[MUTC Zoning Districts Map.pdf](#)

Planning Commission directed Staff to move forward with writing the Ordinance striking all sections except BIMC Section 18.12.030.E.1.a would remain without any changes at this time (acknowledging that the subcommittee would review it), notify the City Attorney to look at the mobile home park agreement related to BIMC Section 18.12.030.E.1.b and all of the other parts



Planning Commission Special Meeting August 27, 2020

Meeting Minutes

1) **CALL TO ORDER/ROLL CALL/AGENDA REVIEW**

Chair William Chester began the meeting at 6:00 PM. Planning Commissioners in attendance were Vice-chair Kimberly McCormick Osmond, Jon Quitslund, Lisa Macchio, Joe Paar and Sarah Blossom. City Staff present were Planning & Community Development Director Heather Wright, Senior Planner Jennifer Sutton, Operations and Maintenance Project Manager Joel Goodwin and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed. There were not any conflicts of interest disclosed.

2) **PLANNING COMMISSION MEETING MINUTES**

2.a Review and approve minutes from July 23, 2020 and August 13, 2020 meetings.

[Cover Page](#)

[Planning Commission Meeting Minutes DRAFT 072320.pdf](#)

[Planning Commission Meeting Minutes DRAFT 081320.pdf](#)

Motion: I move approval of the minutes from July 23 as distributed with the agenda packet.

Quitslund/Blossom: Passed Unanimously

Motion: I move approval of the minutes for the meeting of August 13, 2020 as distributed with the agenda packet including attachments on pages 11 and 13 associated with our actions taken.

Quitslund/Paar: Passed Unanimously

3) **PUBLIC COMMENT**

Michael Smith - Spoke in favor of building affordable housing on Suzuki Property.

4) **NEW BUSINESS**

4.a [COBI Dept. of Public Works Noise Variance 51797 for Nighttime Wet Well Cleaning and Maintenance](#)

[Cover Page](#)

[51797 VAR Application.pdf](#)

[51797 VAR PROJECT NARRATIVE.pdf](#)

[51797 VAR Site Plan.pdf](#)

Project Manager Joel Goodwin from the Operations and Maintenance Division presented the variance request.



Planning Commission Special Meeting September 10, 2020

Meeting Minutes

1) **CALL TO ORDER/ROLL CALL**

Chair Chester opened the meeting at 6:00 PM by reading a statement regarding the discrepancy of start times on the City's website. Commissioners in attendance were Vice-chair Kimberly McCormick Osmond, Jon Quitslund, Lisa Macchio, Joe Paar and Sarah Blossom. City Staff present were Planning & Community Development Director Heather Wright, Senior Planner Jennifer Sutton, City Arborist Nick Snyder and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed. There were not any conflicts disclosed.

2) **PUBLIC COMMENT**

None.

3) **UNFINISHED BUSINESS**

3.a **Proposal for Updates to Tree and Vegetation Regulations in BIMC 16.18, 16.32, and 18.15.010 - Planning**

[Cover Page](#)

[Draft BMP Manual](#)

[Tree and Veg Update Table, Ord 2020_DRAFT](#)

City Arborist Nick Snyder provided a brief summary of his last presentation and then presented draft changes to the code. Based upon the discussion that occurred, the Planning Commission asked that a formal ordinance be brought forward for their recommendation.

3.b **Ordinance 2020-16 Amending Bonus Floor Area Ratio (FAR) Options, BIMC 18.12.030.E.**

[Cover Page](#)

[20200910_PC_Staff_Memo](#)

[Ordinance No. 2020-16 Revising Bonus FAR program.docx](#)

[MUTC Zoning Districts Map.pdf](#)

[Excerpt BIMC_Table_18.12.020-3.pdf](#)

[WMP Goals & Policies Related to FAR.pdf](#)

Senior Planner Jennifer Sutton presented the draft ordinance for discussion.

Motion: I would move to request that Planning Staff bring back a revised Ordinance No. 2020-16 with the amended language proposed during this Planning Commission meeting for consideration by the Planning Commission at our next meeting on the September 24. I would also like to move to adopt the Planning Commission recommendations on FAR Bonus Density provisions in the Bainbridge

**Island Municipal Code dated September the 10, 2020 as the rationale for the proposed amendments to Ordinance 2020-16.
McCormick Osmond/Quitslund: Passed Unanimously**

4) SUBCOMMITTEE UPDATE

Chair Chester provided an update of the Joint City Council/Planning Commission Land Use Subcommittee.

