



CITY OF  
BAINBRIDGE ISLAND

**CITY COUNCIL STUDY SESSION  
TUESDAY, NOVEMBER 17, 2020**

REMOTE MEETING ON ZOOM

TO JOIN THE MEETING, PLEASE CLICK THE LINK BELOW:

[HTTPS://BAINBRIDGEWA.ZOOM.US/J/92433979451](https://bainbridgewa.zoom.us/j/92433979451)

OR IPHONE ONE-TAP :

US: +12532158782,,92433979451# OR +16699009128,,92433979451#

JOIN BY TELEPHONE: DIAL +1 (253) 215-8782

WEBINAR ID: 924 3397 9451

**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  
[November 24 City Council Regular Business Meeting.pdf](#)  
[December 1 City Council Study Session.pdf](#)  
[December 8 City Council Regular Business Meeting.pdf](#)
5. **BUDGET DELIBERATIONS**
  - 5.A **(6:25 PM) Ordinance No. 2020-25 Adopting the 2021-2026 Capital Improvement Plan (CIP) - Public Works**, 10 Minutes  
[Ordinance No. 2020-25 Adopting the 2021-2026 Update of the Six-Year CIP \\_FINAL.docx](#)  
[2021-26\\_Revised\\_CIP\\_Summary\\_Memo\\_111720 FINAL.docx](#)  
[Exhibit A - 2021-2026 CIP.pdf](#)
  - 5.B **(6:35 PM) Budget Discussion #9**, 15 Minutes  
[2021-22 Budget Memo and Materials for 11172020.pdf](#)  
[Budget Deliberations for CC 11172020\\_Draft.pdf](#)
6. **UNFINISHED BUSINESS**

- 6.A (6:50 PM) Sustainable Transportation Plan Update - Decision-Making Framework Discussion, 30 Minutes**  
[BAINBRIDGE STP\\_Evaluation Framework Council Presentation\\_20201117.pdf](#)  
[BAINBRIDGE STP\\_Evaluation Framework Approach\\_20201109.pdf](#)
- 6.B (7:20 PM) Green Building Code - Update and Next Steps - Planning, 10 Minutes**  
[Green Building Staff Memo](#)  
[Attachment 1 - History Log](#)  
[Attachment 2 - GBTF Roster](#)  
[Attachment 3 - City Policies](#)  
[Attachment 4 - GHG Inventory Fact Sheet](#)  
[Attachment 5 - GHG Charts](#)  
[Attachment 6 - Energy Demand and Conservation](#)  
[Attachment 7 - GBTF Road Map Recommendation](#)  
[Attachment 8 - GBTF First Steps Recommendation](#)
- 6.C (7:30 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](#)
- 6.D (8:15 PM) Update from Joint City Council and Planning Commission Land Use Subcommittee - Councilmembers Carr, Hytopoulos, and Pollock, 10 Minutes**
- 7. NEW BUSINESS**
- 7.A (8:25 PM) Council Direction to Design Review Board on Flexibility for Affordable Housing Projects - Mayor Schneider, 15 Minutes**
- 7.B (8:40 PM) COVID-19 Emergency Economic Recovery Funding Request - Deputy Mayor Deets, 15 Minutes**  
[COVID-19 Emergency Economic Recovery Funding Memorandum.pdf](#)  
[November 5, 2020 BI Chamber of Commerce E-Mail - Requesting Emergency Economic Recovery Funding.pdf](#)  
[Digital General Store & Island Online Hub Prototypes - Visuals.pdf](#)  
[Emergency Economic Recovery Project Scope, Features and Timeline Summary.pdf](#)

## 8. CITY COUNCIL DISCUSSION

- 8.A (8:55 PM) Options for Land Use Regulations related to the Triangle Property and Specific Standards for Composting Facilities - Mayor Schneider, 10 Minutes

## 9. FOR THE GOOD OF THE ORDER - 9:05 PM

## 10. ADJOURNMENT - 9:15 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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CITY OF  
BAINBRIDGE ISLAND

## City Council Study Session Agenda Bill

**MEETING DATE:** November 17, 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:**

<b>Amount:</b>	
<b>Ongoing Cost:</b>	
<b>One-Time Cost:</b>	
<b>Included in Current Budget?</b>	

**BACKGROUND:**

**ATTACHMENTS:**

[November 24 City Council Regular Business Meeting.pdf](#)

[December 1 City Council Study Session.pdf](#)

[December 8 City Council Regular Business Meeting.pdf](#)

**FISCAL DETAILS:**

**Fund Name(s):**

**Coding:**



CITY OF  
BAINBRIDGE ISLAND

CITY COUNCIL REGULAR BUSINESS MEETING  
TUESDAY, NOVEMBER 24, 2020

REMOTE MEETING ON ZOOM

**AGENDA**

1. CALL TO ORDER/ROLL CALL - 6:00 PM
2. EXECUTIVE SESSION
  - 2.A (6:05 PM) Pursuant to RCW 42.30.110(1)(c) to consider the minimum price at which real estate will be offered for sale or lease when public knowledge regarding such consideration would cause a likelihood of decreased price, and pursuant to RCW 42.30.110(1)(i), to discuss with legal counsel matters relating to litigation or potential litigation to which the city, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency, 30 Minutes
3. APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE
4. PUBLIC COMMENT
5. FUTURE COUNCIL AGENDAS
6. MAYOR'S REPORT
7. CITY MANAGER'S REPORT
8. PRESENTATION(S)
9. UNFINISHED BUSINESS
  - 9.A (x PM) Ordinance No. 2020-31 Relating to the 2021-22 Biennial Budget - Finance, 15 Minutes  
[Ordinance\\_No.\\_2020-31\\_Adopting\\_Biennial\\_Budget\\_for\\_FY\\_2021-22.docx](#)
  - 9.B (x:xx PM) Set the Public Hearing for Ordinance No. 2020-35 Amending BIMC 18.09.030.G.3, excluding two lots commonly known as the "Triangle Property" from a 500' setback that applies to waste transfer facilities, and creating a provision for greater lot coverage. 15 Minutes  
FOR BACKGROUND October 6, 2020 Memorandum to Council  
FOR BACKGROUND Attachment A Planning Commission Review Summary and Memorandums

FOR BACKGROUND Attachment B Planning Commission Recorded Motion

- 9.C **(x PM) Set Public Hearing on Ordinance No. 2020-37 Extending the Landmark Tree Ordinance - Planning**, 10 Minutes  
Ordinance No. 2019-39  
Exhibit A (Work Plan) to Ordinance No. 2019-39  
Public Hearing Draft of Ordinance No. 2019-39 Extending Landmark Tree Regulations as Amended at 111219 Meeting
- 9.D **(x:xx PM) Ordinance No. 2020-17 Adopting the Shoreline Master Program Amendment to Integrate the Critical Areas Ordinance and Make Changes to the Nonconforming Sections- Planning**, 10 Minutes  
Staff Memorandum to Council  
Ordinance No. 2020-17 Adopting the Shoreline Master Program Amendment  
Exhibit A to Ordinance No. 2020-17 Shoreline Master Program Amendment  
Summary of Public Comments and Staff Response  
(For background) September 22, 2020 Staff Memorandum to Council
- 9.E **Ordinance No. 2020-39 to Amend BIMC 12.40.060 to Add Wake Restrictions in Blakely Harbor - Police**, 15 Minutes
- 9.F **(x PM) Expectations for Council Liaisons - Mayor Schneider**, 20 Minutes

## 10. NEW BUSINESS

- 10.A **Ordinance No. 2020-38, Relating to 2020 4th Quarter Budget and Updated Capital Improvement Plan Amendments - Finance**, 5 Minutes  
2020\_4th\_QTR\_BUA\_Transmittal\_Memo\_for\_11242020.docx  
ORD\_2020-38\_2020\_4th\_QTR\_Budget\_and\_CIP\_Amendments.docx  
Ord\_2020-38\_Attachment\_A\_-\_Q4\_Budget\_Amendments.pdf
- 10.B **Second Amendment to the Agreement for Provision of Juvenile Detention Facilities - Police**, 5 Minutes  
2021 Juvenile Detention Facilities ILA Second Amendment.docx
- 10.C **Interlocal Agreement with Kitsap Conservation District for Agricultural Technical Assistance and Services - Public Works**, 10 Minutes  
2021-2022 KC Conservation District ILA.docx  
2018 KCD and Bainbridge ILA Annual Report.pdf  
2019 KCD and Bainbridge ILA Annual Report.pdf
- 10.D **Dump Truck Cab & Chassis Procurement - Public Works**, 10 Minutes  
State Master Contract Usage Agreement.pdf
- 10.E **(x PM) Appointments to the Lodging Tax Advisory Committee - Mayor Schneider** 10 Minutes  
Lodging Tax Advisory Committee Applications - Redacted.pdf

10.F [X:XX PM, Confirmation of Appointment to the Planning Commission - Mayor Schneider](#) 5 Minutes  
[Planning Commission Applications \(Redacted\).pdf](#)

## 11. CONSENT AGENDA

11.A ( [PM](#)) [Agenda Bill for Consent Agenda](#), 5 Minutes

11.B [Accounts Payable and Payroll](#)

11.C [Special City Council Meeting Minutes, November 4, 2020](#)

11.D [Regular City Council Business Meeting Minutes, November 10, 2020](#)

11.E [Robert Stevenson Memorial Bench Donation Agreement - Public Works](#), 5 Minutes  
[Agreement - Sanders Bench.docx](#)  
[Attachment A\\_bench\\_CA-2\\_series.pdf](#)  
[Attachment B\\_aerial location.pdf](#)  
[Attachment B\\_context location.pdf](#)

## 12. COMMITTEE REPORTS

## 13. FOR THE GOOD OF THE ORDER

## 14. ADJOURNMENT

### 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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CITY OF  
BAINBRIDGE ISLAND

**CITY COUNCIL STUDY SESSION  
TUESDAY, DECEMBER 01, 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. **MAYOR'S REPORT**
5. **FUTURE COUNCIL AGENDAS**
6. **NORTH WARD COUNCIL VACANCY INTERVIEWS**
7. **PRESENTATIONS**
8. **UNFINISHED BUSINESS**
  - 8.A **Sustainable Transportation Plan Update - Public Works, 10 Minutes**
  - 8.B **Policy Options for Lots less than 12,500 square feet in the R-1, R-2 & R-0.4 zoning district 30 Minutes**
  - 8.C **(x PM) Update on the Development Moratorium - Planning, 10 Minutes**  
20201001 Moratorium Work Program Status Report.docx  
ORD NO. 2020-24 EXTENDING THE DEVELOPMENT MORATORIUM.pdf  
Development Moratorium Summary Effective 20200930.pdf
  - 8.D **Timing for Transition from Race Equity Task Force to Race Equity Advisory Committee 15 Minutes**
  - 8.E **(x PM) Update from Joint City Council and Planning Commission Land Use Subcommittee - Councilmembers Carr, Hytopoulos, and Pollock, 10 Minutes**
9. **NEW BUSINESS**

10. CITY COUNCIL DISCUSSION
11. FOR THE GOOD OF THE ORDER
12. ADJOURNMENT

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CITY OF  
BAINBRIDGE ISLAND

CITY COUNCIL REGULAR BUSINESS MEETING  
TUESDAY, DECEMBER 08, 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. PRESENTATION(S)
  - 8.A **COVID-19 Community Based Testing Site Update, Executive** 10 Minutes
  - 8.B **Winter Weather Briefing, Executive** 10 Minutes
9. PUBLIC HEARING(S)
  - 9.A **(x PM) Ordinance No. 2020-X Relating to 6-Month Extension of Landmark Tree Ordinance - Planning**, 10 Minutes  
20200225\_Tree\_Memo\_Council  
Ordinance No. 2020-13 Extending Landmark Tree Regulations Winslow Area - Public Hearing Draft Exhibit A (Revised) - Work Plan to Ordinance No. 2020-13 Extending Landmark Tree Regulations - For Public Hearing Draft.docx  
Exhibit\_B\_Winslow Master Plan Study Area  
Ord 2019-39
10. UNFINISHED BUSINESS

- 10.A **(x PM) Ordinance No. 2020-34 Prohibiting New Self-Service Storage Uses, Consider Adoption - Planning,** 15 Minutes  
 20201029 PC Recommended Ordinance No. 2020-34 Self-Service Storage Facilities.docx  
 Exhibit A to Ordinance 2020-34.docx  
 Ordinance No. 2020-36 Extending the Moratorium on Self-Service Storage Facilities Approved 111020.pdf  
 Planning Commission Public Hearing Public Comments.pdf  
 Planning Commission Recorded Motion 2020-34.pdf
- 10.B **2020 Annual Asphalt Repair Contract Award - Public Works,** 10 Minutes
- 10.C **Recommendation from Council Ad Hoc Committee on Public Farmland** 15 Minutes
- 10.D **Update from Joint City Council and Planning Commission Land Use Subcommittee - Permitted Use Table Councilmembers Carr, Hytopoulos, and Pollock,** 10 Minutes
- 10.E **(x PM) Ordinance No. 2020-23, Creating a Standing Race Equity Advisory Committee - Executive,** 15 Minutes  
 Staff Memo - Recommended Discussion Points

**11. NEW BUSINESS**

- 11.A **Utility Advisory Committee Recommendations on Small Water Systems and 2021 Work Plan Update** 20 Minutes
- 11.B **Chlorine Generator Replacement Contract - Public Works,** 5 Minutes  
 Chlorine Generator PSA.docx

**12. CONSENT AGENDA**

**13. COMMITTEE REPORTS**

**14. FOR THE GOOD OF THE ORDER**

**15. ADJOURNMENT**

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CITY OF  
BAINBRIDGE ISLAND

## City Council Study Session Agenda Bill

**MEETING DATE:** November 17, 2020

**ESTIMATED TIME:** 10 Minutes

**AGENDA ITEM:** (6:25 PM) Ordinance No. 2020-25 Adopting the 2021-2026 Capital Improvement Plan (CIP) - Public Works,

**SUMMARY:** The City Council will be presented with Ordinance No. 2020-25, which is the final version of the update to the 2021-2026 Capital Improvement Plan, including all of the changes made to date. The suggested action is to approve the ordinance.

**AGENDA CATEGORY:** Presentation

**PROPOSED BY:** Finance & Administrative Services

**RECOMMENDED MOTION:** I move to approve Ordinance No. 2020-25.

**STRATEGIC PRIORITY:** Good Governance

**FISCAL IMPACT:**

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

**BACKGROUND:** The City Council made their final revisions to the 2021-2026 Capital Improvement Plan at their business meeting on November 10, 2020. As a part of this item, the staff will present a summary of all of the changes to date, and request final approval of Ordinance No. 2020-25, which is required prior to approval of the final budget on November 24, 2020.

**ATTACHMENTS:**

[Ordinance No. 2020-25 Adopting the 2021-2026 Update of the Six-Year CIP\\_FINAL.docx](#)

[2021-26 Revised CIP Summary Memo 111720 FINAL.docx](#)

[Exhibit A - 2021-2026 CIP.pdf](#)

**FISCAL DETAILS:** N/A

**Fund Name(s):** Other

**Coding:**

**ORDINANCE NO. 2020-25**

**AN ORDINANCE** of the City of Bainbridge Island, Washington, adopting the 2021-2026 update of the six-year Capital Improvement Plan.

**WHEREAS**, in accordance with the Growth Management Act, the City of Bainbridge Island adopted a Comprehensive Plan on September 1, 1994, revised it on December 8, 2004, and completed an update on February 28, 2017; and

**WHEREAS**, the Comprehensive Plan contains a Capital Facilities Element that establishes goals and policies for the provision and financing of capital facilities for the residents of Bainbridge Island; and

**WHEREAS**, the Capital Facilities Element is implemented through the City's Capital Improvement Plan, which is a six-year plan that is updated annually; and

**WHEREAS**, the 2021-2026 update of the six-year Capital Improvement Plan addresses the goals and requirements set forth in the Growth Management Act and the Bainbridge Island Comprehensive Plan; and

**WHEREAS**, the 2021-2026 update of the six-year Capital Improvement Plan is consistent with the Comprehensive Plan, functional plans, and adopted capital and operating budgets as stated in Policy CF 1.1 of the Comprehensive Plan; and

**WHEREAS**, on August 13, 2020, the Planning Commission held a public hearing regarding the 2021-2026 update of the six-year Capital Improvement Plan; and

**WHEREAS**, on September 8, 2020 the City Council held a first reading of this ordinance; and

**WHEREAS**, on October 13, 2020, October 27, 2020, November 4, 2020 and November 10, 2020 the City Council reviewed and made motions to revise the Capital Improvement Plan; and

**WHEREAS**, the City Council conducted public hearings on the 2021-2022 Biennial Budget on October 27, 2020 and November 10, 2020, and the 2021-2026 update of the six-year Capital Improvement Plan is a component of that budget, such that the 2021 and 2022 capital improvements identified in the Capital Improvement Plan are incorporated into the 2021-2022 Biennial Budget.

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

**Section 1.** The 2021-2026 update of the six-year Capital Improvement Plan, attached as **Exhibit A**, is adopted as of the effective date of this ordinance.

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

**Section 3.** This ordinance authorizes the City Manager to reformat **Exhibit A** into a final edition for publication and to reformat and transmit **Exhibit A** to the State of Washington as the City’s annual State Transportation Improvement Program (“STIP”), as applicable.

**Section 4.** If any section, sentence, clause, or phrase of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

**Section 5.** This ordinance shall take effect and be in force five (5) days from and after 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, CMC, City Clerk

FILED WITH THE CITY CLERK: November 13, 2020

PASSED BY THE CITY COUNCIL:

PUBLISHED:

EFFECTIVE DATE:

ORDINANCE NUMBER: 2020-25

**Exhibit A:** Revised 2021-2026 CIP



# 2021-2022 PROPOSED BUDGET

## Capital Improvement Plan Update

Date: November 13, 2020

From: Public Works Director, Christopher Wierzbicki, PE

Re: Summary of Final 2021-2026 Capital Improvement Plan Update Revisions

At the November 10, 2020 Council meeting, the City Council finalized their last revisions to the 2021-2026 Capital Improvement Plan (CIP) Update. The following chart outlines a summary of all the changes that are proposed for the final CIP update, which will be included in the 2021-2022 Biennial Budget.

Project Type	Project Name	Comments	Budget Impact
Transportation	Country Club Bulkhead Repairs	Defer to 2023	Move \$525K to 2023 (GF)
Transportation	Country Club Bulkhead Sport Repairs	Add to 2021	Add \$265K to 2021 (GF)
Non-Motorized	Grow Avenue Traffic Calming	Remove	Remove \$100K (GF)
Facilities	City Hall Parking Lot Retrofit	Defer to 2023	Move \$100K to 2023 (GF)
Facilities	Winslow Rain Garden Safety Fencing	Remove	Remove \$100K (GF)
Facilities	City Hall Renovations	Remove	Remove \$450K (GF)
Facilities	Senior Community Center Renovations	Add to 2021-22	Add \$100K to 2021 (50K GF; 50K BISCC) Add \$340K to 2022 (230K GF; 110K BISCC)
Water	Chlorine Generator Upgrades	Revise per staff estimates	Add \$260K (Water Fund)
Sewer	WWTP Air Gap	Revise per staff estimates	Add \$95K to 2021 (Sewer)
Stormwater (SSWM)	Yeomalt Area Drainage Improvements	Defer to 2023	Move \$590K to 2023 (SSWM)
Stormwater (SSWM)	Springbrook Creek Fish Weir/Passage	Add to 2023	Add \$100K (GF) Add \$100K (SSWM) Add \$1M (Grant – TBD)
Add Utility Project Engineer	N/A	Distribute \$145K in labor costs to utility projects	N/A – distribution revisions only
Project Management Costs	N/A	Redistribute labor costs to revised portfolio	N/A – distribution revisions only

GF – General Fund; SSWM – Surface and Stormwater Management Fund

*CITY OF BAINBRIDGE ISLAND  
TOTAL CIP (2021 - 2026)  
2021-2022 PROPOSED BUDGET*

	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	Total
<b>in (1000s)</b>									
Transportation Projects	5,310	833	391	1,948	-	625	1,110	-	10,218
Transportation Grants	3,072	-	300	750	-	-	-	-	4,122
Non Motorized Projects	1,440	610	1,971	785	1,498	235	-	-	6,539
Non Motorized Grants	925	210	1,200	700	735	220	-	-	3,990
Fleet and Equipment	-	753	270	909	486	633	684	-	3,735
General Gov't Funded	-	594	270	300	444	493	354	-	2,455
Utility Funded	-	159	-	609	42	140	330	-	1,280
Facility Projects	20,000	336	393	111	-	-	-	-	20,840
Facility Grants	-	-	-	-	-	-	-	-	-
Water Projects	2,016	1,036	921	10,700	1,735	60	228	-	16,696
Water Grants	-	-	-	-	-	-	-	-	-
Sewer Projects	1,660	1,481	1,374	4,169	1,490	1,330	490	-	11,994
Sewer Grants	-	-	-	-	-	-	-	-	-
SSWM Projects	501	91	20	2,105	765	1,270	-	-	4,751
SSWM Grants	-	-	-	1,000	-	-	-	-	1,000
Utility Funding	4,177	2,767	2,315	16,583	4,032	2,800	1,048	-	33,722
General Govt Funding	22,753	2,163	1,525	1,694	1,207	1,133	1,464	-	31,939
Total Project Cost Less Grants	26,930	4,930	3,840	18,277	5,239	3,933	2,512	-	65,661
Grant Totals	3,997	210	1,500	2,450	735	220	-	-	9,112
<b>TOTAL PROJECT COST</b> .....	<b>30,927</b>	<b>5,140</b>	<b>5,340</b>	<b>20,727</b>	<b>5,974</b>	<b>4,153</b>	<b>2,512</b>	<b>-</b>	<b>74,773</b>

**CITY OF BAINBRIDGE ISLAND**  
**TRANSPORTATION CIP (2021 - 2026)**  
**2021-2022 PROPOSED BUDGET**

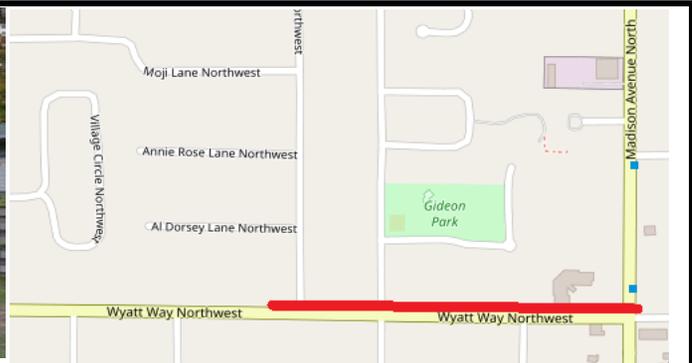
Project / Location	Grant Eligible	Grant Awarded	Grant Funds	General Comp	Strts Component	Wtr Component	Swr Component	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	Total
<b>TRANSPORTATION PROJECTS - 6-YEAR CIP</b>																	
Wyatt Way Reconstruction Phase I <i>Madison - Lovell</i>	X	X	2,516		Y	Y			4,153	22	-	-	-	-	-	-	4,175
Sportsman Club/New Brooklyn <i>Intersection Imprv.</i>	X	X	556		Y				1,096	49	3	-	-	-	-	-	1,149
Finch Road Improvements <i>Wyatt to Sportsman Club</i>	X		300		Y				-	105	347	-	-	-	-	-	452
Country Club Bulkhead Spot Repairs <i>at Seawall</i>									-	299	-	-	-	-	-	-	299
Country Club Bulkhead Reconstruction <i>at Seawall</i>									-	-	-	525	-	-	-	-	525
Country Club Rd Reconstruction <i>Past Toe Jam to Seawall</i>			-		Y				61	325	-	-	-	-	-	-	386
Madison Avenue Reconstruction <i>HS Road to New Brooklyn</i>	X		750		Y				-	33	41	1,198	-	-	-	-	1,272
Manitou Beach Rd & Bulkhead Repair <i>Manitou Beach Rd</i>			-		Y				-	-	-	225	-	485	500	-	1,210
Winslow Way West <i>Parfitt to Grow Ave</i>					Y				-	-	-	-	-	140	610	-	750
City Funding									2,238	833	91	1,198	-	625	1,110	-	6,096
Grant Totals									3,072	-	300	750	-	-	-	-	4,122
<b>TOTALS</b>									<b>5,310</b>	<b>833</b>	<b>391</b>	<b>1,948</b>	<b>-</b>	<b>625</b>	<b>1,110</b>	<b>-</b>	<b>10,218</b>

**Project:** Wyatt Way Reconstruction Phase I

**Number:** 00708

**Location:** Madison to Lovell

**Project Description**



**Description:** Capacity (level of service) improvements to the intersection of Madison Avenue and Wyatt Way, including a roundabout. Complete sidewalk and bicycle facilities on both sides of Wyatt from Madison to Lovell. Reconstruct roadway surfacing and drainage. Replace several hundred feet of aging and undersized water mains prior to road repairs.