Commissioner Jon Quitslund provided an update on the Affordable Housing Sub-committee.

5) PLANNING DIRECTOR'S REPORT

Planning Director Heather Wright provided an overview of City Council actions of interest to the Planning Commission.

6) ADJOURNMENT

The meeting was adjourned at 8:33 PM.

/s/
William Chester, Chair

/s/
Jane Rasely, Administrative Specialist



Planning Commission Special Meeting September 24, 2020

Meeting Minutes

1) **CALL TO ORDER/ROLL CALL/AGENDA REVIEW**

Chair William Chester called the meeting to order at 6:00 PM. Commissioners in attendance were Vice-chair Kimberly McCormick Osmond, Jon Quitslund, Lisa Macchio, Joe Paar and Sarah Blossom. City Staff present were Planning & Community Development Director Heather Wright, Senior Planner Jennifer Sutton and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed. Commissioner Blossom noted that she had a conflict of interest with the Islander Resident Association and that she would recuse herself if they were included in FAR Bonus discussion.

2) **PLANNING COMMISSION MEETING MINUTES**

2.a [Amendment of Previously Approved Minutes from February 27, 2020 Meeting Cover Page](#)
[Planning Commission Minutes 022720.pdf](#)

Motion: I move to accept the meeting minutes from February 27, 2020 as amended.

Paar/Blossom: Passed Unanimously.

3) **PUBLIC COMMENT**

None.

4) **UNFINISHED BUSINESS**

4.a [Ordinance 2020-16 Amending Bonus Floor Area Ratio \(FAR\) Options, BIMC 18.12.030.E. Cover Page](#)
[20200924_PC_Staff_Memo.docx](#)
[DRAFT Ordinance No. 2020-16.docx](#)
[Exhibit A Option 1 Excerpt BIMC_Table_18.12.020-3.pdf](#)
[Exhibit_A_Option_2_Excerpt_BIMC_Table_18.12.020-3 REV MU Bonus MUTC Zoning Districts Map.pdf](#)
[WMP Goals & Policies Related to FAR.pdf](#)
[Planning Commission Rationale on Revised Recommendations on FAR Bonus Density Provisions.docx](#)

Senior Planner Jennifer Sutton provided a brief synopsis of work accomplished since the Planning Commission's last meeting.



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: October 20, 2020

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (9:45 PM) Update from Joint City Council and Planning Commission Land Use Subcommittee - Councilmembers Carr, Hytopoulos, and Pollock,

SUMMARY:

Members of the Joint City Council and Planning Commission Land Use Subcommittee will provide an update to the Council.

AGENDA CATEGORY: Discussion

PROPOSED BY: City Council

RECOMMENDED MOTION: Discussion.

STRATEGIC PRIORITY: Green, Well-Planned Community

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND:

ATTACHMENTS:

FISCAL DETAILS:

Fund Name(s):

Coding:



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: October 20, 2020

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: (9:55 PM) ARPA and Tree Units: Option to Consider for Lots less than 12,500 square feet in the R-1, R-2, & R-0.4 Zoning Districts - Planning,

SUMMARY: A recent clearing event made apparent an exemption from Aquifer Recharge Protection Area ("ARPA") regulations for lots that are nonconforming to the minimum lot size in the R-1 & R-2 zoning districts and less than 12,500 square feet. For these lots, the ARPA does not apply and such lots are also not subject to tree unit requirements. Staff will provide the City Council with an option to consider that would ensure trees and vegetation are retained and/or required to be replanted on such lots.

AGENDA CATEGORY: Discussion

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: Discussion and possible direction from the City Council. City staff will provide information to the Council about lots for which Aquifer Recharge Protection Area and tree unit regulations do not apply, and seek Council direction related to a draft ordinance.

STRATEGIC PRIORITY: Green, Well-Planned Community

FISCAL IMPACT:

Amount:	N/A
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: In 2018, both the critical areas regulations (Chapter 16.20 BIMC) and the tree regulations (formerly referred to as Clearing and Vegetation Management) were updated. As a result of these changes, lots less than 12,500 square feet in the R-1, R-2, and R-0.4 zoning districts do not have an ARPA or a tree unit requirement, unless those lots have critical areas.

12,500 square feet was identified as a reasonable amount of developable area for lots to construct a single family residence and accessory appurtenances, including a septic drain field.

Staff has identified that there are a total of 990 parcels in the R-1, R-2, & R-0.4 zoning districts that are less than 12,500 and of those, 346 are undeveloped.

The staff memo included with this agenda item provides additional background information and describes a proposal by staff to address the situation.

ATTACHMENTS:

[Staff Memorandum: Lots not subject to ARPA and Tree Unit Regulations](#)

[Lots less than 12500 Sq. Ft](#)

FISCAL DETAILS: N/A

Fund Name(s):

Coding:

Memorandum

Date: October 16, 2020
To: City Council
From: Heather Wright, Planning Director
Subject: Lots not subject to the ARPA and Tree Unit Requirements

I. Legislative History: Critical Areas and the Tree Removal, Forest Stewardship and Vegetation Maintenance Ordinances

In 2018, the City of Bainbridge Island updated its critical areas ordinance and created a new chapter for critical areas known as aquifer recharge areas (BIMC 16.20.100). The entirety of Bainbridge Island is classified as an aquifer recharge area and is intended to preserve the volume of recharge available to the aquifer system and to protect groundwater from contamination.

Under this chapter, any development that requires a Site Assessment Review (SAR) under the City's regulations in the R-1, R-2, and R-0.4 zoning districts is also required to designate all existing native vegetation (up to 65% of the site area) as an Aquifer Recharge Protection Area (ARPA). The City's regulations allow for some exceptions to the 65% standard when a lower percentage is necessary to guarantee a development area of at least 12,500 square feet, or if the site has less than 65% native vegetation.

Shortly after the adoption of this new regulation, the City adopted new tree and vegetation regulations in Chapter 16.18 BIMC (Tree Removal, Forest Stewardship and Vegetation Maintenance) (formally known as the "Clearing" and "Vegetation Management" chapters). The regulations in Chapter 16.18 BIMC are limited to the R-2.9, R-3.5, and R-4.3 zones and require at least 30 tree units per acre or at least as many tree units as the subject property had on October 31, 2018.

A recent clearing activity on two abutting R-1 lots off of Olympic View Drive brought attention to the fact that lots less than 12,500 square feet in the R-1 zoning district (and the R-2 and R-0.4 districts) could potentially be completely cleared if there are not any underlying critical areas.

II. Results of these Regulations

A query of the City's parcel database indicates a total of 990 parcels in the R-1, R-2, & R-0.4 zoning districts are less than 12,500 square feet and of those, 346 are undeveloped. That means there are potentially 346 undeveloped parcels that could be developed that would not have to retain an ARPA or any tree units. However, some of these lots may be in a subdivision that has existing tree and vegetation retention standards (i.e. landscape buffers, significant tree canopy requirements, etc) and may contain critical areas, so the actual amount of lots with no tree and vegetation requirements could also be less due to existing, underlying protections and due to the critical area protections.

Parcels less than 12,500 square feet by Zoning District

Zoning	Developed	Undeveloped
R-2	579	241
R-1	54	53
R-0.4	11	52
Total:	644	346

For further consideration, the City's regulations state that lots greater than 12,500 in these zoning districts may have an ARPA percentage less than 65% to obtain 12,500 square feet of developable area. There are approximately 818 undeveloped lots in these zoning districts that would have an ARPA less than 65%, and of those 818, 346 would not have any ARPA requirement.

III. Tree Regulation Update: Background and Council Direction

Concurrent with this recent example of clearing, the City's Arborist has been working on the tree and vegetation updates that are a continuation of the Landmark Tree Ordinance work plan. While the focus on those regulations is primarily limited to Chapter 16.18 BIMC (Tree Removal, Forest Stewardship and Vegetation Maintenance), Chapter 18.15 BIMC (Development Standards and Guidelines), and Chapter 16.32 BIMC (Protection of Landmark Trees), there is also some minor housekeeping proposed in the critical areas chapter.