**Benefit:** Relieve current and future intersection congestion and ensure mobility by implementing improvements prior to development. Address a gap in non-motorized facilities to improve mobility and safety. Support businesses and employment in the downtown area.

**Schedule:** YR1/2: design, ROW, and permitting, YR3: construction.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$1,637	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,659
Water Fund	\$343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$343
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$2,516	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,516
<b>Sub-total</b>	<b>\$4,496</b>	<b>\$22</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,518</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$144	\$22							\$166
Design/permitting	\$770								\$770
Construction	\$3,582								\$3,582
<b>Sub-total</b>	<b>\$4,496</b>	<b>\$22</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,518</b>

**Estimated Impact on Future Operating Budget (1000's)**

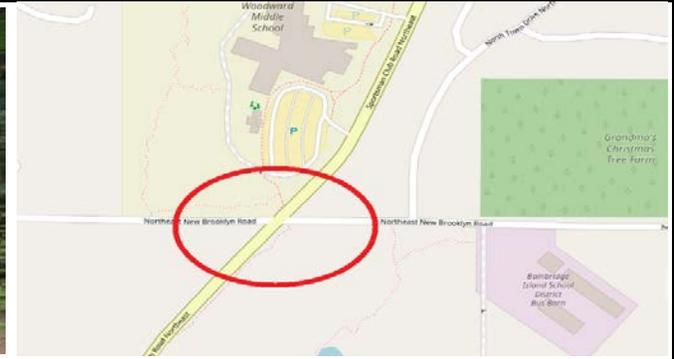
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Sportsman Club Road and New Brooklyn Road

**Number:** 00715

**Location:** Intersection Improvements

**Project Description**



Description: Non-motorized and safety improvements such as sidewalks and improved crosswalks are planned for the intersection to better facilitate walking and biking to school.

Benefit: Improved non-motorized safety at the intersection.

Schedule: 2020: Design; 2021: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$182	\$49	\$3	\$0	\$0	\$0	\$0	\$0	\$235
Trans. Impact Fees	\$358	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$556
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$1,096</b>	<b>\$49</b>	<b>\$3</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,149</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$56	\$49	\$3						\$109
Design/permitting	\$208								\$208
Construction	\$832								\$832
<b>Sub-total</b>	<b>\$1,096</b>	<b>\$49</b>	<b>\$3</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,149</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Location:**

**Project Description**



Description: Vehicular and non-motorized and safety improvements at the intersection of Finch Road and Wyatt Way, as well as non-motorized improvements along the Finch corridor from Wyatt Way to Sportsman Club Road.

Benefit: Improved vehicular and non-motorized safety.

Schedule: YR1: Design; Y2: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$105	\$47	\$0	\$0	\$0	\$0	\$0	\$152
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$300
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$105</b>	<b>\$347</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$452</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$5	\$47						\$52
Design/permitting		\$100							\$100
Construction			\$300						\$300
<b>Sub-total</b>	<b>\$0</b>	<b>\$105</b>	<b>\$347</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$452</b>

**Estimated Impact on Future Operating Budget**

	Prior Yr:	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Country Club Bulkhead Spot Repairs

**Number:**

01116

**Location:** Toe Jam Road to the Seawall

**Project Description**



Description: Repair and replace portions of the existing bulkhead adjacent to the roadway. One lane of the roadway was closed in June 2020 as a result of failing pavement caused by erosion on the shoreline.

Benefit: Repairing the bulkhead will prevent further failure of the roadway.

Schedule: 2020: Design and permitting; 2021: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$299	\$0	\$0	\$0	\$0	\$0	\$0	\$299
REET	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$299</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$299</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$34							\$34
Design/permitting									\$0
Construction		\$265							\$265
<b>Sub-total</b>	<b>\$0</b>	<b>\$299</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$299</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

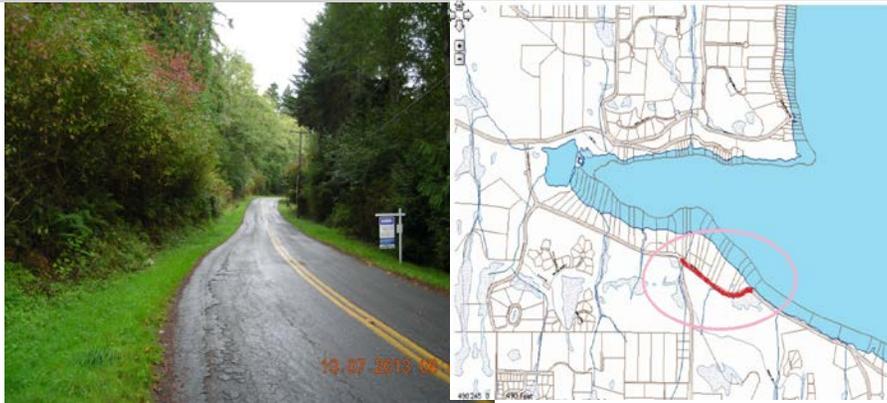
**Project:** Country Club Road Reconstruction

**Number:**

00712

**Location:** Toe Jam Road to the Seawall

**Project Description**



Description: This project will repair failing roadway pavement and improve drainage conditions east of Toe Jam Road to the existing bulkhead.

Benefit: Roadway preservation.

Schedule: YR1: Design; YR2: Construction

**Capital Funding (1000's)**

	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$61	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61
REET	\$0	\$325	\$0	\$0	\$0	\$0	\$0	\$0	\$325
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$61</b>	<b>\$325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$386</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$61	\$16							\$77
Design/permitting		\$55							\$55
Construction		\$254							\$254
<b>Sub-total</b>	<b>\$61</b>	<b>\$325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$386</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

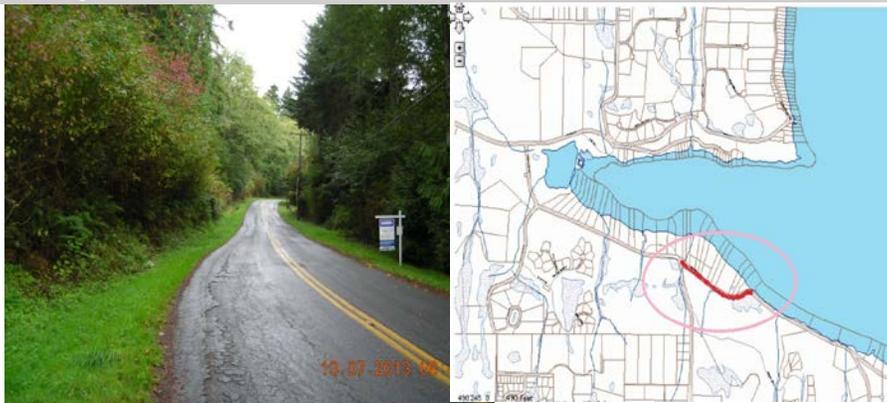
**Project:** Country Club Road Reconstruction

**Number:**

00712

**Location:** Toe Jam Road to the Seawall

**Project Description**



Description: This project will repair failing roadway pavement and improve drainage conditions east of Toe Jam Road to the existing bulkhead.

Benefit: Roadway preservation.

Schedule: YR1: Design; YR2: Construction

**Capital Funding (1000's)**

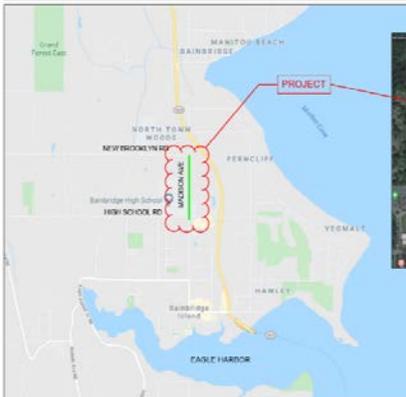
	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$61	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61
REET	\$0	\$325	\$0	\$0	\$0	\$0	\$0	\$0	\$325
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$61</b>	<b>\$325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$386</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$61	\$16							\$77
Design/permitting		\$55							\$55
Construction		\$254							\$254
<b>Sub-total</b>	<b>\$61</b>	<b>\$325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$386</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Location:**

**Project Description**



Description: This project proposed to reconstruct Madison Avenue from the roundabout to New Brooklyn Road where the pavement condition score ranks 55 out of a possible 100 points. The paving will be performed after sewer utility replacement work occurs along the corridor the previous year.

Benefit: Roadway preservation.

Schedule: YR1: Design; YR3: Construction

**Capital Funding (1000's)**

	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$33	\$41	\$448	\$0	\$0	\$0	\$0	\$522
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$750	\$0	\$0	\$0	\$0	\$750
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$33</b>	<b>\$41</b>	<b>\$1,198</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,272</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$3	\$41	\$75					\$119
Design/permitting		\$30		\$373					\$403
Construction				\$750					\$750
<b>Sub-total</b>	<b>\$0</b>	<b>\$33</b>	<b>\$41</b>	<b>\$1,198</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,272</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**CITY OF BAINBRIDGE ISLAND**  
**NON-MOTORIZED TRANSPORTATION CIP (2021- 2026)**  
**2021-2022 PROPOSED BUDGET**

Project	Grant Eligible	Grant Awarded	Grant Funds	General Comp	Strts Comp	W/tr Comp	Swr Comp	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	Total
<b>NON-MOTORIZED PROJECTS - 6-YEAR CIP</b>																	
High School Road Safety Improvements	X	X	225						248	16	-	-	-	-	-	-	264
<i>SR305 to Grow</i>																	
Eagle Harbor Phase II	X	X	700						1,020	57	2	-	-	-	-	-	1,079
<i>Eagle Harbor Dr</i>																	
Visconsi Trail									20	249	-	-	-	-	-	-	269
<i>SR305 at HS Rd</i>																	
Madison Avenue Sidewalk Improvements	X	X	1,410	Y					-	284	1,801	-	-	-	-	-	2,085
<i>Wyatt to High School</i>																	
High School Road SR 305 Bike Crossing	X		700						-	4	168	770	-	-	-	-	942
C40 Eagle Harbor Dr Phase I	X	X	735					Y	95	-	-	5	755	-	-	-	855
<i>Wyatt to past Bucklin Hill</i>																	
Lost Valley Trail	X		220						-	-	-	10	45	235	-	-	290
C40 - Bucklin Ph 2	X		-	Y					57	-	-	-	698	-	-	-	755
<i>Blakely - Fletcher Bay</i>																	
City Project Funding									515	400	771	85	763	15	-	-	2,549
Grant Totals									925	210	1,200	700	735	220	-	-	3,990
<b>TOTALS</b>									<b>1,440</b>	<b>610</b>	<b>1,971</b>	<b>785</b>	<b>1,498</b>	<b>235</b>	<b>0</b>	<b>-</b>	<b>6,539</b>

**Project:** High School Road Safety Improvements

**Number:** 00966

**Location:** SR305 to Grow

**Project Description**



Description: Improve pedestrian safety by reconfiguring an existing mid-block crossing, adding signage and flashing beacons, and adding/moving radar feedback signs.

Benefit: Increase pedestrian and other non-motorized safety.

Schedule: 2020: Design; 2021 Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$23	\$16	\$0	\$0	\$0	\$0	\$0	\$0	\$39
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$225	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$225
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$248</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$264</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$20	\$16							\$36
Design/permitting	\$26								\$26
Construction	\$202								\$202
<b>Sub-total</b>	<b>\$248</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$264</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** C40 Eagle Harbor Drive Phase 2

**Number:**

01077

**Location:** Eagle Harbor shoreline to McDonald

**Project Description**



Description: Provide a 5'-wide shoulder (northbound) and a separated bike lane (southbound) from the shoreline to McDonald Ave.

Benefit: Safety and non-motorized transportation connectivity.

Schedule: YR1: design/permitting YR2: construction.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
REET	\$320	\$57	\$2	\$0	\$0	\$0	\$0	\$0	\$379
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$1,020</b>	<b>\$57</b>	<b>\$2</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,079</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$40	\$57	\$2						\$99
Design/permitting									\$0
Construction	\$980								\$980
<b>Sub-total</b>	<b>\$1,020</b>	<b>\$57</b>	<b>\$2</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,079</b>

**Estimated Impact on Future Operating Budget**

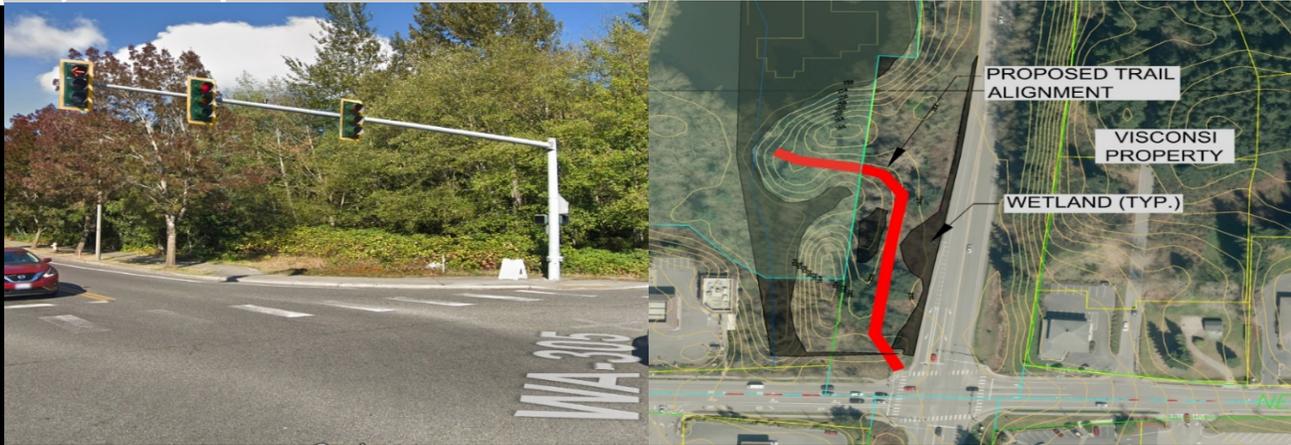
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Visconsi Trail

**Number:** 00841

**Location:**

**Project Description**



Description: This project is a continuation of the paved, multi-use Sound to Olympics Trail (STO) from the Northwest corner of SR305 and High School Road to the southwest side of the Sakai Pond. The end of the paved, multi-use trail will connect with the Sakai trail on Bainbridge Island Parks property. Approximately \$155,000 of the project cost was provided through the Visconsi development agreement.

Benefit: Extension of the STO multi-use trail for non-motorized users.

Schedule: 2020: Design; 2021: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
REET	\$0	\$249	\$0	\$0	\$0	\$0	\$0	\$0	\$249
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$20</b>	<b>\$249</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$269</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$20	\$34							\$54
Design/permitting									\$0
Construction		\$215							\$215
<b>Sub-total</b>	<b>\$20</b>	<b>\$249</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$269</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026-2040	Total
Operating Debt Service								
<b>Sub-total</b>	<b>\$0</b>							

**Project Description**



**Description:** This project will widen the existing east-side sidewalk to 5-feet or greater, and include sections of landscape buffer. Driveways and ramps on the both sides will be upgraded to meet current standards.

**Benefit:** The goal of the project is to better accommodate pedestrians of all ages and abilities along this heavily used corridor that currently has barriers for many users.

**Schedule:** YR1: Design; YR2 Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$74	\$0	\$0	\$0	\$0	\$0	\$0	\$74
REET	\$0	\$0	\$601	\$0	\$0	\$0	\$0	\$0	\$601
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$210	\$1,200	\$0	\$0	\$0	\$0	\$0	\$1,410
<b>Sub-total</b>	<b>\$0</b>	<b>\$284</b>	<b>\$1,801</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,085</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$24	\$51						\$75
Design/permitting		\$260							\$260
Construction			\$1,750						\$1,750
<b>Sub-total</b>	<b>\$0</b>	<b>\$284</b>	<b>\$1,801</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,085</b>

**Estimated Impact on Future Operating Budget**

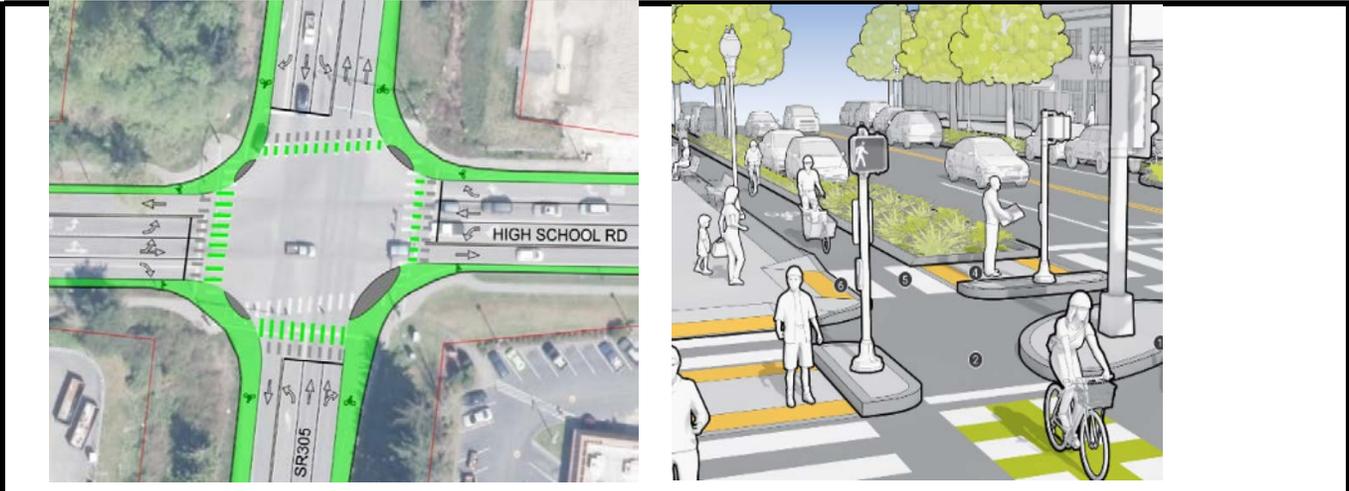
	Prior Yr:	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>								

**Project:** High School Road SR305 Bike Crossing

**Number:** 01117

**Location:** SR305 at High School Rd

**Project Description**



Description: This project proposes to create bicycle crossings, signage and signals at the SR305 and High School road intersection to improve safety associated with Sound to Olympics Trail crossings.

Benefit: Improved bicycle safety.

Schedule: YR1: Design and permitting; YR2: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$70	\$0	\$0	\$0	\$0	\$70
REET	\$0	\$4	\$168	\$0	\$0	\$0	\$0	\$0	\$172
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$700	\$0	\$0	\$0	\$0	\$700
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$4</b>	<b>\$168</b>	<b>\$770</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$942</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$4	\$18	\$70					\$92
Design/permitting			\$150						\$150
Construction				\$700					\$700
<b>Sub-total</b>	<b>\$0</b>	<b>\$4</b>	<b>\$168</b>	<b>\$770</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$942</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** C40 Eagle Harbor Drive Phase I

**Number:** 00968

**Location:** Wyatt to past Bucklin Hill

**Project Description**



Description: Shoulder widening on both sides from the Head of the Bay and along the shoreline segment of the road. This project includes the replacement of a culvert with a fish passage culvert – see SSWM project list.

Benefit: Safety and Non Motorized Transportation Connectivity.