Staff is proposing a change to the City's regulations to ensure that trees are retained or replanted in the R-1, R-2, and R-0.4 zoning districts and proposes the following for Council consideration:

- Lots in those zones that are less than 12,500 square feet are required to retain 30 tree units per acre.

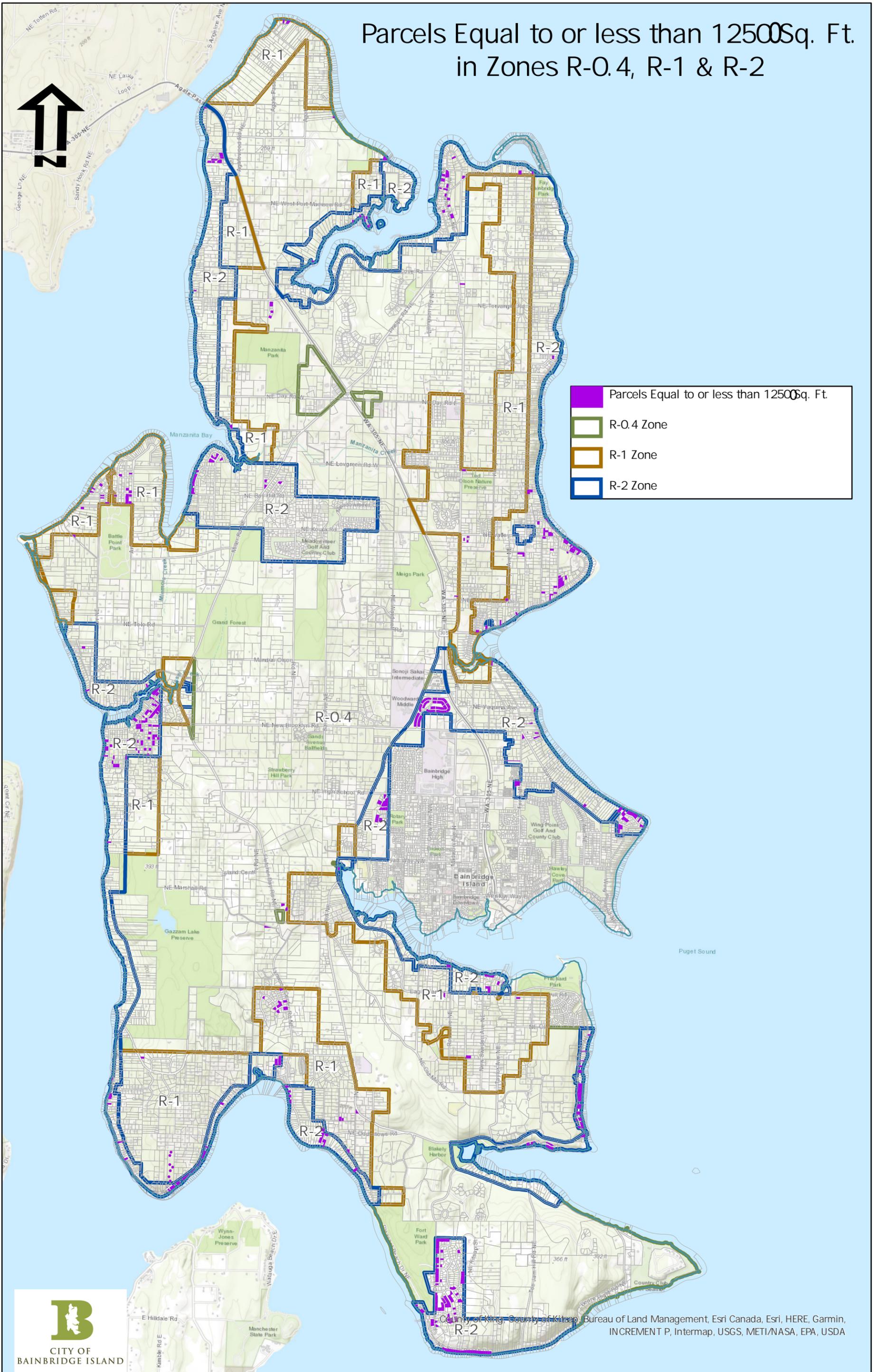
IV. Timeline

If the City Council directs City staff to pursue the proposed change in the City's regulations as above described, staff could address this issue in the draft tree protection ordinance that is currently being considered by the Planning Commission.

To date, staff provided an update to the Planning Commission on September 10, 2020 that included the history of the Landmark Tree Ordinance and Council direction on a revised ordinance. Staff will return to the Planning Commission on October 29, 2020 with a draft ordinance for Planning Commission review. If the Council directs staff to pursue the proposed change described above, that draft ordinance will include the change as described.

Staff will work with the Planning Commission to conduct a public hearing on that draft ordinance before returning to the City Council for consideration of adoption related to changes to the chapters mentioned above. If the Council desires to pursue this course of action, the goal is to have these changes adopted by the Council before the expiration of the Landmark Tree Ordinance on December 26, 2020.

Parcels Equal to or less than 12500sq. Ft. in Zones R-0.4, R-1 & R-2



- Parcels Equal to or less than 12500sq. Ft.
- R-0.4 Zone
- R-1 Zone
- R-2 Zone



County of King, County of Kitsap, Bureau of Land Management, Esri Canada, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: October 20, 2020

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (10:10 PM) Proposed Process for Filling Upcoming Council Vacancy - Mayor Schneider,

SUMMARY: The City Council will discuss the proposed process for filling the upcoming Council vacancy. Attached are the proposed timeline, notice, application, and display ad.

AGENDA CATEGORY: Discussion

PROPOSED BY: City Council

RECOMMENDED MOTION: I move to approve the process for filling the upcoming Council vacancy and authorize the City Manager to initiate the application process.

STRATEGIC PRIORITY: Good Governance

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND:

ATTACHMENTS:

[Draft Timeline for Filling Council Vacancy 102020](#)

[Council Vacancy Notification 102020](#)

[Council Vacancy Application Packet](#)

[Council Vacancy Display Ad](#)

FISCAL DETAILS:

Fund Name(s):

Coding:



PROPOSED TIMELINE FOR FILLING COUNCIL VACANCY

Week 1 – (October 19-23, 2020)

- October 19 - Submit display ad for Bainbridge Review and publish for 5 weeks
- Prepare application and Council vacancy notification (deadline is 4 ½ weeks out)
- October 23 - Post application and notice on City web site and provide copies at front desk of City Hall
- October 23 - Send out press release
- October 23 - Notice in City Manager Report

Week 2 – (October 26-30, 2020)

- October 26 – Confirm 2nd publication of display ad in Bainbridge Review
- October 30 - Notice in City Manager Report
- City Clerk forwards applications to Council as they are received

Week 3 – (November 2 – November 6, 2020)

- November 2 – Confirm 3rd publication of display ad in Bainbridge Review
- November 6 - Notice in City Manager Report
- City Clerk forwards applications to Council as they are received

Week 4 – (November 9-13, 2020)

- November 9 – Confirm 4th publication of display ad in Bainbridge Review

- November 13 - Notice in City Manager Report
- City Clerk forwards applications to Council as they are received

Week 5 – (November 16-20, 2020)

- November 16 – Confirm 5th publication of display ad in Bainbridge Review
- November 20 – Notice in City Manager Report
- City Clerk forwards applications to Council as they are received

Week 6 – (November 23-25, 2020)

- Applications are due to City Clerk by 4 pm on Wednesday, November 25
- City Clerk forwards remaining applications to Council

Week 7 – (November 30-December 4, 2020)

- Candidate interviews are held at the December 1 City Council study session and finalists are selected following the last process (or other process TBD). If all six Council members are unanimous in their selection of a first choice candidate, the Council will consider whether to continue the selection process to a second meeting.

Week 8 – (December 7-11, 2020)

- Finalist interviews, if needed, are held at the December 8 City Council meeting, and a new Council member is selected following the last process (or other process TBD)

Week 9 (December 14-18, 2020)

- New Council member is sworn in and attends December 15 meeting.



Council Vacancy Notification October 23, 2020

Deadline to Apply for Council Vacancy – November 25, 2020, 4:00 PM

The City of Bainbridge Island is now accepting applications from Bainbridge Island residents to fill a vacancy on the City Council. A position on the seven-member City Council is open following the resignation of Councilmember Kol Medina, who held Position No. 2, North Ward.

The term of the vacated position will commence once a qualified candidate is appointed by a majority vote of the City Council. That appointed Council member will hold office until a qualified person is elected to the position at the next general municipal election, which is in November 2021, and after the results of that election have been certified.