Schedule: 2023: Design; 2024: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$95	\$0	\$0	\$5	\$20	\$0	\$0	\$0	\$120
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$105	\$2	\$7	\$0	\$525	\$0	\$0	\$0	\$638
Federal Grant	\$0	\$0	\$0	\$0	\$735	\$0	\$0	\$0	\$735
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$200</b>	<b>\$2</b>	<b>\$7</b>	<b>\$5</b>	<b>\$1,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,493</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$10	\$2	\$7		\$20				\$38
Design/permitting	\$190								\$190
Construction				\$5	\$1,260				\$1,265
<b>Sub-total</b>	<b>\$200</b>	<b>\$2</b>	<b>\$7</b>	<b>\$5</b>	<b>\$1,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,493</b>

**Estimated Impact on Future Operating Budget (1000's)**

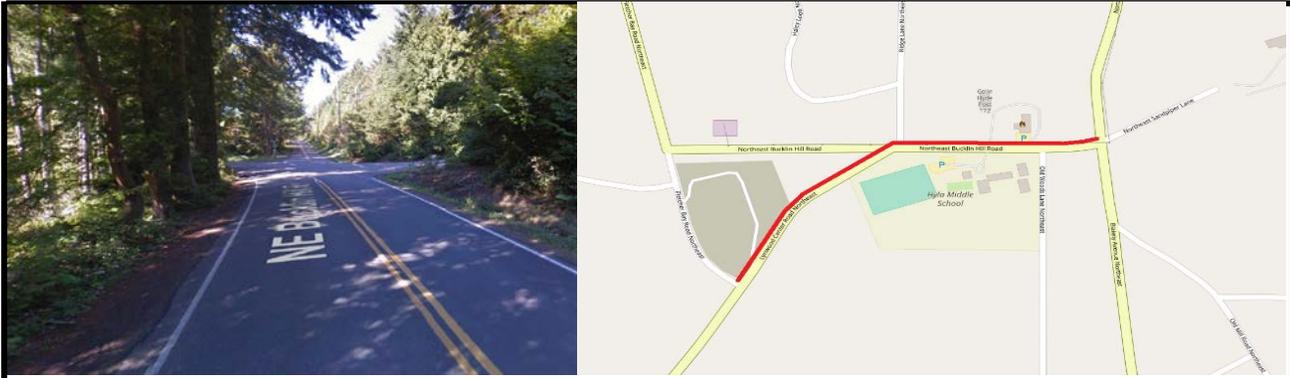
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** C40 Bucklin Hill Road Phase 2

**Number:** 00723

**Location:** Blakely to Fletcher

**Project Description**



Description: Provide shoulder widening on both sides of Bucklin Hill Road and Lynwood Center Road from Blakely Avenue to Fletcher Bay Road. There is a potential for separated paths along portions of this segment on both sides of the road.

Benefit: Safety and non-motorized transportation connectivity.

Schedule: YR1: Construction (in-house design)

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$57	\$0	\$0	\$0	\$698	\$0	\$0	\$0	\$755
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$57</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$698</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$755</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$10				\$95				\$105
Design/permitting	\$47								\$47
Construction					\$603				\$603
<b>Sub-total</b>	<b>\$57</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$698</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$755</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2022	2023	2024	2025	2026-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**CITY OF BAINBRIDGE ISLAND**  
**FLEET AND EQUIPMENT CIP (2021 - 2026)**  
**2021-2022 PROPOSED BUDGET**

Project	General Comp	Strts Component	Wtr Component	Swr Component	SSWM Comp	2021	2022	2023	2024	2025	2026	Total
<b>FLEET &amp; EQUIPMENT - 6-YEAR CIP (1000s)</b>												
Police Vehicles (2)	1,242					187	195	202	211	219	228	1,242
Track Excavator		160				160	-	-	-	-	-	160
Medium Duty Pickup		66				66	-	-	-	-	-	66
Heavy Duty Pickup with Crane			60		60	120	-	-	-	-	-	120
Heavy Duty Pickup	76	19				95						95
Light Duty Pick Up	60					60	-	-	-	-	-	60
Light Duty Pick Up	13	13	13	13	13	65	-	-	-	-	-	65
Police Boat Trailer	34					-	34	-	-	-	-	34
Police Motorcycle	41					-	41	-	-	-	-	41
Vactor Truck				231	231	-	-	462	-	-	-	462
Electric SUV	14	14	14	14	14	-	-	70	-	-	-	70
Medium Duty Pickup	22	22	22	22	22	-	-	110	-	-	-	110
Electric SUV	13	13	13	13	13	-	-	65	-	-	-	65
Electric SUV	14	14	14	14	14	-	-	-	70	-	-	70
CH Vehicle	70					-	-	-	70	-	-	70
Electric SUV	65					-	-	-	65	-	-	65
Salt Brine System		70				-	-	-	70	-	-	70
Police Boat Motor	15					-	-	-	-	15	-	15
Heavy Duty Pickup	24	95				-	-	-	-	119	-	119
Truck Cab and Chassis		140			140	-	-	-	-	280	-	280
Forklift	9	9	9	9	9	-	-	-	-	-	45	45
Street Sweeper		65			260	-	-	-	-	-	325	325
Pup Trailer		43			43	-	-	-	-	-	86	86
<b>TOTALS .....</b>						<b>753</b>	<b>270</b>	<b>909</b>	<b>486</b>	<b>633</b>	<b>684</b>	<b>3,735</b>

**CITY OF BAINBRIDGE ISLAND  
FACILITIES CIP (2021 - 2026)  
2021-2022 PROPOSED BUDGET**

Project	Grant Eligible	Grant Awarded	Grant Funds	General Comp	Stirts Component	Wtr Component	Swr Component	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	Total
<b>FACILITIES PROJECTS - 6-YEAR CIP</b>																	
Police and Municipal Court Building				Y					20,000	-	-	-	-	-	-	-	20,000
City Hall Parking Lot Retrofit	x			Y					-	-	-	111	-	-	-	-	111
City Hall Security				Y					-	153	7	-	-	-	-	-	160
Salt Storage Facility				Y					-	71	-	-	-	-	-	-	71
B.I. Senior Center Renovations				Y					-	112	386	-	-	-	-	-	498
<b>City Total</b>									20,000	336	393	111	-	-	-	-	20,840
<b>Grant Totals</b>									-	-	-	-	-	-	-	-	-
<b>TOTALS</b> .....									20,000	336	393	111	-	-	-	-	20,840

**Project:** Police and Municipal Court Facility

**Number:** 00724

**Location:** Harrison Building

**Project Description**



**Description:** This project provides for the replacement of the Police Station and relocation of the Municipal Court.

**Benefit:** Replacement Police facility will provide adequate space for current and future departmental needs, while correcting numerous space, structural, and security deficiencies in the current facility. New Court facility will replace existing leased space, which marginally meets current requirements and will create operational efficiencies by being co-located with the Police Station.

**Schedule:** Construction in 2021.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$10,281	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,281
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$1,719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,719
Long-Term Debt	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000
<b>Sub-total</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$20,000</b>						
<b>FUNDING USES (1000's)</b>									
Project Mgmt/Admin	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
Predesign	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450
Acquisition	\$8,975	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,975
Design	\$672	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$672
Construction	\$9,703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,703
<b>Sub-total</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$20,000</b>						

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating				\$100	\$100	\$100	\$100	\$1,400	\$1,800
Debt Service		\$0	\$489	\$515	\$512	\$514	\$511	\$7,176	\$9,717
<b>Sub-total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$489</b>	<b>\$615</b>	<b>\$612</b>	<b>\$614</b>	<b>\$611</b>	<b>\$8,576</b>	<b>\$11,517</b>

**Project: City Hall Security**

**Number: 01092**

**Location: City Hall**

**Project Description**



Description: Replace the obsolete existing security system at City Hall to match coordinate with the new system to be installed at the new Police/Court Facility.

Benefit: Improved security at City Hall, and coordinated systems across the organization for ease of maintenance and operability.

Schedule: YR 1: Design and construction; YR 2: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$153	\$7	\$0	\$0	\$0	\$0	\$0	\$160
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$153</b>	<b>\$7</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$160</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$0	\$3	\$7	\$0	\$0	\$0	\$0	\$0	\$10
Design/permitting	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$150
<b>Sub-total</b>	<b>\$0</b>	<b>\$153</b>	<b>\$7</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$160</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yr:	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating Debt Service									
<b>Sub-total</b>									

**Project: Salt Storage Facility**  
**Location: Hidden Cove Maintenance Facility**

**Number:**

**Project Description**



Description: The salt storage facility will enable road maintenance crews to store and more easily distribute salt brine as part of the City’s snow and ice response efforts. Salt brine has previously been purchased from the County, and this new approach will reduce the budget and labor associated with this work over the long term. Stockpiled salt needs to be sheltered from the elements.

Benefit: Improved snow and ice response, and reduced costs.

Schedule: YR I: Design and construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$71	\$0	\$0	\$0	\$0	\$0	\$0	\$71
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$71</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$0	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$11
Design/permitting	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$60
<b>Sub-total</b>	<b>\$0</b>	<b>\$71</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
<b>Sub-total</b>									

**Project:** Bainbridge Island Senior Center Renovations

**Number:**

**Location:** BISCC

**Project Description**



Description: The Bainbridge Island Senior Community Center Renovations project includes a suite of repair and maintenance upgrades (heat pump and roof replacement, security and electrical upgrades, etc.), and renovations to improve efficiency and the use of space for community programs. The work will include retrofitting the east-wing for more a more communal layout, reconfiguring the entryway, and expanding the thrift store.

Benefit: Improved asset and more efficient use of existing space.

Schedule: YR1: Design; YR2: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$62	\$276	\$0	\$0	\$0	\$0	\$0	\$338
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dontated	\$0	\$50	\$110	\$0	\$0	\$0	\$0	\$0	\$160
<b>Sub-total</b>	<b>\$0</b>	<b>\$112</b>	<b>\$386</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$498</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$0	\$12	\$46	\$0	\$0	\$0	\$0	\$0	\$58
Design/permitting	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Construction	\$0	\$0	\$340	\$0	\$0	\$0	\$0	\$0	\$340
<b>Sub-total</b>	<b>\$0</b>	<b>\$112</b>	<b>\$386</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$498</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
<b>Sub-total</b>									

**CITY OF BAINBRIDGE ISLAND**  
**WATER CIP (2021 - 2026)**  
**2021-2022 PROPOSED BUDGET**

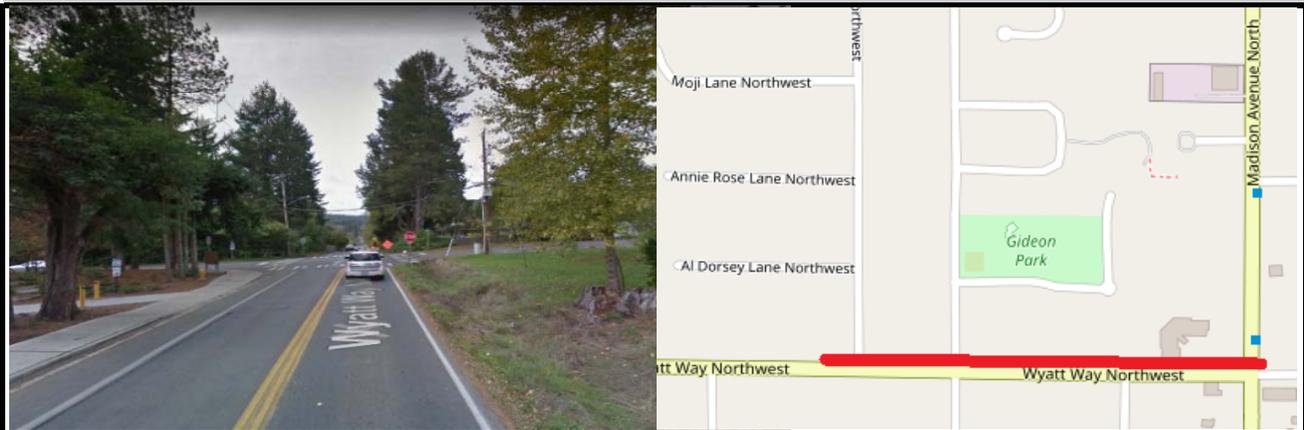
Project	Location	Grant Eligible	General Comp	Strts Comp	Wtr Comp	Swr Comp	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	Total
<b>WATER PROJECTS - 6-YEAR CIP (1000s)</b>																
Wyatt Way Reconstruction	Wyatt Way				Y			343	-	-	-	-	-	-	-	343
SCADA Upgrades	Various				Y			208	17	-	-	-	-	-	-	225
Chlorine Generator Upgrades	Various				Y			460	271	-	-	-	-	-	-	731
Winslow Water Tank Replacement	New Brooklyn	x			Y			1,005	535	39	10,040	-	-	-	-	11,619
Fire Flow Improvements	Winslow				Y			-	91	385	-	-	-	-	-	476
Well Development/Rehab	Pritchard Park				Y			-	56	164	-	-	-	-	-	220
Pipeline Improvements	Shephard Way				Y			-	66	333	-	-	-	-	-	399
Emergency Generator	Head of the Bay				Y			-	-	-	60	135	-	-	-	195
Water Treatment Improvements	Head of the Bay				Y			-	-	-	600	1,600	-	-	-	2,200
Winslow Way West								-	-	-	-	-	60	228	-	288
City Project Funding								2,016	1,036	921	10,700	1,735	60	228	-	16,696
Grant Totals								-	-	-	-	-	-	-	-	-
<b>TOTALS</b>								<b>2,016</b>	<b>1,036</b>	<b>921</b>	<b>10,700</b>	<b>1,735</b>	<b>60</b>	<b>228</b>	<b>-</b>	<b>16,696</b>

**Project:** Wyatt Way Reconstruction Phase I

**Number:** 00708

**Location:** Madison to Lovell

**Project Description**



Description: Capacity (level of service) improvements to the intersection of Madison Avenue and Wyatt Way, including a roundabout. Complete sidewalk and bicycle facilities on both sides of Wyatt from Madison to Lovell. Reconstruct roadway surfacing and drainage. Replace several hundred feet of aging and undersized water mains prior to road repairs.

Benefit: Relieve current and future intersection congestion and ensure mobility by implementing improvements prior to development. Address a gap in non-motorized facilities to improve mobility and safety. Support businesses and employment in the downtown area.

Schedule: 2020: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$1,637	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,659
Water Fund	\$343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$343
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$2,516	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,516
<b>Sub-total</b>	<b>\$4,496</b>	<b>\$22</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,518</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$144	\$22							\$166
Design/permitting	\$770								\$770
Construction	\$3,582								\$3,582
<b>Sub-total</b>	<b>\$4,496</b>	<b>\$22</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,518</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** SCADA Upgrades

**Number:** 00818

**Location:** Various

**Project Description**



Description: The City's water systems are monitored and controlled remotely by a Supervisory Control and Data Acquisition (SCADA) system that was design and installed in 1995. This project will upgrade and replace this critical system to meet current hardware and software standards.

Benefit: Provide reliable monitoring and control of the water system.

Schedule: YRI: construction.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$208	\$17	\$0	\$0	\$0	\$0	\$0	\$0	\$225
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$208</b>	<b>\$17</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$225</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$3	\$17							\$20
Design/permitting									
Construction	\$205								\$205
<b>Sub-total</b>	<b>\$208</b>	<b>\$17</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$225</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Chlorine Generator Upgrades

**Number:** 00987

**Location:** Various

**Project Description**



Description: The City's chlorine generators at the Sands, Fletcher Bay, and Head of the Bay Well Site are between 9 and 15 years old. These three 36 pounds per day (ppd) units need to be replaced.

Benefit: Improve water quality for the system.

Schedule: 2021: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$460	\$271	\$0	\$0	\$0	\$0	\$0	\$0	\$731
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$460</b>	<b>\$271</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$731</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$11							\$11
Design/permitting									
Construction	\$460	\$260							\$720
<b>Sub-total</b>	<b>\$460</b>	<b>\$271</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$731</b>

**Estimated Impact on Future Operating Budget (1000's)**

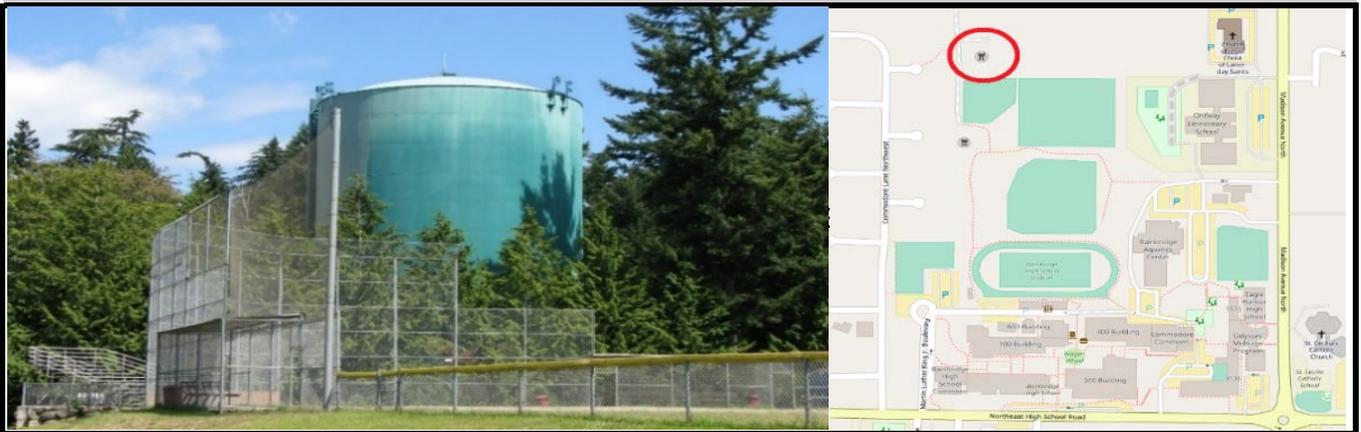
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Winslow Water Tank Replacement

**Number:** 00988

**Location:** New Brooklyn

**Project Description**



**Description:** Construct a new 2 million-gallon reservoir to replace both of the existing tanks that are located on an easement near the High School.

**Benefit:** A new tank built at a sufficient elevation, and to the most recent design standards, will correct several deficiencies associated with existing tanks including: significant dead storage, pressure zone deficiencies, water quality issues, and seismic deficiencies.

**Schedule:** 2021: Design; 2023: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$1,005	\$535	\$39	\$10,040	\$0	\$0	\$0	\$0	\$11,619
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$1,005</b>	<b>\$535</b>	<b>\$39</b>	<b>\$10,040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,619</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$5	\$35	\$39	\$40					\$119
Design/permitting	\$1,000	\$500							\$1,500
Construction				\$10,000					\$10,000
<b>Sub-total</b>	<b>\$1,005</b>	<b>\$535</b>	<b>\$39</b>	<b>\$10,040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,619</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Fire Flow Improvements

**Number:**

01095

**Location:** Winslow

**Project Description**



Description: As recommended by the City’s 2017 Water System Plan, three pipeline upgrades have been identified that will allow the Winslow Water System to provide the required fire flow requirements for commercial and multi-family buildings.

Benefit: Sufficient fire flow to provide life safety and property protections.

Schedule: YR1: design, YR2: construction.

**Capital Funding (1000's)**

	Prior							2027-	
	Yrs.	2021	2022	2023	2024	2025	2026	2040	Total
FUNDING SOURCES (1000's)									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$91	\$385	\$0	\$0	\$0	\$0	\$0	\$476
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$91</b>	<b>\$385</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$476</b>
FUNDING USES (1000's)									
Project Management		\$16	\$35						\$51
Design/permitting									\$0
Construction		\$75	\$350						\$425
<b>Sub-total</b>	<b>\$0</b>	<b>\$91</b>	<b>\$385</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$476</b>

**Estimated Impact on Future Operating Budget**

	Prior							2027-	
	Yrs.	2021	2022	2023	2024	2025	2026	2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Well Development

**Number:**

01096

**Location:** Pritchard Park

**Project Description**



Description: Pritchard well, which serves the City’s Rockaway Beach Water System, has declined 40% since the City took ownership of the system in 1996. Rehabilitation of the well may be possible, but a new well location may also need to be planned in another nearby location.

Benefit: Provide sufficient water supply for the Rockaway service area.

Schedule: YR1: Planning; YR2: Construction

**Capital Funding (1000's)**

	<b>Prior Yrs.</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027- 2040</b>	<b>Total</b>
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$56	\$164	\$0	\$0	\$0	\$0	\$0	\$220
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$56</b>	<b>\$164</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$220</b>
<b>FUNDING USES (1000's)</b>									
Proj. Management		\$6	\$14						\$20
Design/permitting		\$50							\$50
Construction			\$150						\$150
<b>Sub-total</b>	<b>\$0</b>	<b>\$56</b>	<b>\$164</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$220</b>

**Estimated Impact on Future Operating Budget**

	<b>Prior Yrs.</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027- 2040</b>	<b>Total</b>
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Project:** Pipeline Improvements

**Number:**

01097

**Location:** Shepard Way

**Project Description**



Description: This project proposes to increase the size of the water main on Shepard Way which was identified by the City’s Water system Plan as undersized to meet current needs.

Benefit: Sufficient fire flow to protect life and property.