The timeline for filling the Council vacancy is as follows:

- o Wednesday, November 25: Applications are due to City Clerk by 4:00 p.m.
- o Tuesday, December 1 City Council Study Session: Initial candidate interviews
- o Tuesday, December 8 City Council Business Meeting: Final candidate interviews and selection
- o Tuesday, December 15 City Council Study Session: New Council member's first meeting

Residents interested in applying for the Council vacancy must have resided in the City of Bainbridge Island for at least one year prior to Council appointment, must currently reside within the North Ward, and must be registered to vote. Follow this link to view the Ward map on the City's website: [Ward Map](#)

Interested residents may obtain application forms at City Hall, located at 280 Madison Avenue North, or on the City's web site: [Application](#).

Applications are due no later than 4:00 p.m. on Wednesday, November 25, 2020. Applications received after 4:00 p.m. on November 25, 2020 will not be accepted.

The City of Bainbridge Island operates under the Council-Manager form of government. The seven-member City Council serves as the legislative body of the City. The Council is responsible for setting policy, adopting the annual budget, adopting laws, determining the services the City provides and the funding levels for those services, and appointing citizens to its advisory boards and commissions.

Council vacancies are governed by the Bainbridge Island Municipal Code and state law. See, e.g., BIMC [2.06](#); RCW [42.12.070](#), and RCW [29A.24.171](#).

For more information on the Council vacancy, contact City Clerk Christine Brown at 206.780.8618 or cityclerk@bainbridgewa.gov.



APPLICATION FOR APPOINTMENT TO BAINBRIDGE ISLAND CITY COUNCIL NORTH WARD POSITION #2

Thank you for your interest in serving the community as a member of the Bainbridge Island City Council.

The timeline for filling the Council vacancy is as follows:

- o Wednesday, November 25: Applications are due to City Clerk by 4:00 p.m.
- o Tuesday, December 1 City Council Study Session: Initial candidate interviews
- o Tuesday, December 8 City Council Business Meeting: Final candidate interviews and selection
- o Tuesday, December 15 City Council Study Session: New Council member's first meeting

To be considered, your application must be completed and received by the City Clerk at cityclerk@bainbridgewa.gov or at Bainbridge Island City Hall (280 Madison Avenue North) no later than 4:00 p.m. on Wednesday, November 25, 2020. Applications received after 4:00 p.m. will not be accepted. Additional written information after this date will not be accepted, unless requested by the City Council.

Please submit the following items:

- Application (see page 4)
- A 1-page cover letter indicating your interest and general qualifications for the position.
- A resume of no more than 2 pages.
- Answers to the Supplemental Questions of no more than 3 pages total.

For further information, please contact

Mayor Leslie Schneider at 206.200.4502 or
lschneider@bainbridgewa.gov

This application and any correspondence should be addressed to:

Christine Brown, City Clerk
Council Recruitment
280 Madison Avenue North
Bainbridge Island, WA 98110
cityclerk@bainbridgewa.gov

Councilmember Eligibility, Requirements & Public Disclosure

To be eligible to be appointed to the Bainbridge Island City Council, you:

- Must have continuously resided within the Bainbridge Island city limits for a minimum of one year prior to your appointment to the Council; and
- Must currently reside within the North Ward; and
- Must be a registered voter in the City of Bainbridge Island.

Follow this link to view the Ward map on the City's website to confirm that you reside in the North Ward: [Ward Map](#)

If you hold, participate in, or are involved in any contract(s) with the City of Bainbridge Island, please explain your involvement in your cover letter.

If you hold any other elected public office, please state what office and where in your cover letter. Please note that:

- Once a Councilmember application is filed with the City, it is a public record available to the public.
- The applications received from all candidates who meet the minimum requirements of state law, along with the answers to the supplemental questions, will be posted on the City of Bainbridge Island website as part of the Council's meeting packet the week of the initial interview.
- If appointed, you will be required by state law to file financial disclosure statements with the Washington Public Disclosure Commission (www.pdc.wa.gov).

City Council Duties & Compensation

The Bainbridge Island City Council is the legislative authority of the City of Bainbridge Island. The City operates under the Council-Manager form of government. The seven-member City Council serves as the legislative body of the City. The Council is responsible for setting policy, adopting the biennial budget, adopting laws, determining the services to be provided and the funding levels for those services, and appointing citizens to its advisory boards and commissions.

The duties of a City Councilmember will likely involve an average minimum commitment of 20 – 40 hours per month for preparation, participation, and attendance at various meetings and community activities. Beyond the broad duties previously mentioned, Councilmember duties include, but are not limited to:

- Attendance is required at regular City Council meetings, which are held weekly on Tuesday evenings of each month, from 6:00 pm to 10:00 pm and occasionally later. From time to time, the City Council or Mayor may call special City Council meetings to conduct city business. Attendance is also required at the Council's annual Retreat usually held on a weekday in March.
- Councilmembers are expected to serve on Council Subcommittees, regional boards and commissions, and to represent the City Council at various community functions. These various meetings and functions occur normally during the evenings, but may also occur on some weekends, and during some weekdays.
- Some travel is expected locally, regionally, and/or within the State of Washington, involving various organizations which the City of Bainbridge Island is a member. Councilmembers may also at their discretion travel and attend training, education and/or participate in other organizations at the local, regional, state, or in some instances on the national level. Travel, education, and training expenses for local, regional, state, and national activities are reimbursed in accordance with City policy applicable to all employees and city officials, subject to the budgetary limit set for each councilmember and for the city council as a whole.

The Councilmember salary as of January 1, 2020, is \$1,000 per month.

Interview Questions

Each candidate should come to the interview prepared to speak to the following questions:

1. Are there any regional issues or forums in which you have a particular interest or expertise (e.g., transportation, water supply, human services, water quality, fiscal management, solid waste)?
2. Do you want to serve on the City Council because of a particular local issue on which you want to work or are your interests more broadly distributed?

APPLICATION FOR APPOINTMENT TO BAINBRIDGE ISLAND CITY COUNCIL POSITION #2

Applicant Information

(Please type or print)

Applicant Name _____

Residence Address _____

Home Phone _____ Work/Cell Phone _____

E-Mail _____

Cover Letter & Resume

Please attach a one-page cover letter and a resume of no more than two pages to this application.

Supplemental Questions

Please respond to the following questions regarding your interest in the position of Councilmember for the City of Bainbridge Island on separate pages using no more than 3 pages total:

1. Why are you interested in serving as a Bainbridge Island City Councilmember?
2. What strength would you bring to the Council?
3. What are the three highest priorities and/or issues you believe the City needs to address? How would you propose to address these issues?
4. Explain your current and past community involvement and/or service on city, nonprofit, or public boards, committees, task forces, or commissions and how this has contributed to the Bainbridge Island community. Address its relevance to the position of Bainbridge Island City Councilmember.
5. What do you wish to accomplish during this appointed term as a Bainbridge Island City Councilmember?
6. What is your vision for our City and community?
7. Is there anything else that you may wish to add that would help us get to know you a little better?

Please return this form, your cover letter, resume, and answers to the supplemental questions to the City Clerk at Bainbridge Island City Hall (280 Madison Avenue North, cityclerk@bainbridgewa.gov) no later than 4:00 pm on Wednesday, November 25, 2020. Applications received after 4:00 pm will not be accepted. The application and any correspondence should be addressed to:

Christine Brown, City Clerk
Councilmember Recruitment
280 Madison Avenue North
Bainbridge Island, WA 98110
cityclerk@bainbridgewa.gov



CITY OF
BAINBRIDGE ISLAND

CITY COUNCIL VACANCY

NORTH WARD,
Position No. 2

The City of Bainbridge Island is now accepting applications from Bainbridge Island residents in the North Ward to fill a vacancy on the City Council following the resignation of Councilmember Kol Medina.

Residents interested in applying for the Council vacancy must have resided in the City of Bainbridge Island for at least one year prior to Council appointment, must currently reside within the North Ward, and must be registered to vote.

Additional information and application forms are available at City Hall, located at 280 Madison Avenue North, or on the City's website: <https://www.bainbridgewa.gov/217>.

Applications are due to the City Clerk no later than 4:00 p.m. Wednesday, November 25, 2020.

For more information, contact City Clerk Christine Brown at (206) 780-8618 or cityclerk@bainbridgewa.gov.