Schedule: YR1: design, YR2: construction.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$66	\$333	\$0	\$0	\$0	\$0	\$0	\$399
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$66</b>	<b>\$333</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$399</b>
<b>FUNDING USES (1000's)</b>									
Proj. Management		\$16	\$33						\$49
Design/permitting									\$0
Construction		\$50	\$300						\$350
<b>Sub-total</b>	<b>\$0</b>	<b>\$66</b>	<b>\$333</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$399</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**CITY OF BAINBRIDGE ISLAND**  
**SEWER CIP (2021 - 2026)**  
**2021-2022 PROPOSED BUDGET**

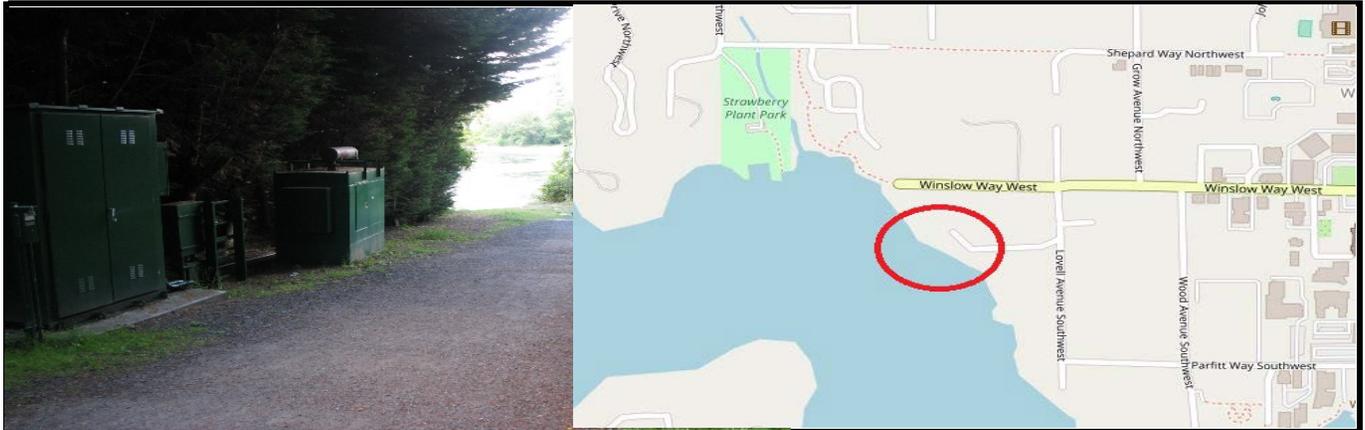
Project	Location and/or Phase	Grant Eligible	Grant Awarded	Grant Funds	General Comp	Strts Component	Wtr Component	Swr Component	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	Total
<b>SEWER PROJECTS - 6-YEAR CIP (1000s)</b>																		
Rehabilitate Pumps	Sunday Cove			-				Y		151	45	466	-	-	-	-	-	662
Lift Station SCADA Upgrades	Various			-				Y		281	21	-	-	-	-	-	-	302
Pump Station & Force Main	Wood Ave			-				Y		753	17	21	2,800	-	-	-	-	3,591
Rehabilitate Pump Station (Lower Lovell)	Lower Lovell							Y		173	12	475	440	-	-	-	-	1,100
Rehabilitate Pump Station (Wing Point)	Wing Point			-				Y		102	15	17	-	525	-	-	-	659
Village Basin Improvements	NW Winslow							Y		-	791	1	-	-	-	-	-	792
WWTP Airgap Replacement	Wing Point							Y		-	188	-	-	-	-	-	-	188
Hawley Pump	Lower Hawley							Y		-	-	124	-	490	-	-	-	614
Hawley/Irene Grinder Pumps	Wing Point							Y		-	363	27	-	-	-	-	-	390
North Town Woods Pump	NW Winslow							Y		-	-	115	474	-	-	-	-	589
Woodward Pump	NW Winslow							Y		-	14	119	-	-	380	-	-	513
Rehabilitate Pump Station (Island Terrace)	Island Terrace			-				Y		-	-	-	180	475	-	-	-	655
Install Gravity Sewers	Sunday Cove			-				Y		200	15	10	-	-	-	490	-	715
Extend WWTP Outfall	Wing Point			-				Y		-	-	-	275	-	950	-	-	1,225
City Total										1,660	1,481	1,374	4,169	1,490	1,330	490	-	11,994
Grant Total										-	-	-	-	-	-	-	-	-
<b>TOTALS</b>										<b>1,660</b>	<b>1,481</b>	<b>1,374</b>	<b>4,169</b>	<b>1,490</b>	<b>1,330</b>	<b>490</b>	<b>-</b>	<b>11,994</b>

**Project: Rehabilitate Pumps**

**Number:** 00989

**Location:** Sunday Cove

**Project Description**



**Description:** Some components of the Sunday Cove pump station will reach the end of their useful life, which is assumed to be approximately 30 years, over the next few years. In addition to replacement of the pumps and motors, this project will include the replacement of the station’s emergency generator.

**Benefit:** Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

**Schedule:** YRI: Design and construction.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$151	\$45	\$466	\$0	\$0	\$0	\$0	\$0	\$662
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$151</b>	<b>\$45</b>	<b>\$466</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$662</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$1	\$15	\$46						\$62
Design/permitting	\$150	\$30							\$180
Construction			\$420						\$420
<b>Sub-total</b>	<b>\$151</b>	<b>\$45</b>	<b>\$466</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$662</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Lift Station SCADA Upgrades

**Number:** 00821

**Location:** Various

**Project Description**



Description: The City’s sewer system is monitored and controlled remotely by a Supervisory Control and Data Acquisition (SCADA) system that was design and installed in 1995. This project will upgrade and replace this critical system to meet current hardware and software standards.

Benefit: Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

Schedule: 2020: Design; 2021: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$281	\$21	\$0	\$0	\$0	\$0	\$0	\$0	\$302
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$281</b>	<b>\$21</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$302</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$1	\$21							\$22
Design/permitting									\$0
Construction	\$280								\$280
<b>Sub-total</b>	<b>\$281</b>	<b>\$21</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$302</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project: Pump Station and Force Main**

**Number:** 00990

**Location:** Wood Ave

**Project Description**



**Description:** This project is part of a suite of projects (Lovell Pump Station; Sunday Cove Pump Station; and Sunday Cove Gravity Sewers) that are planned to facilitate the abandonment of the north and south sewer beach main, which is an aging facility that has reached the end of its useful life. Abandonment of the beach mains was determined to be the best replacement approach due to environmental, maintenance and cost-benefit concerns.

**Benefit:** Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

**Schedule:** YR1: design/permitting, YR3: construction.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$753	\$17	\$21	\$2,800	\$0	\$0	\$0	\$0	\$3,591
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$753</b>	<b>\$17</b>	<b>\$21</b>	<b>\$2,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,591</b>

**FUNDING USES (1000's)**

Project Management	\$3	\$17	\$21	\$50					\$91
Design/permitting	\$750								\$750
Construction				\$2,750					\$2,750
<b>Sub-total</b>	<b>\$753</b>	<b>\$17</b>	<b>\$21</b>	<b>\$2,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,591</b>

**Estimated Impact on Future Operating Budget (1000's)**

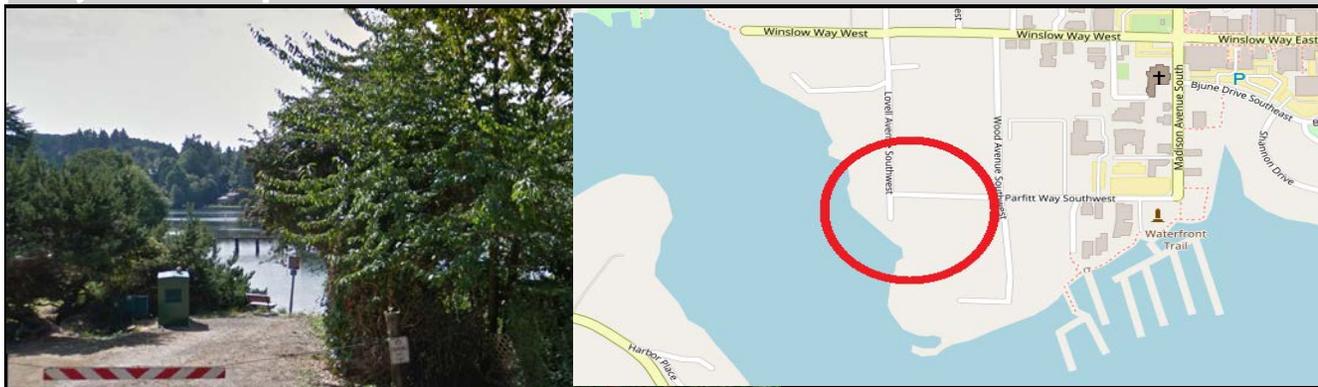
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Rehabilitate Pump Station and Re-connect Side Sewers

**Number:** 01086

**Location:** Lower Lovell

**Project Description**



**Description:** The pump station is reaching the end of its useful life, and needs to be upgraded with replacement pumps. This project is part of a suite of projects (Lovell Pump Station; Sunday Cove Pump Station; and Sunday Cove Gravity Sewers) that are planned to facilitate the abandonment of the north and south sewer beach main, which is an aging facility that has reached the end of its useful life. Side sewers associated with several properties along Lovell Avenue will be reconnected to the upland sewer main as part of this project.

**Benefit:** Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

**Schedule:** YR1: design. YR2: construction.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$173	\$12	\$475	\$440	\$0	\$0	\$0	\$0	\$1,100
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$173</b>	<b>\$12</b>	<b>\$475</b>	<b>\$440</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$3	\$12	\$45	\$40					\$100
Design/permitting	\$170								\$170
Construction			\$430	\$400					\$830
<b>Sub-total</b>	<b>\$173</b>	<b>\$12</b>	<b>\$475</b>	<b>\$440</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100</b>

**Estimated Impact on Future Operating Budget**

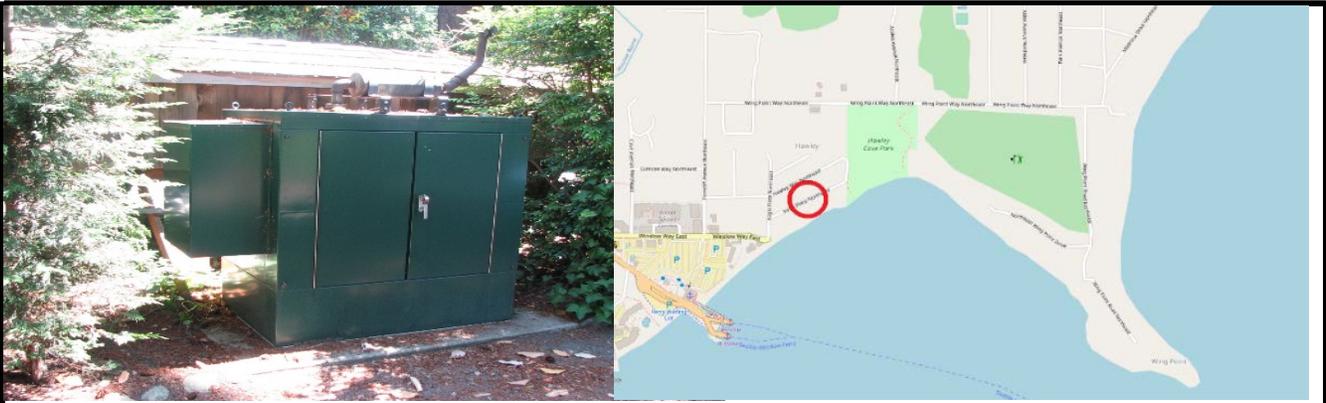
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Rehabilitate Pump Station

**Number:** 00820

**Location:** Wing Point

**Project Description**



Description: The Wing Point Pump Station has not been upgraded since its construction in 1979, and has reached the end of its useful life. In addition to required upgrades, the pump station access hatch will need to be re-designed to accommodate impacts from sea-level rise.

Benefit: Improves reliability of current sewer collection system.

Schedule: 2020: Design; 2024: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$102	\$15	\$17	\$0	\$525	\$0	\$0	\$0	\$659
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$102</b>	<b>\$15</b>	<b>\$17</b>	<b>\$0</b>	<b>\$525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$659</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$2	\$15	\$17		\$25				\$59
Design/permitting	\$100								\$100
Construction					\$500				\$500
<b>Sub-total</b>	<b>\$102</b>	<b>\$15</b>	<b>\$17</b>	<b>\$0</b>	<b>\$525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$659</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project: Village Basin Improvements**

**Number:**

01100

**Location:**

**Project Description**



Description: This project is a placeholder for prioritized sewer improvements that will be identified by the City’s sewer basin analysis, which is anticipated to be completed in Fall 2020. The amount is reflective of the approximate cost of what may be the basin’s priority project, replacement of a force main in New Brooklyn and Madison Avenue.

Benefit: Improves reliability of sewer collection system.

Schedule: YR1: Design and Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$791	\$1	\$0	\$0	\$0	\$0	\$0	\$792
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$791</b>	<b>\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$792</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$41	\$1						\$42
Design/permitting		\$30							\$30
Construction		\$720							\$720
<b>Sub-total</b>	<b>\$0</b>	<b>\$791</b>	<b>\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$792</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

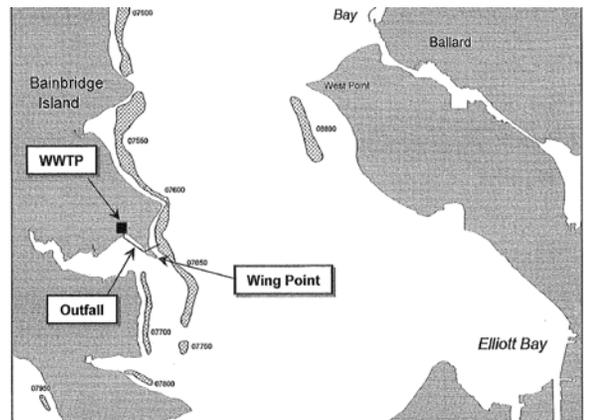
**Project:** WWTP Air Gap Replacement

**Number:**

01073

**Location:** Wing Point

**Project Description**



Description:

Benefit:

Schedule: YR1: design, YR2: construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$188	\$0	\$0	\$0	\$0	\$0	\$0	\$188
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$188</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$188</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$8							\$8
Design/permitting									\$0
Construction		\$180							\$180
<b>Sub-total</b>	<b>\$0</b>	<b>\$188</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$188</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Rehabilitate Pump Station

**Number:** 01102

**Location:** Lower Hawley

**Project Description**



Description: The station was constructed as part of a major sewer system upgrade in 1979. Telemetry is limited to monitoring and is provided by a tone RTU installed in 1995. A generator set installed in 1996. The electrical systems are in fair condition, the telemetry is beyond its useful life, and the wet well controls do not meet current safety standards. Because of their age, the pumps, motors, valves, controls, and telemetry should be replaced. The station has exceeded the estimated useful life and requires rehabilitation.

Benefit: Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

Schedule: YR1: design. YR2: construction.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$124	\$0	\$490	\$0	\$0	\$0	\$614
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$124</b>	<b>\$0</b>	<b>\$490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$614</b>

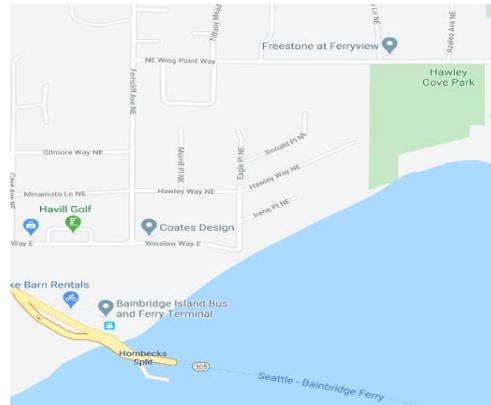
**FUNDING USES (1000's)**

Project Management			\$24		\$40				\$64
Design/permitting			\$100						\$100
Construction					\$450				\$450
<b>Sub-total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$124</b>	<b>\$0</b>	<b>\$490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$614</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project Description**



Description: This project proposes to replace an aging and failing gravity sewer main with a new force main and grinders pumps for several residences along Hawley Way and Irene Place.

Benefit: Replacement of a deteriorated system with a reliable improvement that can be maintained in the future.

Schedule: YR1: Design and Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$363	\$27	\$0	\$0	\$0	\$0	\$0	\$390
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$363</b>	<b>\$27</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$390</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$13	\$27						\$40
Design/permitting									\$0
Construction		\$350							\$350
<b>Sub-total</b>	<b>\$0</b>	<b>\$363</b>	<b>\$27</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$390</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project: North Town Woods Pump**  
**Location:**

**Number:** 01104

**Project Description**



Description: This project proposes to upgrade the North Town Woods pump station to meet current standards, as identified in the City’s General Sewer Plan.

Benefit: Upgrading the sewer system with a reliable improvement that can be maintained in the future.

Schedule: YR1: design. YR2: construction.

**Capital Funding (1000's)**

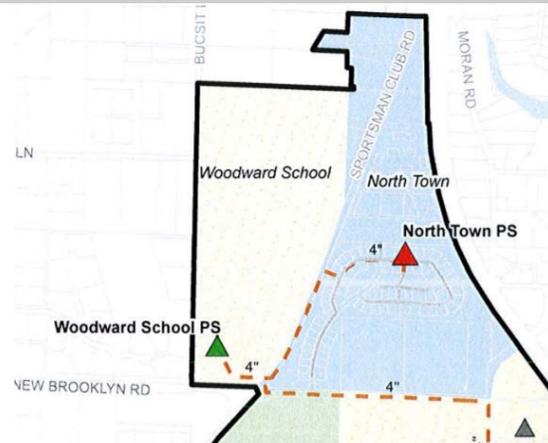
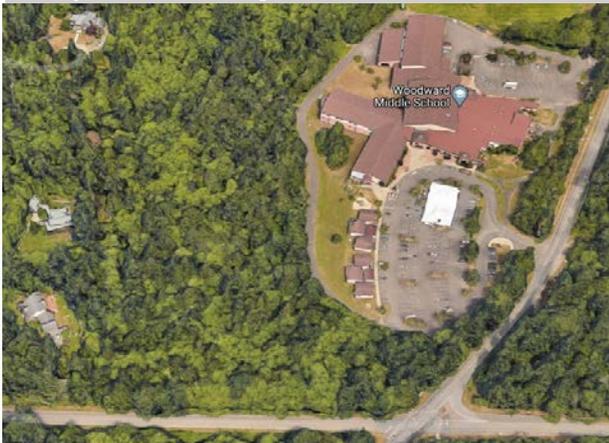
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$115	\$474	\$0	\$0	\$0	\$0	\$589
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115</b>	<b>\$474</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$589</b>
<b>FUNDING USES (1000's)</b>									
Project Management			\$14	\$24					\$39
Design/permitting			\$100						\$100
Construction				\$450					\$450
<b>Sub-total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$114</b>	<b>\$474</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$589</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Location:**

**Project Description**



Description: This project proposes to upgrade the Woodward pump station to meet current standards, as identified in the City’s General Sewer Plan.

Benefit: Upgrading the sewer system with a reliable improvement that can be maintained in the future.

Schedule: YR1: Design; YR4: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$14	\$119	\$0	\$0	\$380	\$0	\$0	\$513
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$0</b>	<b>\$14</b>	<b>\$119</b>	<b>\$0</b>	<b>\$0</b>	<b>\$380</b>	<b>\$0</b>	<b>\$0</b>	<b>\$513</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$14	\$19			\$30			\$63
Design/permitting			\$100						\$100
Construction						\$350			\$350
<b>Sub-total</b>	<b>\$0</b>	<b>\$14</b>	<b>\$119</b>	<b>\$0</b>	<b>\$0</b>	<b>\$380</b>	<b>\$0</b>	<b>\$0</b>	<b>\$513</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

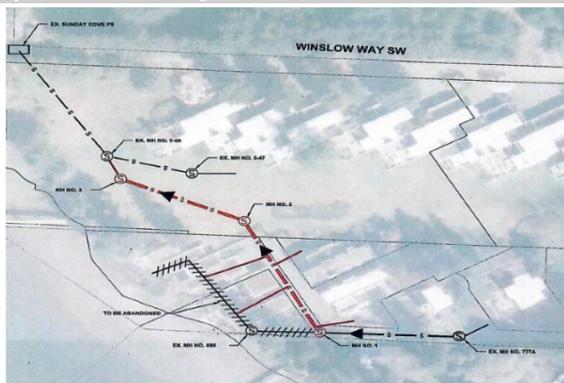
**Project:** Install Gravity Sewers

**Number:**

01085

**Location:** Sunday Cove

**Project Description**



**Description:** This project is part of a suite of projects (Lovell Pump Station; Sunday Cove Pump Station; and Sunday Cove Gravity Sewers) that are planned to facilitate the abandonment of the north and south sewer beach main, which is an aging facility that has reached the end of its useful life. Abandonment of the beach mains was determined to be the best replacement approach due to environmental, maintenance and cost-benefit concerns.

**Benefit:** Replacement of a deteriorated system with a reliable sewer collection system that can be maintained

**Schedule:** 2020: Design; 2026: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$200	\$15	\$10	\$0	\$0	\$0	\$490	\$0	\$715
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$200</b>	<b>\$15</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$490</b>	<b>\$0</b>	<b>\$715</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$15	\$10				\$40		\$65
Design/permitting	\$200								\$200
Construction							\$450		\$450
<b>Sub-total</b>	<b>\$200</b>	<b>\$15</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$490</b>	<b>\$0</b>	<b>\$715</b>

**Estimated Impact on Future Operating Budget**

	Prior	2021	2022	2023	2024	2025	2026	2027-	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**CITY OF BAINBRIDGE ISLAND  
STORMWATER CIP (2021- 2026)  
2021-2022 PROPOSED BUDGET**

Project	Grant Eligible	Grant Awarded	Grant Funds	General Comp	Strts Component	Wtr Component	Swr Component	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	Total
<b>STORMWATER PROJECTS - 6-YEAR CIP (1000s)</b>																	
Eagle Hrbr. Dr. @ McDonald Creek Culvert			-					Y	210	56	9	-	-	-	-	-	276
Pritchard Park Outfall								Y	125	24	-	-	-	-	-	-	149
Yeomalt Area Drainage Improvements			-					Y	61	-	-	625	-	-	-	-	686
Blakely Ave. Drainage Improvements			-					Y	-	-	-	280	-	-	-	-	280
Springbrook Creek Restoration and Culvert Complex Replacement	x		-					Y	-	-	-	-	240	1,270	-	-	1,510
Springbrook Fish Passage	x		1,000	X				Y	-	-	-	1,200	-	-	-	-	1,200
C40 Eagle Harbor Dr Phase I Fish Passage	x		600	X				Y	105	10	11	-	525	-	-	-	651
City Funding									501	91	20	1,105	765	1,270	-	-	3,751
Grant Totals									-	-	-	1,000	-	-	-	-	1,000
<b>TOTALS</b>									<b>501</b>	<b>91</b>	<b>20</b>	<b>2,105</b>	<b>765</b>	<b>1,270</b>	<b>-</b>	<b>-</b>	<b>4,751</b>

**Project:** Eagle Harbor Drive at McDonald Creek

**Number:** 00823

**Location:** 5530 Eagle Harbor Drive

**Project Description**



Description: Replacement of an existing deep concrete culvert that shows signs of failure.

Benefit: Preservation of roadway and drainage system.

Schedule: 2020: Design and permitting; Construction deferred until permits are in place.

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$210	\$56	\$9	\$0	\$0	\$0	\$0	\$0	\$276
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$210</b>	<b>\$56</b>	<b>\$9</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$276</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$10	\$6	\$9						\$26
Design/permitting	\$200	\$50							\$250
Construction									\$0
<b>Sub-total</b>	<b>\$210</b>	<b>\$56</b>	<b>\$9</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$276</b>

**Estimated Impact on Future Operating Budget (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

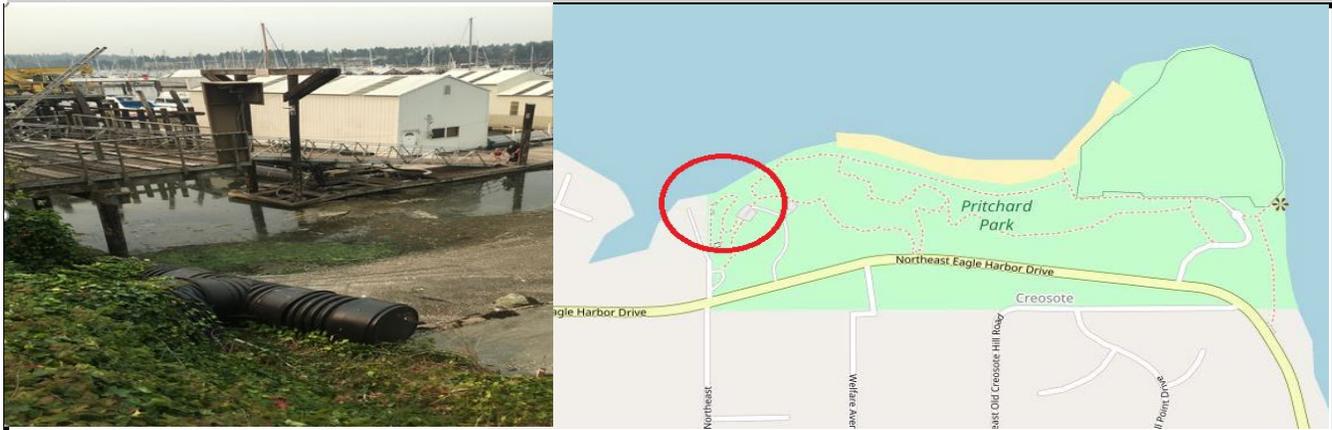
**Project:** Pritchard Park Outfall

**Number:**

01120

**Location:** Pritchard Park

**Project Description**



**Description:** Relocate stormwater outfall for Nikkei Memorial Park as agreed in legal settlement with adjacent property owner.

**Benefit:** Achieve compliance with legal settlement and coordinate on-site construction with planned improvements to the memorial.

**Schedule:** Design complete; 2021: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$125	\$24	\$0	\$0	\$0	\$0	\$0	\$0	\$149
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$125</b>	<b>\$24</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$149</b>
<b>FUNDING USES (1000's)</b>									
Project Management		\$24							\$24
Design/permitting									\$0
Construction	\$125								\$125
<b>Sub-total</b>	<b>\$125</b>	<b>\$24</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$149</b>

**Estimated Impact on Future Operating Budget (1000's)**

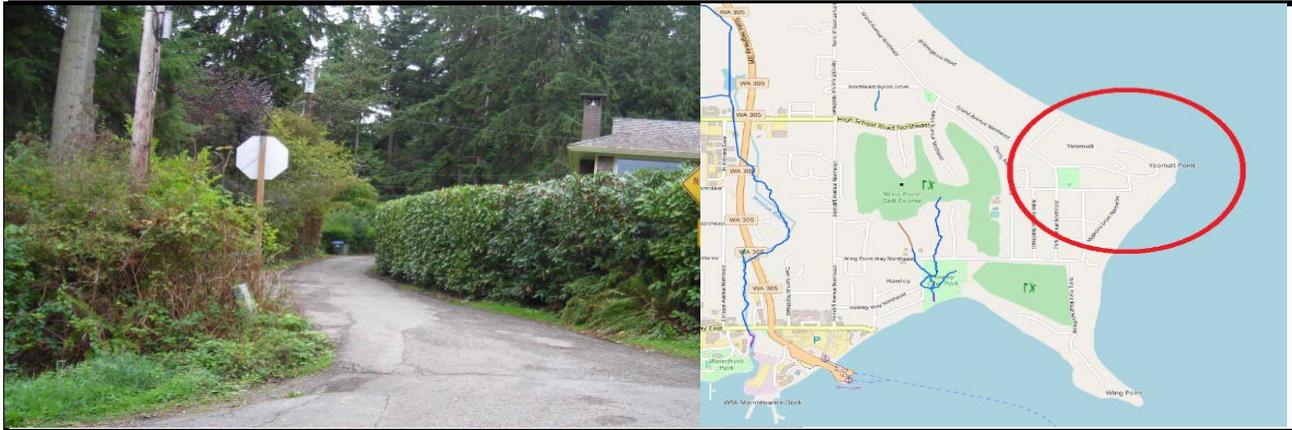
	Prior Yr.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** Yeomalt Area Drainage Improvements

**Number:** 00663

**Location:** Area bordered by Cherry, Yeomalt, Madrona and Wing Point Way

**Project Description**



Description: Provides for storm drainage improvements in the Yeomalt area. The City completed design in 2014 with funds received from a DOE grant for water quality

Benefit: Much of the Wing Point area above Yeomalt Point was developed before regulations required conveyance systems. Currently there are drainage problems in many areas and/or existing conveyances are lacking or inadequate.

Schedule: 2021: Design; 2022: Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$61	\$0	\$0	\$625	\$0	\$0	\$0	\$0	\$686
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$61</b>	<b>\$0</b>	<b>\$0</b>	<b>\$625</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$686</b>
<b>FUNDING USES (1000's)</b>									
Project Management	\$1			\$35					\$36
Design/permitting	\$60								\$60
Construction				\$590					\$590
<b>Sub-total</b>	<b>\$61</b>	<b>\$0</b>	<b>\$0</b>	<b>\$625</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$686</b>

**Estimated Impact on Future Operating Budget (1000's)**

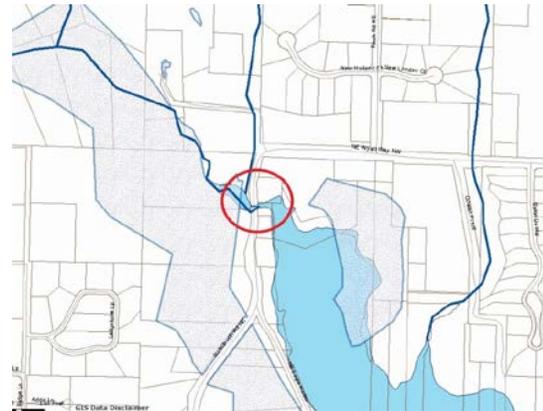
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								

**Project:** C40 Eagle Harbor Dr Phase I Fish Passage

**Number:**

**Location:** Head of the Bay North of Green Light Automotive

**Project Description**



Description: Replace existing undersized culvert with a fish passage box culvert wide enough to accommodate non-motorized improvements on Eagle Harbor Drive.

Benefit: Addresses flooding, provides for fish passage, and accommodates future non-motorized improvements.

Schedule: 2021: Design; 2024 Construction

**Capital Funding (1000's)**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
<b>FUNDING SOURCES (1000's)</b>									
General Fund	\$95	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SSWM Fund	\$105	\$10	\$11	\$0	\$525	\$0	\$0	\$0	\$651
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-total</b>	<b>\$200</b>	<b>\$10</b>	<b>\$11</b>	<b>\$0</b>	<b>\$525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$746</b>
<b>FUNDING USES (1000's)</b>									
Proj. Management	\$10	\$10	\$11						\$31
Design/permitting	\$190								\$190
Construction					\$525		\$0	\$0	\$525
<b>Sub-total</b>	<b>\$200</b>	<b>\$10</b>	<b>\$11</b>	<b>\$0</b>	<b>\$525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$746</b>

**Estimated Impact on Future Operating Budget**

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
<b>Sub-total</b>	<b>\$0</b>								



CITY OF  
BAINBRIDGE ISLAND

## City Council Study Session Agenda Bill

**MEETING DATE:** November 17, 2020

**ESTIMATED TIME:** 15 Minutes

**AGENDA ITEM:** (6:35 PM) Budget Discussion #9,

**SUMMARY:** City staff presented the Proposed Budget on September 22, October 6, October 13, October 20, October 27, November 4, and November 10, 2020. This is a continuation of discussions on the budget.

On November 10, 2020 Council forwarded Ordinance No. 2020-31, the ordinance that will adopt the budget, to unfinished business on November 24, 2020.

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** Finance & Administrative Services

**RECOMMENDED MOTION:** Discussion.

**STRATEGIC PRIORITY:** Good Governance

**FISCAL IMPACT:**

<b>Amount:</b>	
<b>Ongoing Cost:</b>	
<b>One-Time Cost:</b>	
<b>Included in Current Budget?</b>	

**BACKGROUND:** Please see the attached transmittal memo and background materials.

**ATTACHMENTS:**

[2021-22 Budget Memo and Materials for 11172020.pdf](#)

[Budget Deliberations for CC 11172020 Draft.pdf](#)

**FISCAL DETAILS:**

**Fund Name(s):**

**Coding:**



# 2021-2022 PROPOSED BUDGET

## Budget Deliberations

### Transmittal Memo

Date: November 17, 2020  
From: Ellen Schroer, Deputy City Manager  
DeWayne Pitts, Finance Director  
Re: Budget Deliberations

---

The purpose of this memo is to provide an update on the changes to the Proposed Budget that have been approved to date by the City Council. Decisions made on November 10th are reflected in the charts which follow.

The memo presents information as follows.

- Budget Motion Summary Financial Information

#### **Summary Financial Information**

The 2021-2022 Proposed Budget meets all financial and reserve policies through the coming biennium: it does not meet the 10-year sustainability tests which the City has used in recent budget cycles to support its financial goals.

#### [Budget Motions and Financial Impact – Approved Motions](#)

The charts on the following pages show:

- Approved motions with financial changes as compared to the Proposed Budget.
- Recurring revenue/recurring expenditure comparison for tax-supported funds.
- Ending fund balance as compared to the policy reserves for tax-supported funds

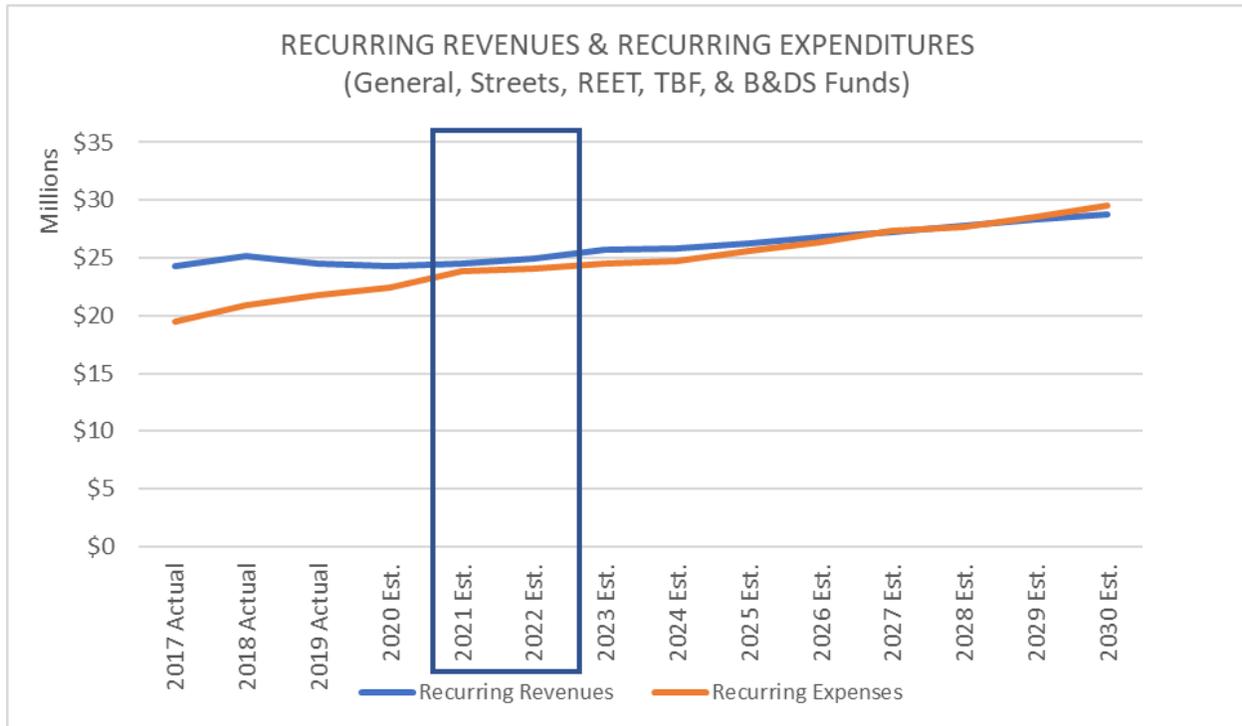
The tables below the charts show the numbers presented.

*Table One: Approved Motions and Change to Proposed Budget*

Budget Motions	2021 Budget	2022 Budget	2023 Est.	2024 Est.	2025 Est.	2026 Est.	2027 Est.	2028 Est.	2029 Est.	2030 Est.	One-time or Recurring
Senior Center	50K	230K									one-time
Sustainable Transportation projects	600K										one-time
CIP Defer Country Club Drive Bulkhead to 2023	-525K		525K								one-time
Spot Repair Funding Country Club Drive Bulkhead	265K										one-time
Remove Complete Streets	-25K										one-time
Remove Winslow Rain Gardens Project	-100K										one-time
Remove City Hall Renovation Project	0K	-100K	-350K								one-time
Eliminate Planner	-102K	-106K	-111K	-116K	-120K	-126K	-131K	-136K	-142K	-148K	recurring
Add Natural Resource Senior Planner	123K	128K	134K	139K	145K	151K	158K	165K	172K	179K	recurring
National Citizens Survey	15K										one-time
Climate Adaptation Officer	135K	141K	147K	153K	159K	166K	173K	181K	188K	196K	recurring
Climate Action Plan - designated fund	200K										one-time
Remove Grow Avenue Traffic Calming	-20K	-80K									one-time
Add Springbrook Creek Fish Weir	0K		100K								one-time
Remove funding for Island Center Subarea Plan	-20K										one-time
Remove Comprehensive Plan Periodic Update	-25K										one-time
Winslow Master Plan Update	45K										one-time
<b>Total Recurring Expense</b>	<b>156K</b>	<b>163K</b>	<b>170K</b>	<b>177K</b>	<b>184K</b>	<b>192K</b>	<b>200K</b>	<b>209K</b>	<b>218K</b>	<b>227K</b>	<b>1.9M</b>
<b>Total One Time Expense</b>	<b>460K</b>	<b>50K</b>	<b>275K</b>	<b>0K</b>	<b>0.8M</b>						
Total Expense	-616K	-213K	-445K	-177K	-184K	-192K	-200K	-209K	-218K	-227K	
Cumulative Total Expenses	-0.6M	-0.8M	-1.3M	-1.4M	-1.6M	-1.8M	-2.0M	-2.2M	-2.5M	-2.7M	

The table above shows the approved motions and the annual dollar change to the budget. In addition, the highlighted cells show the cumulative change over 10 years

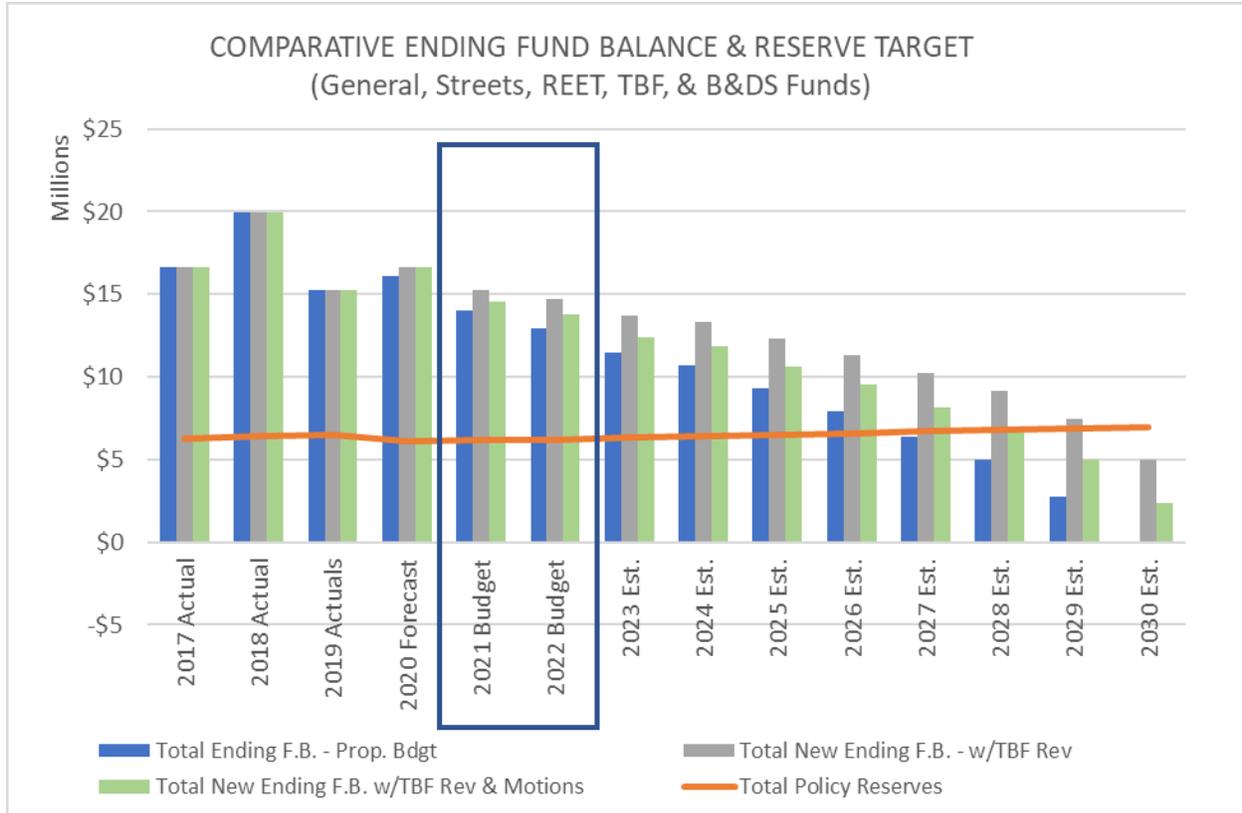
Chart One/Table Two: Recurring Revenue and Expenditures with Approved Motions



Proposed Budget w/TBF Rev & Motions										
	2021 Est.	2022 Est.	2023 Est.	2024 Est.	2025 Est.	2026 Est.	2027 Est.	2028 Est.	2029 Est.	2030 Est.
Recurring Revenues	24,496,652	24,917,413	25,757,187	25,817,238	26,296,921	26,769,177	27,245,128	27,730,180	28,319,886	28,712,113
Recurring Expenses	23,841,432	24,019,005	24,534,589	24,700,558	25,548,773	26,410,635	27,345,998	27,712,598	28,507,178	29,530,453
	655,220	898,408	1,222,598	1,116,680	748,148	358,542	(100,870)	17,582	(187,292)	(818,340)

The table and chart above show the recurring revenue and recurring expenditure for tax supported funds. The recurring expenditures exceed recurring revenues starting in 2029.

Chart Two/Table Three: Ending Fund Balance with Approved Motions



Proposed Budget w/TBF Rev & Motions										
	2021 Budget	2022 Budget	2023 Est.	2024 Est.	2025 Est.	2026 Est.	2027 Est.	2028 Est.	2029 Est.	2030 Est.
Total New Ending F.B. w/TBF Rev & Motions	14,606,832	13,904,145	12,426,258	11,858,153	10,649,911	9,524,804	8,170,936	6,953,925	4,995,371	2,337,955
Total Policy Reserves	6,166,435	6,219,935	6,305,914	6,422,007	6,509,849	6,599,357	6,690,565	6,783,504	6,878,207	6,974,708
New Fund Balance with TBF Rev and Motions Less Reserves	8,440,397	7,684,210	6,120,344	5,436,146	4,140,062	2,925,447	1,480,371	170,421	(1,882,836)	(4,636,753)

The table and chart above show the ending fund balance for tax-supported funds, as detailed above. The fund balance exceeds the policy reserve target until 2029.



# 2021 – 2022 Proposed Budget Deliberations

## Decision Impact Budget Motion Discussions

November 17, 2020

## Tonight's topics

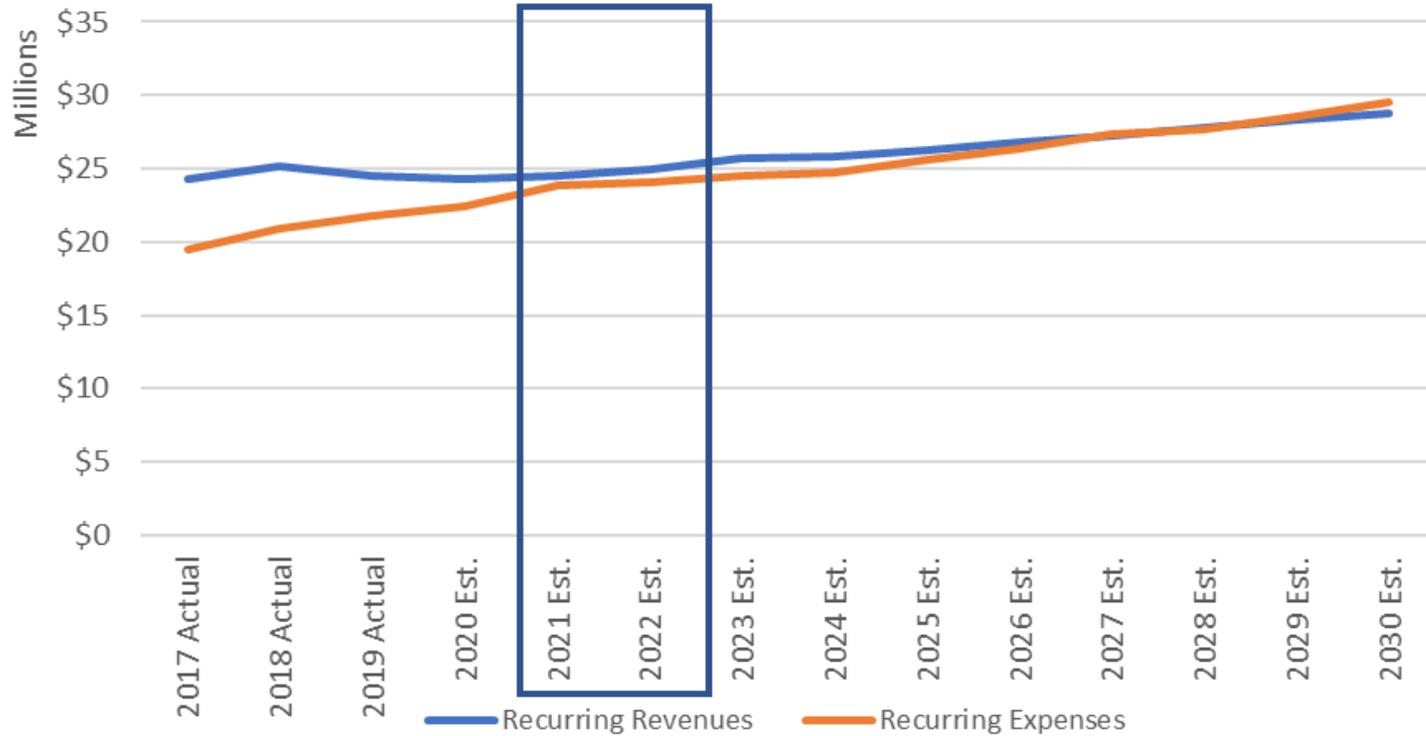
- Approved Budget Motions

# Section One: Approved Budget Motions

# Approved Budget Motions - Financial Impacts by Year

Budget Motions	2021 Budget	2022 Budget	2023 Est.	2024 Est.	2025 Est.	2026 Est.	2027 Est.	2028 Est.	2029 Est.	2030 Est.	One-time or Recurring
Senior Center	50K	230K									one-time
Sustainable Transportation projects	600K										one-time
CIP Defer Country Club Drive Bulkhead to 2023	-525K		525K								one-time
Spot Repair Funding Country Club Drive Bulkhead	265K										one-time
Remove Complete Streets	-25K										one-time
Remove Winslow Rain Gardens Project	-100K										one-time
Remove City Hall Renovation Project	0K	-100K	-350K								one-time
Eliminate Planner	-102K	-106K	-111K	-116K	-120K	-126K	-131K	-136K	-142K	-148K	recurring
Add Natural Resource Senior Planner	123K	128K	134K	139K	145K	151K	158K	165K	172K	179K	recurring
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Remove Grow Avenue Traffic Calming	-20K	-80K									one-time
Add Springbrook Creek Fish Weir	0K		100K								one-time
Remove funding for Island Center Subarea Plan	-20K										one-time
Remove Comprehensive Plan Periodic Update	-25K										one-time
Winslow Master Plan Update	45K										one-time
<b>Total Recurring Expense</b>	156K	163K	170K	177K	184K	192K	200K	209K	218K	227K	<b>1.9M</b>
<b>Total One Time Expense</b>	460K	50K	275K	0K	<b>0.8M</b>						
Total Expense	-616K	-213K	-445K	-177K	-184K	-192K	-200K	-209K	-218K	-227K	
Cumulative Total Expenses	-0.6M	-0.8M	-1.3M	-1.4M	-1.6M	-1.8M	-2.0M	-2.2M	-2.5M	<b>-2.7M</b>	

## RECURRING REVENUES & RECURRING EXPENDITURES (General, Streets, REET, TBF, & B&DS Funds)

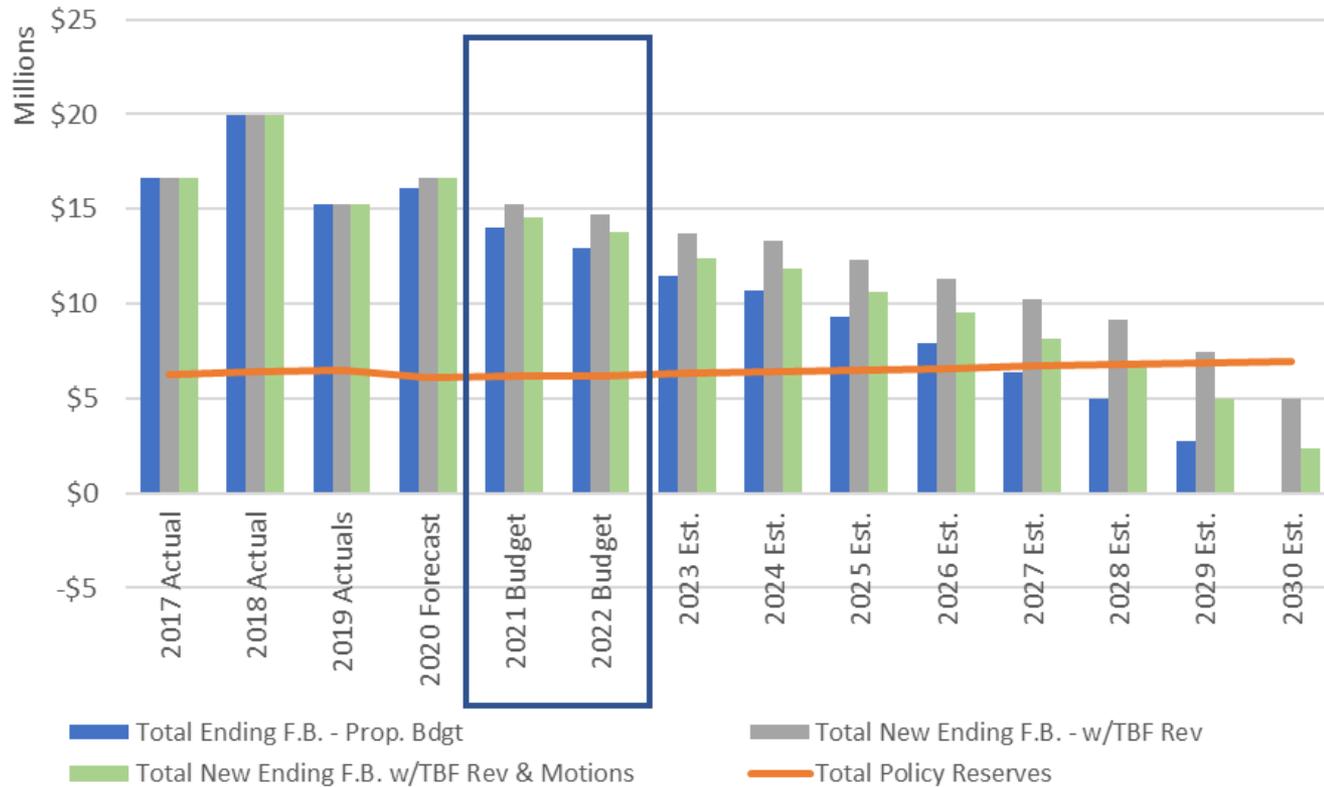


### Proposed Budget w/TBF Rev & Motions

	2021 Est.	2022 Est.	2023 Est.	2024 Est.	2025 Est.	2026 Est.	2027 Est.	2028 Est.	2029 Est.	2030 Est.
Recurring Revenues	24,496,652	24,917,413	25,757,187	25,817,238	26,296,921	26,769,177	27,245,128	27,730,180	28,319,886	28,712,113
Recurring Expenses	23,841,432	24,019,005	24,534,589	24,700,558	25,548,773	26,410,635	27,345,998	27,712,598	28,507,178	29,530,453
	655,220	898,408	1,222,598	1,116,680	748,148	358,542	(100,870)	17,582	(187,292)	(818,340)

Recurring Revenues and Recurring Expenditures - Revised w/TBF Revenue & Approved Budget Motions

## COMPARATIVE ENDING FUND BALANCE & RESERVE TARGET (General, Streets, REET, TBF, & B&DS Funds)



Proposed Budget w/TBF Rev & Motions										
	2021 Budget	2022 Budget	2023 Est.	2024 Est.	2025 Est.	2026 Est.	2027 Est.	2028 Est.	2029 Est.	2030 Est.
Total New Ending F.B. w/TBF Rev & Motions	14,606,832	13,904,145	12,426,258	11,858,153	10,649,911	9,524,804	8,170,936	6,953,925	4,995,371	2,337,955
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New Fund Balance with TBF Rev and Motions Less Reserves	8,440,397	7,684,210	6,120,344	5,436,146	4,140,062	2,925,447	1,480,371	170,421	(1,882,836)	(4,636,753)

Ending Fund Balance - Revised w/TBF Revenue & Approved Budget Motions

## Next Steps

- November 24 – Consideration of approval of the 2021-2022 Adopted Budget

Questions

Discussion



CITY OF  
BAINBRIDGE ISLAND

## City Council Study Session Agenda Bill

**MEETING DATE:** November 17, 2020

**ESTIMATED TIME:** 30 Minutes

**AGENDA ITEM:** (6:50 PM) Sustainable Transportation Plan Update - Decision-Making Framework Discussion,

**SUMMARY:** The City Council will discuss the Sustainable Transportation Plan decision-making framework.

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** Public Works

**RECOMMENDED MOTION:** Discussion only.

**STRATEGIC PRIORITY:** Reliable Infrastructure and Connected Mobility

**FISCAL IMPACT:**

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

**BACKGROUND:** Having approved the Goals and Objectives for the Sustainable Transportation Plan on November 10, 2020, the project team will now present an overview of the proposed decision-making framework, which will use the goals and objectives to prioritize projects and programs.

The project team is looking for the City Council to identify any "fatal flaws" in the decision-making framework before taking it to the project task force for a more detailed analysis and final recommendation to the Council, which is anticipated in January of 2021.

**ATTACHMENTS:**

[BAINBRIDGE STP Evaluation Framework Council Presentation 20201117.pdf](#)

[BAINBRIDGE STP Evaluation Framework Approach 20201109.pdf](#)

**FISCAL DETAILS:** N/A

**Fund Name(s):**

**Coding:**

# Bainbridge Island



## Sustainable Transportation Plan

### City Council Update

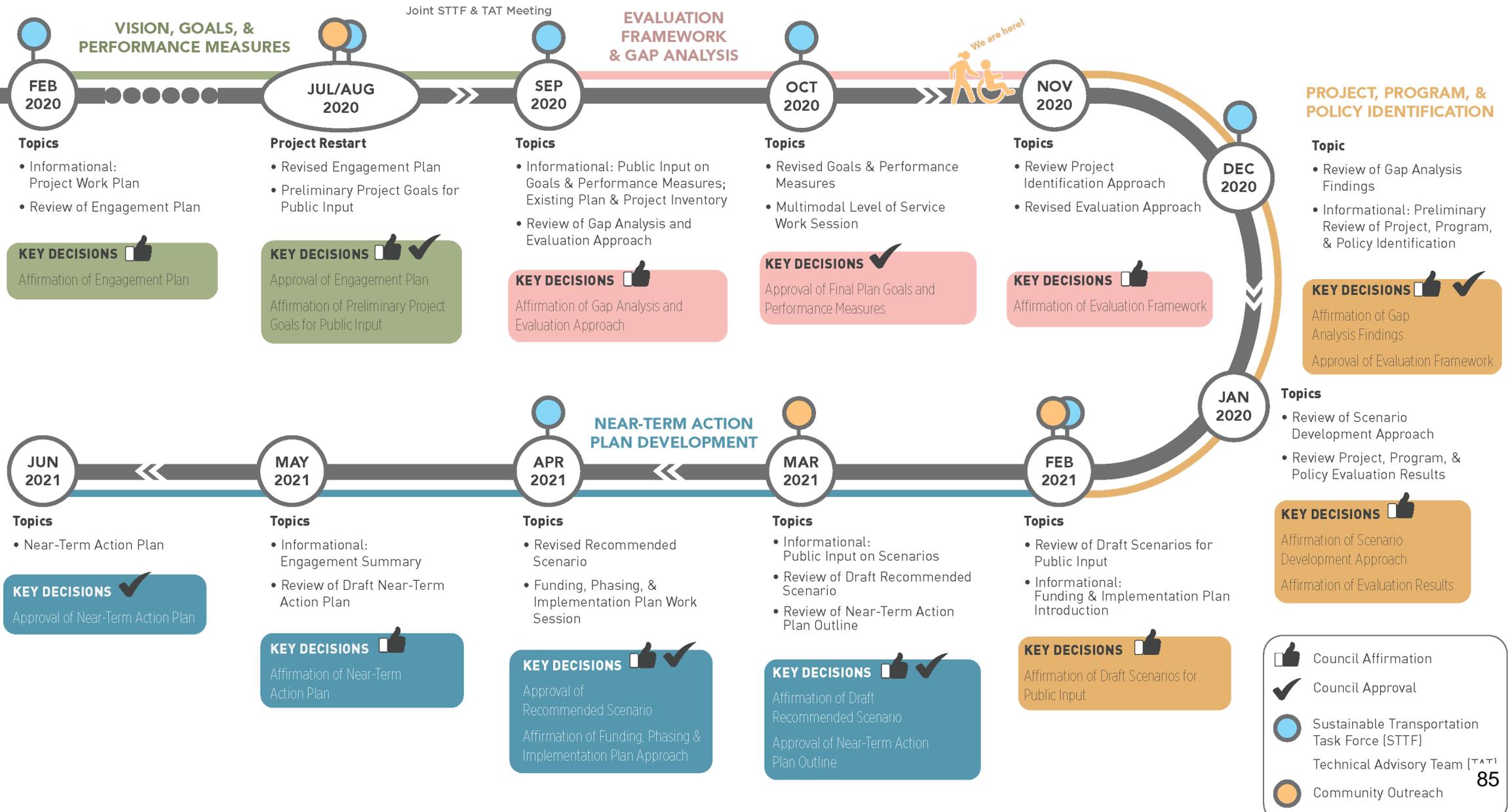
November 17, 2020

# Tonight's Focus Areas

- Review how goals and objectives connect to project's next steps
- Provide update on Gap Analysis efforts
- Introduce revised Evaluation Framework for “fatal flaw” review and discussion
- Begin to prepare for solutions phase of work

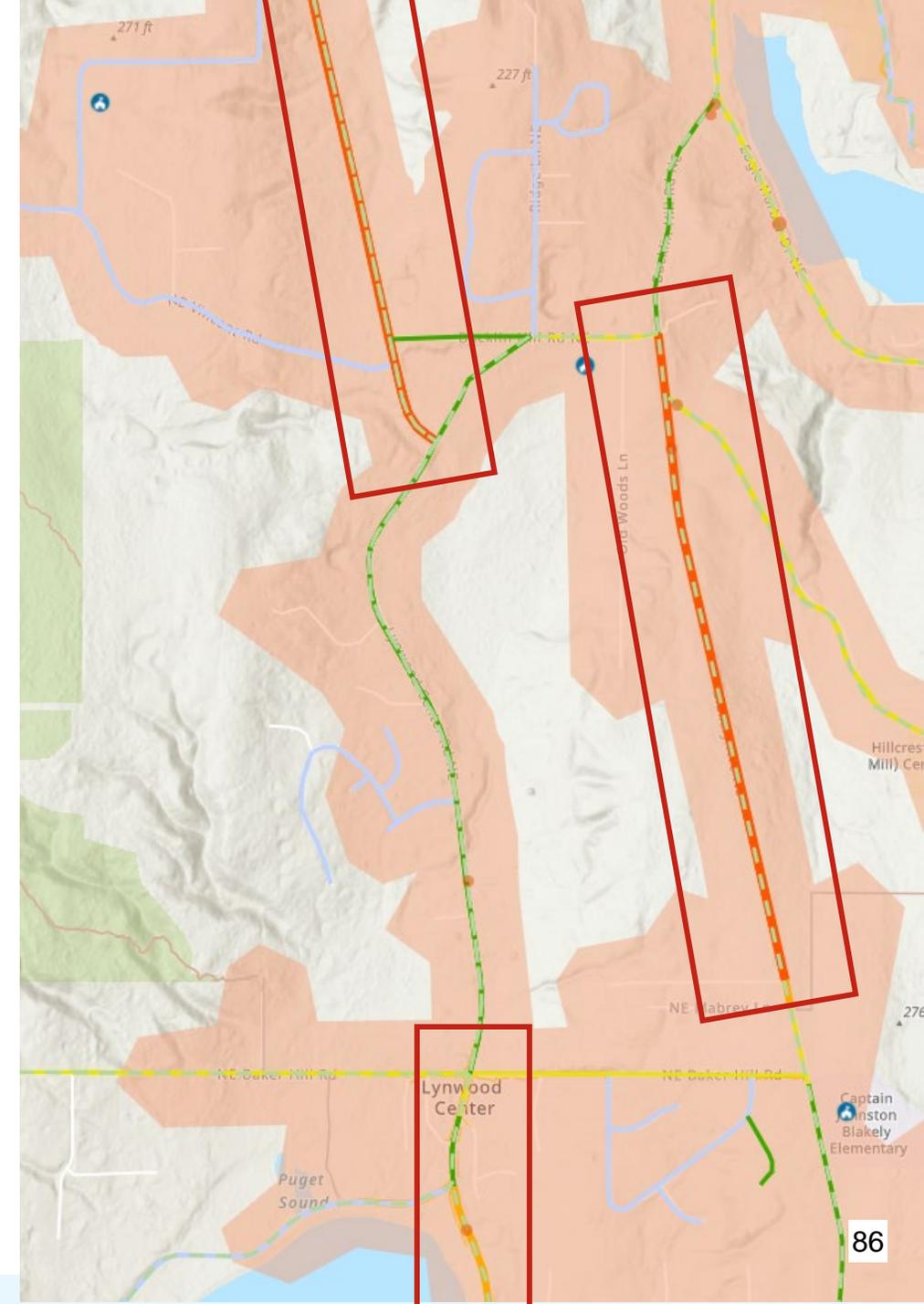


# Project Work Plan



# Recent Activities

- Hosted Task Force and Technical Advisory Team meetings
- Developed interactive map to support virtual work sessions for gap analysis and future project identification
- Continued refining existing conditions and initial gap analysis findings
- Finalized project goals and objectives
- Completed revisions to evaluation framework



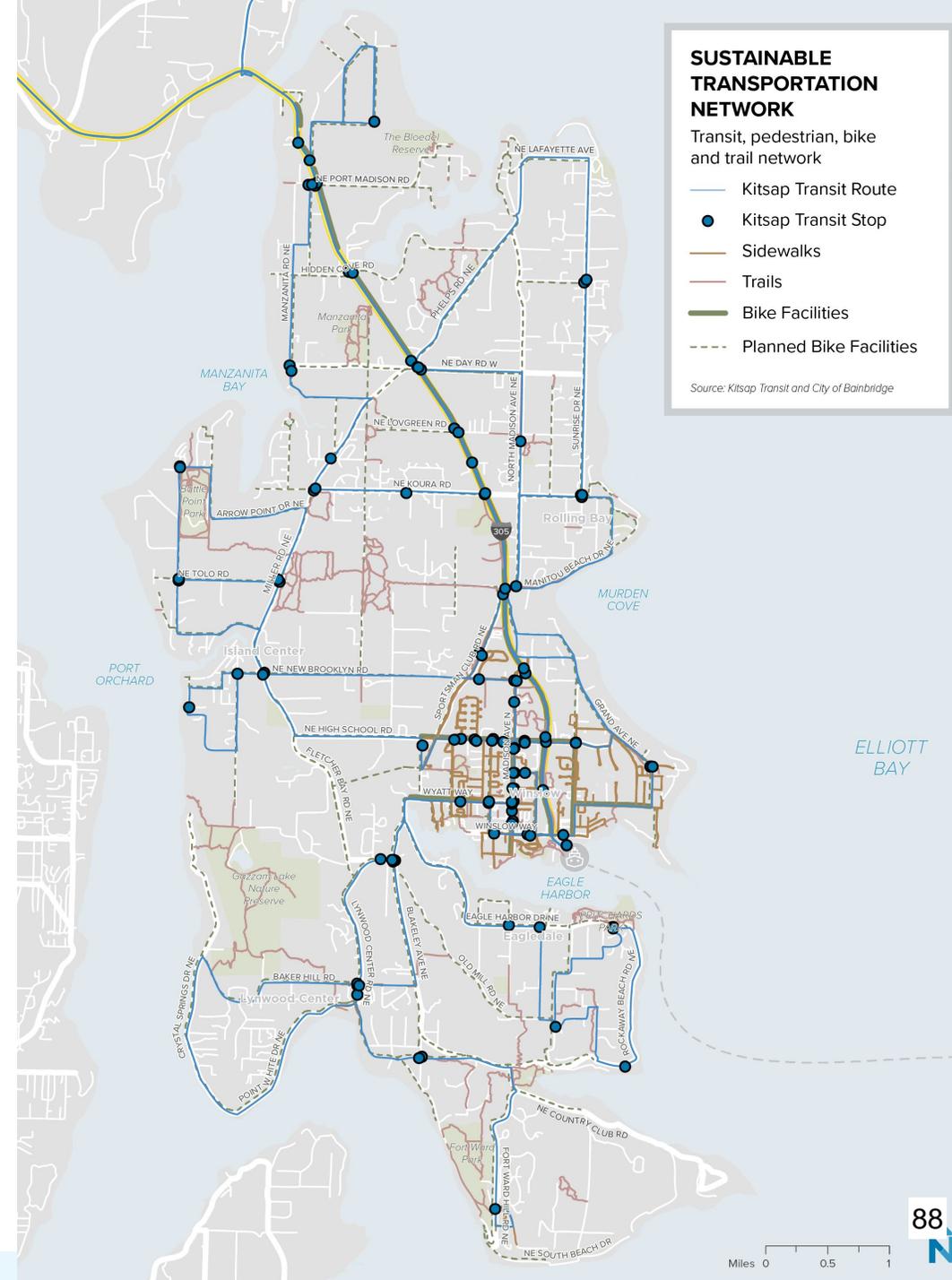


# Gap Analysis & Solutions Identification Update



# Key Outcomes

- Highlight where there are unmet needs and opportunities for improvement
- Build on previous plans and studies
- Inventory identified and planned projects
- Focus on areas where investments are not currently planned but are needed to meet plan goals



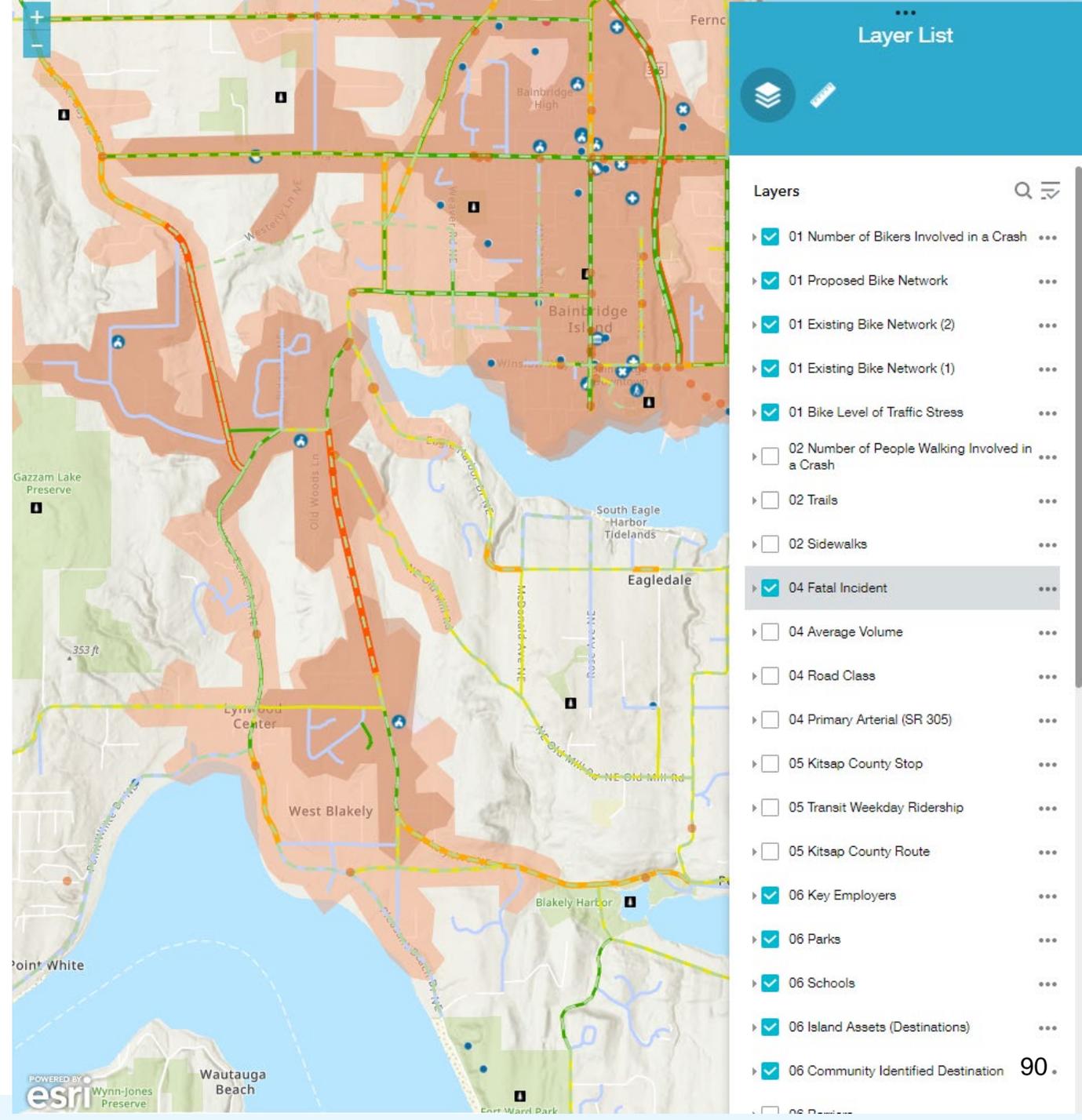
# Task Force Fieldwork Findings



# Use Goals to Identify Gaps

## Safety and Comfort

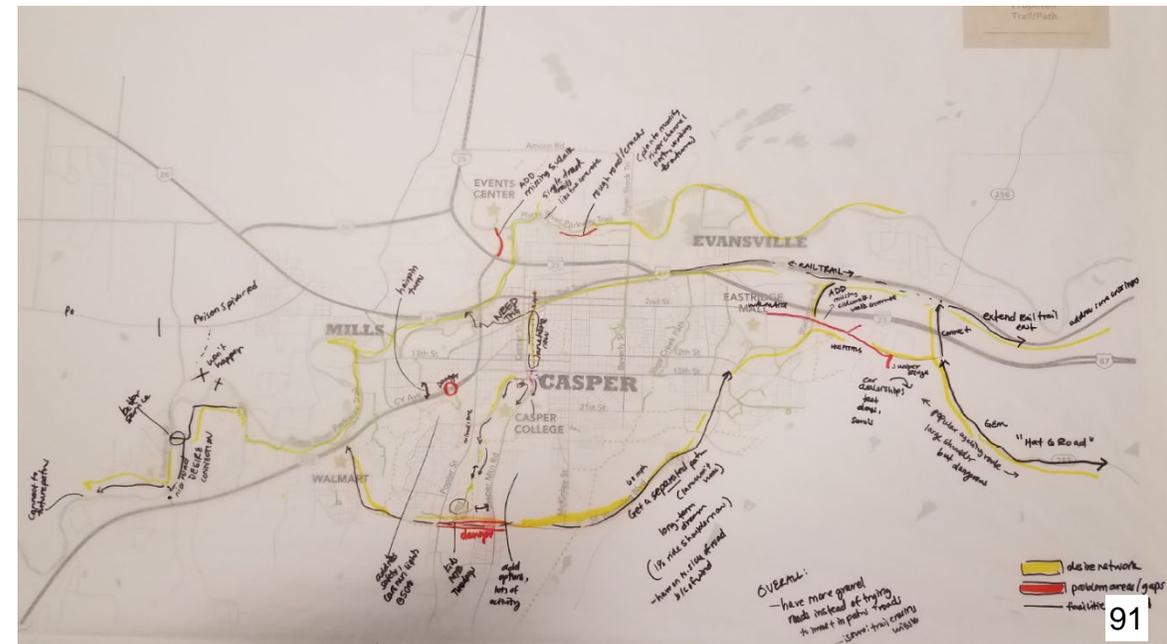
Supportive layers: Crash analysis, bike level of traffic stress, presence of walk/bikeways, public input on barriers, traffic volumes, people over 60 and under 18, destinations that serve older and younger people



# From Gaps to Solutions

- Additional analyses include:
  - Pedestrian level of comfort
  - Refined bicycle level of traffic stress
  - On-island travel patterns
- Identify common areas of opportunity
- Develop projects and programs to address needs
- Work with Task Force to field-test and validate findings

Project development example (Casper, WY)





# Evaluation Framework



# Evaluation Approaches Considered

- Needs assessment or formative evaluation
- Quantitative and qualitative assessments
- Objectives-based evaluation
- Cost-benefit analysis or return on investment
- Triple bottom line
- Impact evaluation
- Multiple account evaluation



## COMMUNITY

- Supports urban village growth strategy
- Promotes compact, walkable neighborhoods/placemaking
- Active transportation/human health
- Safety and security



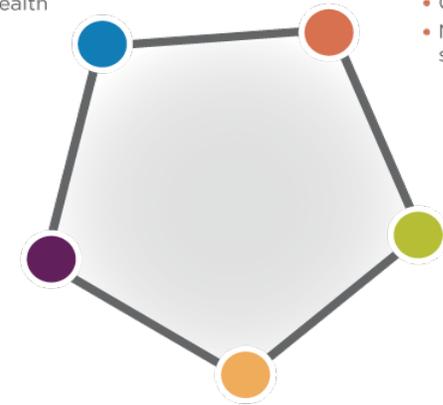
## ECONOMY

- Ability to shape development
- Freight movement
- Center City circulation
- Neighborhood business support/impacts



## EQUITY

- Benefits to people with low-incomes, with disabilities, and seniors over 65
- Housing and transportation affordability



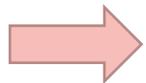
## ENVIRONMENT

- CO<sub>2</sub> and other GHGs
- Air quality

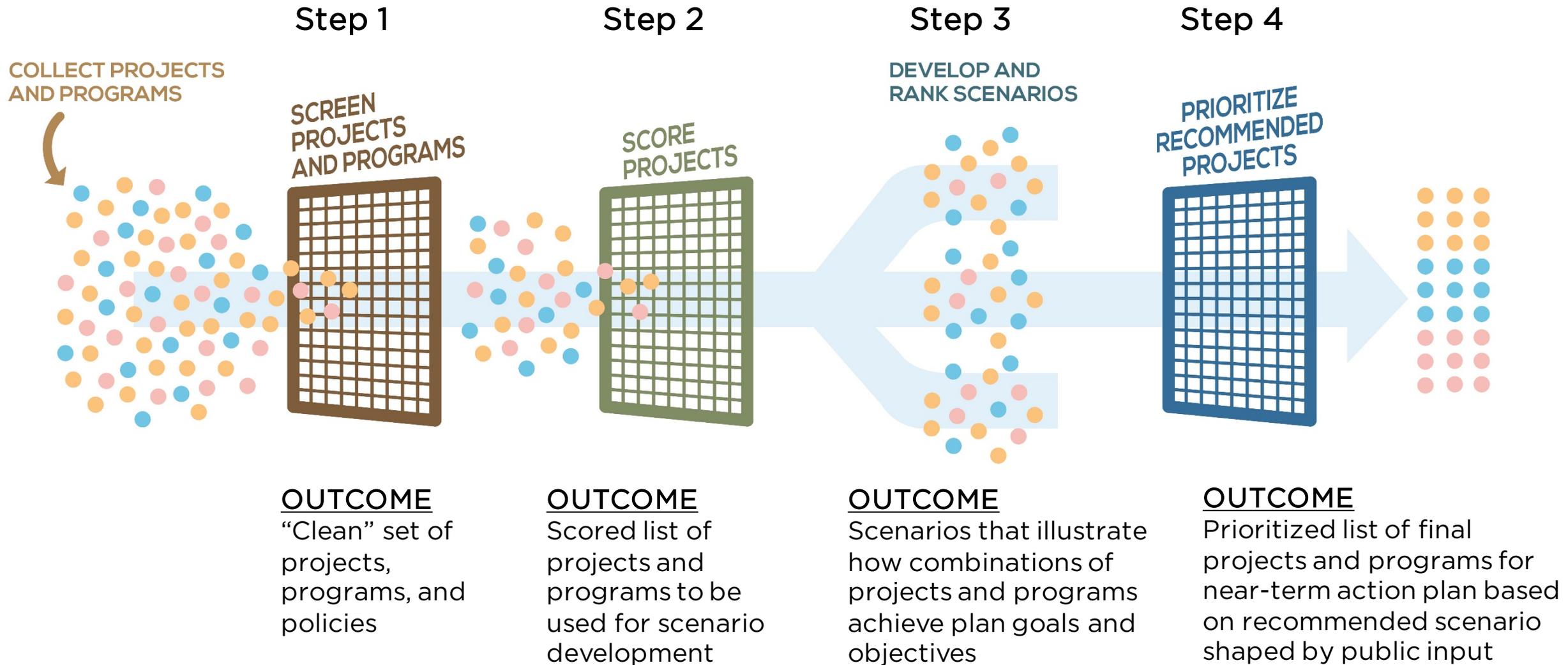


## EFFICIENCY

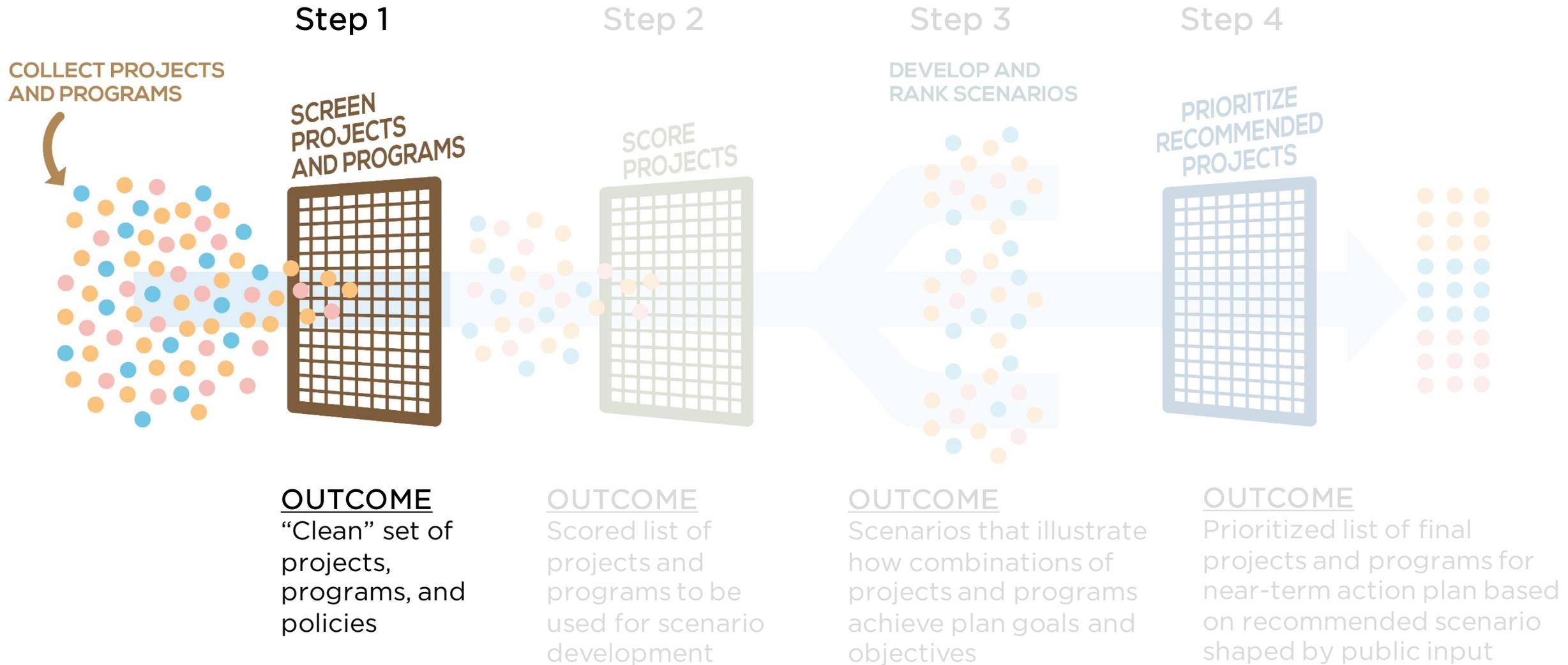
- Financial feasibility
- Productivity



# Proposed Evaluation Framework



# Proposed Evaluation Framework



# Step 1: Screen Projects & Programs

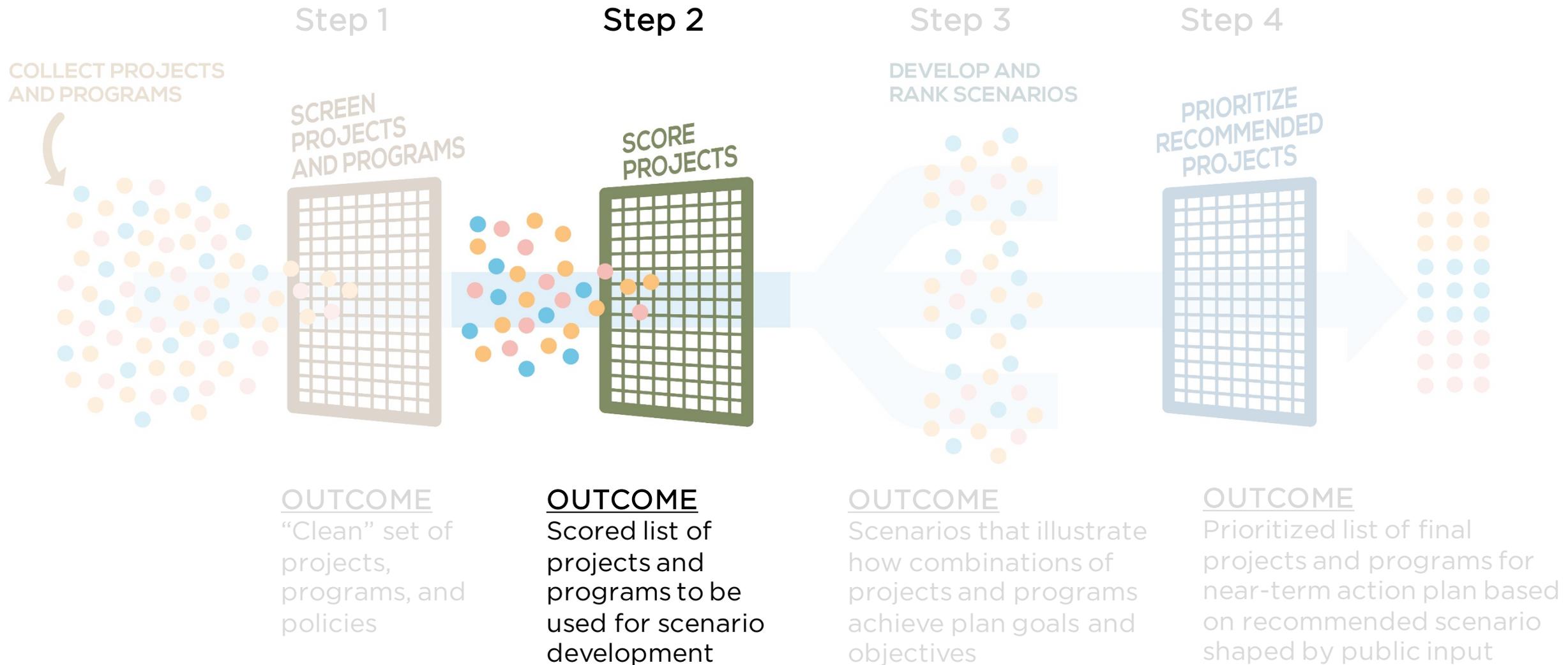
- Organizes investments by type and potential funding source
- Only removes projects, programs, or policies that are misaligned with plan goals and objectives
- Considers responsible party

## Screening Questions

- Is the improvement a project, program, or policy?
- Is the improvement redundant with another? Should they be consolidated or defined differently?
- Is the improvement attached to a specific geography?
- Is the improvement within the purview of Bainbridge Island's responsibilities?
- Is the improvement one that is included within an ongoing program (e.g., filling potholes through regular maintenance)?

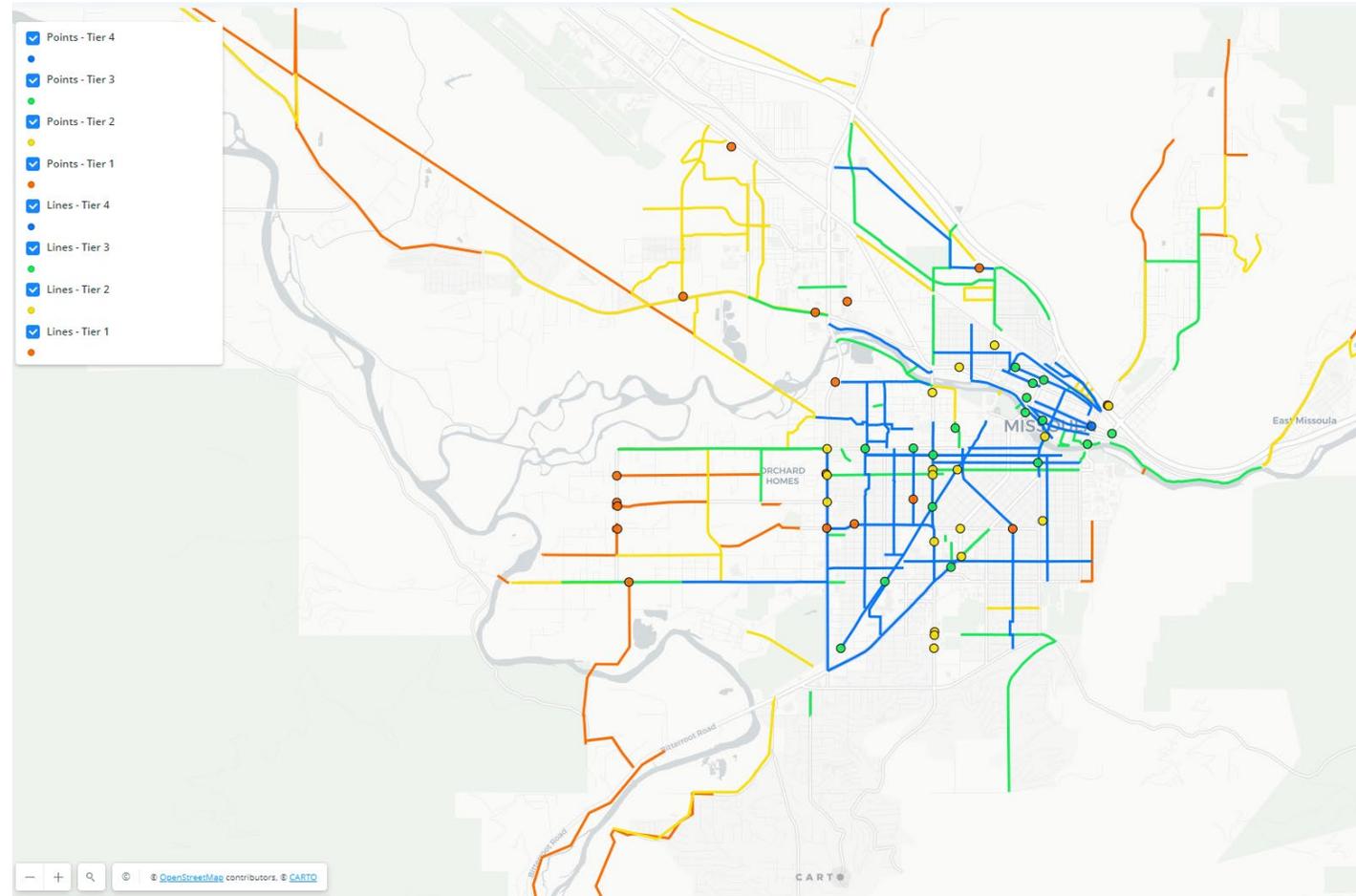


# Proposed Evaluation Framework



# Step 2: Score Projects & Programs

- Ranks projects and programs based on alignment with goals
- Uses geographic criteria to evaluate many projects quickly
- Works across project types and modes



*Draft project scoring example (Missoula, MT)*



# Step 2: Score Projects & Programs

- Incorporates qualitative criteria to reflect Bainbridge context
- Provides opportunity to score programs as well as projects
- Supports weighting of priority goals and criteria

ID	Project Name	Safety			Connectivity and Mobility			Equity			Livability			Implementation			Community Input			Total Unweighted	Total Weighted Score	Sector	Tier
		2	2		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
1	NE 130th St Overpass and Shared use Sidewalk	0	2	2	●	2	2	2	●	2	0	0	○	1	0	○	2	2	●	17	0.78	W	1
2	N 145th St Crossing (West of I-5)	0	2	0	●	1	1	2	●	2	0	0	○	1	0	○	2	1	●	14	0.55	W	1
3	N 130th St Corridor Improvements (SR 99 to the NE 130th St Overpass	Y	2	2	●	2	1	2	●	2	2	2	○	1	0	○	2	2	●	22	0.85	W	2
4	1st Ave NE Improvements (South of N 130th St)	0	2	2	●	1	1	2	●	2	2	0	○	1	1	○	2	1	●	19	0.75	W	2
5	Corliss Ave N Neighborhood Greenway	0	1	2	●	1	1	2	●	2	0	0	○	2	1	●	2	1	●	15	0.61	W	2
6	Roosevelt Way N Neighborhood Greenway	0	2	2	●	1	1	2	●	2	0	0	○	1	1	○	2	1	●	17	0.68	W	3
7	N 137th St Neighborhood Greenway	0	2	2	●	1	1	2	●	2	2	2	○	1	1	○	2	1	●	19	0.71	W	3
8	Ashworth Ave N Neighborhood Greenway	0	1	2	●	1	0	2	●	2	0	0	○	2	1	○	2	1	●	14	0.57	W	3
9	Jackson Park Trail Improvements	0	2	2	●	2	2	0	●	1	2	2	○	1	1	○	2	0	○	19	0.71	NE	1

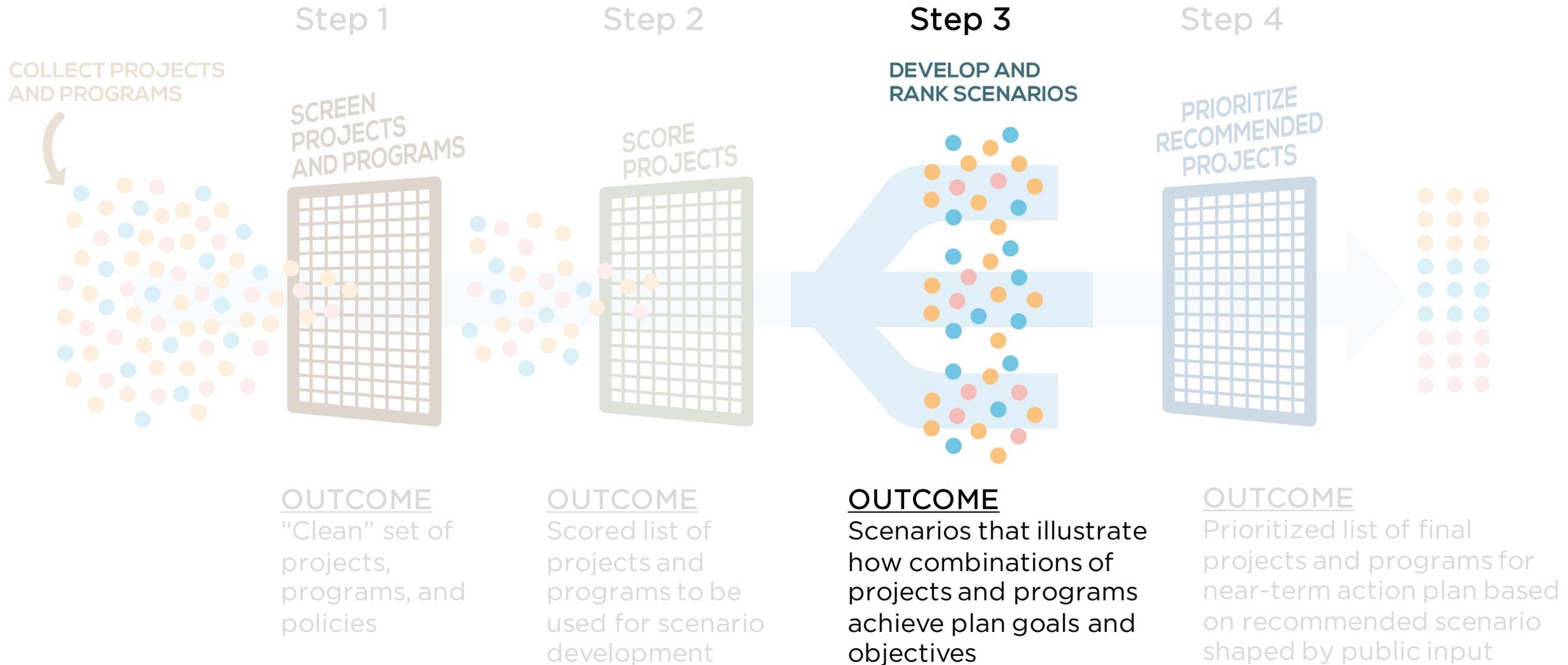
*Draft scoring and weighting example (Seattle, WA)*



# Proposed Criteria (see Table 2)

Goal	Geographic Criteria	Qualitative Criteria
<p><b>Safety and Comfort</b></p>	<ul style="list-style-type: none"> <li>▪ <b>Crash Reduction:</b> Investment is located at or within ¼ mile of a high-crash corridor or intersection</li> <li>▪ <b>Bicycle/Pedestrian Safety:</b> Investment will improve bicycle/pedestrian safety within ¼ mile of a high-crash or high level of stress corridor or intersection</li> <li>▪ <b>Access to School:</b> Investment is within ½ mile of or provides direct access to a school</li> <li>▪ <b>Access to Senior Housing:</b> Project provides direct access to existing or planned senior housing</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Sense of Safety:</b> Investment improves perceived sense of safety and/or addresses public feedback on near-miss collisions</li> <li>▪ <b>Dedicated Space:</b> Investment creates dedicated space separate from traffic for walking, rolling, and bicycling</li> </ul>

# Proposed Evaluation Framework



# Step 3: Develop Scenarios

- Combine projects, programs, and policies in different ways
- Explore how scenarios advance certain goals and desired outcomes
- Illustrate relative tradeoffs
- Respond to stakeholder input and foster dialogue about potential futures

Scenario results example (Maui, HI)

## SCENARIO 2:

### Create a Multimodal System

This scenario focuses on building new and upgrading existing transportation facilities to support different modes of travel. Projects include complete streets improvements that provide safe spaces for people to walk and bike, transit corridors and increased bus service, and new sidewalks. By providing infrastructure for many modes and new ways to get around Maui, this scenario could help to improve safety and health and create transportation options for people. In terms of equity, this scenario could have the most positive impact for people with limited income or access to a vehicle. Because it includes primarily new infrastructure, there is less of a focus on maintenance and repair projects to help preserve the existing system.



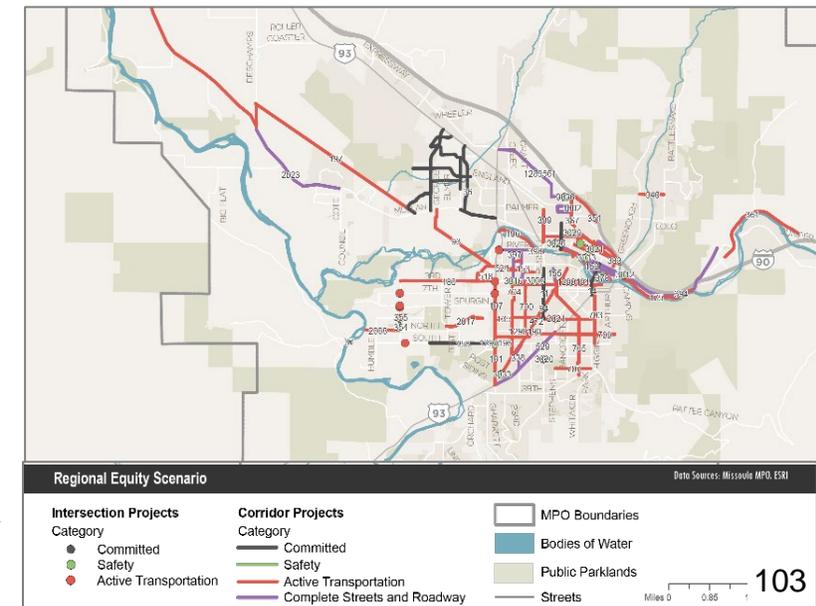
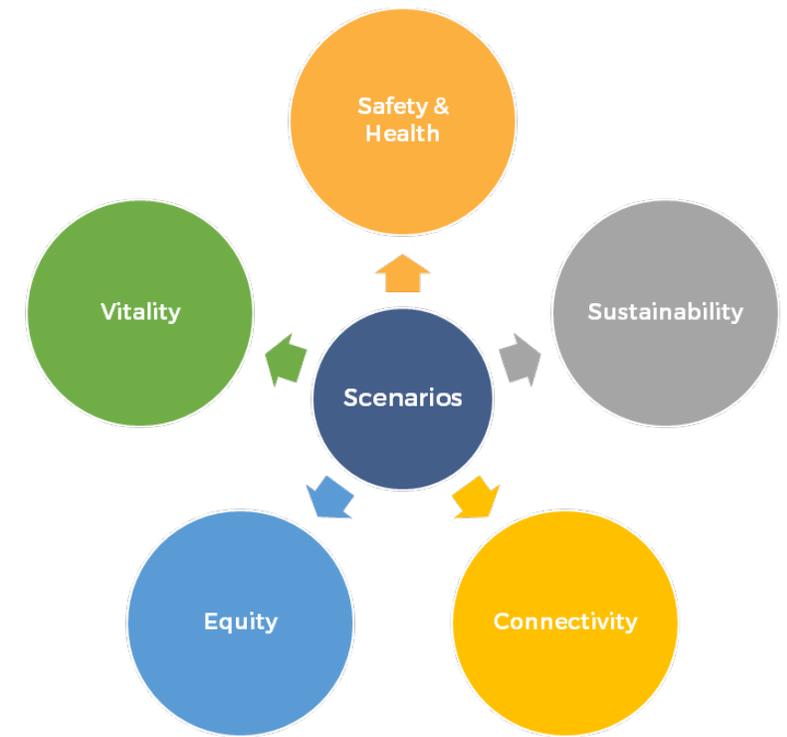
HELE MAI MAUI GOALS & OUTCOMES	SCENARIO 1: Provide New Connections	SCENARIO 2: Create a Multimodal System	SCENARIO 3: Take Care of What We Have
<b>Goal 1:</b> Improve safety and promote health 	... Injuries, Walking and Biking Safety, Physical Activity	... Injuries, Walking and Biking Safety, Physical Activity	... Injuries, Walking and Biking Safety, Physical Activity
<b>Goal 2:</b> Enhance cultural and natural resources, climate resilience, and sustainability 	Climate Resilience, Emissions, Cultural Resources	Climate Resilience, Emissions, Cultural Resources	Climate Resilience, Emissions, Cultural Resources
<b>Goal 3:</b> Expand mobility choices to reduce traffic congestion 	Delay, Connectivity, Freight Movement	Delay, Connectivity, Freight Movement	Delay, Connectivity, Freight Movement
<b>Goal 4:</b> Connect and strengthen communities to improve quality of life 	Access, Vulnerable Populations	Access, Vulnerable Populations	Access, Vulnerable Populations
<b>Goal 5:</b> Maintain assets and invest strategically for economic vitality 	State of Good Repair, Cost Effectiveness	State of Good Repair, Cost Effectiveness	State of Good Repair, Cost Effectiveness

# Example of Community Priorities Approach

- Combine modal and desired outcomes approach
- Reflect goals that are most important to community

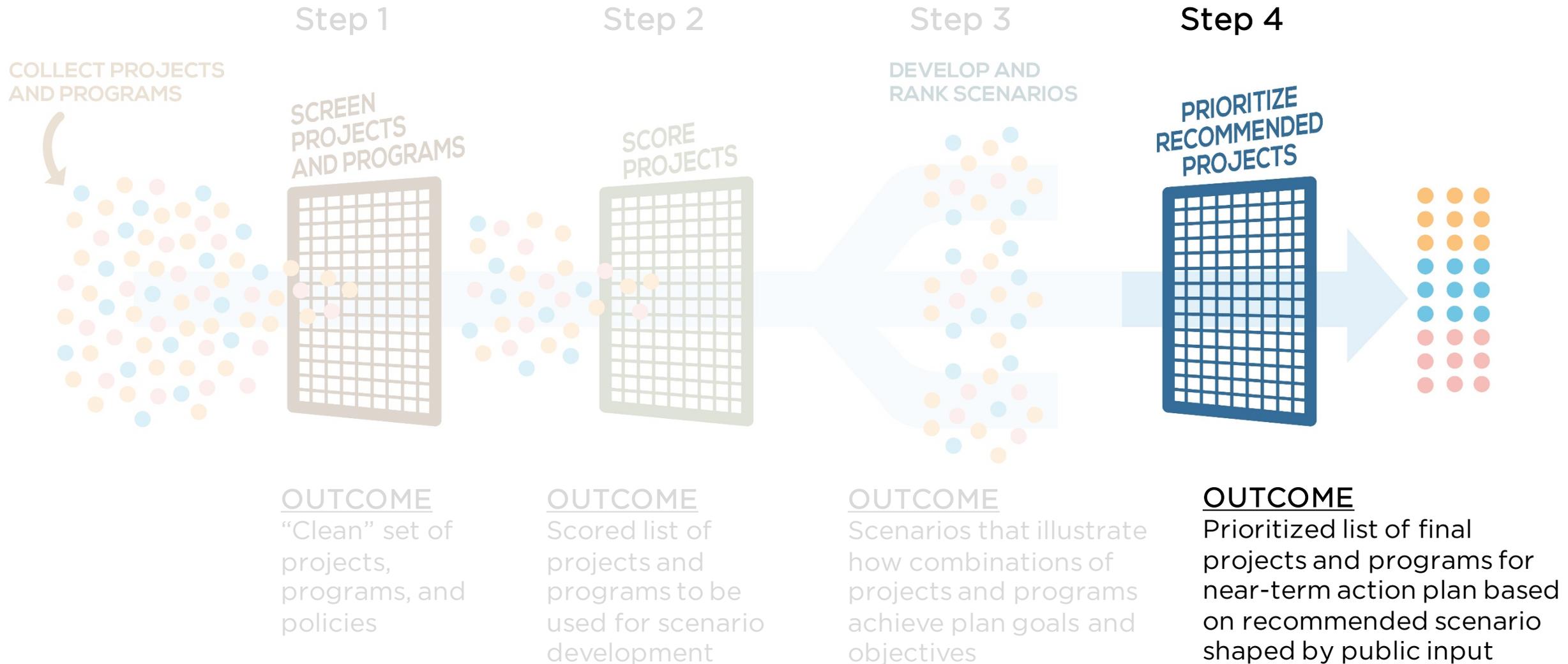
**Benefit:** Creates integrated networks

**Drawback:** Can be difficult to assign projects



*Example community priorities approach (Missoula, MT)*

# Proposed Evaluation Framework



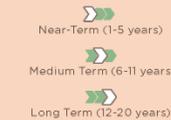
# Step 4: Prioritize Investments

- Shape recommended scenario based on public input
- Review each project, program, and policy
- Answer focused questions to establish priority given need and potential value
- Use results to shape near-term action plan

## South

Projects in South Maui focus on completing connections, including the Kīhei Greenway and the North-South Collector Road. Because the area is largely developed, there are opportunities to improve crossings and existing sidewalks and add a parallel multi-use path to support more walking and biking in this busy part of the island.

### Phasing by Priority



### Project List:

ID	Project Name	Priority	Cost (\$1,000)
S22	South Kīhei Rd Improvements	High	\$5,450
S24	South Kīhei Rd Sidewalk Improvements	High	\$1,900
S33	Ohukai Rd Sidewalk Improvements	High	\$600
S50	Keonekai Rd Sidewalk Improvements	High	\$400
G7	Kīhei Greenway and Multi-Use Path Phase 3	Medium	\$4,505
G8	Kīhei Greenway and Multi-Use Path Phase 4	Medium	\$10,969
G9	Kīhei Greenway and Multi-Use Path Phase 5	Medium	\$11,267
I10	Lipoa St-Liloa Dr Intersection Safety Analysis	Low	\$2,517
I13	Kulanihakoi St-South Kīhei Rd Intersection Safety Analysis	Low	\$2,517
I34	Ohukai Rd-S. Kīhei Rd Intersection Improvements	Medium	\$2,517
I35	Pi'ilani Highway-Kīhei High School Crossing	Medium	\$3,502
I8	Piikea Rd & South Kīhei Rd Intersection Safety Analysis	Medium	\$2,517
B9	Kulanihakoi Bridge Repair	Medium	\$5,816
C5	Kīhei North-South Collector Rd and Multi-Use Path Phase 1a	High	\$21,107
C6	Kīhei North-South Collector Rd and Multi-Use Path Phase 2	High	\$6,441
C7	Kīhei North-South Collector Rd and Multi-Use Path Phase 1b	High	\$17,338
C8	Kīhei North-South Collector Rd and Multi-Use Path Phase 3	High	\$16,182
S37	North Kīhei Rd (Route 310) Safety Improvements	Medium	\$1,800
T2	Kīhei Transit Hub	High	\$10,000
T14	Kīhei Transit & Multimodal Corridor	High	\$10,000

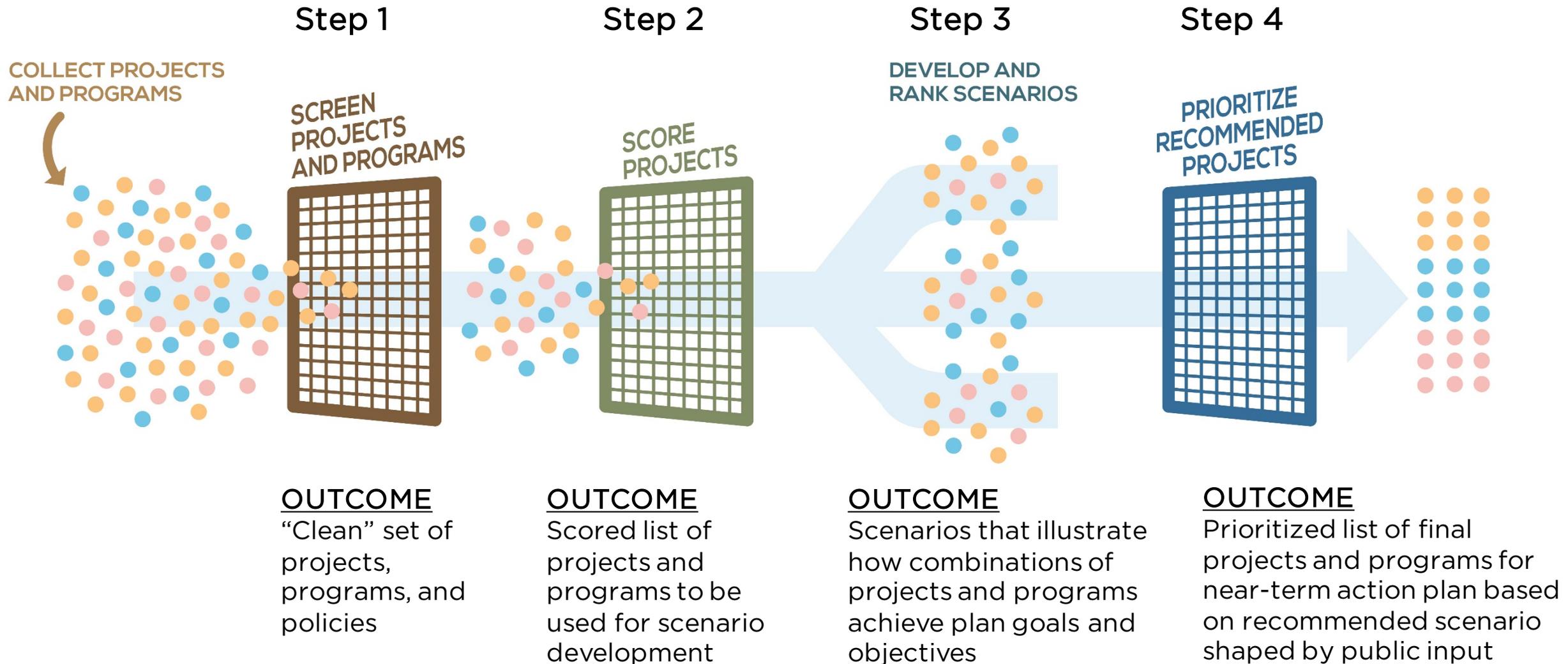
Prioritized project list example (Maui, HI)



# Example Questions (see Table 3)

Goal	Geographic Criteria
Climate Action and Resilience	<ul style="list-style-type: none"><li>▪ Will the project contribute to our primary objective and reduce transportation-related emissions?</li><li>▪ Is the investment likely to decrease single-occupancy vehicle (SOV) mode share?</li><li>▪ Does the project improve resilience by including climate adaptation elements?</li><li>▪ Does the investment support zero-emission mobility?</li></ul>
Connected and Convenient	<ul style="list-style-type: none"><li>▪ Does the project improve access in an area with a need for more regional connectivity?</li><li>▪ Does the project strengthen the transportation system to provide more choices for people?</li></ul>
Implementation and Funding	<ul style="list-style-type: none"><li>▪ Is the project in an advanced state of readiness (e.g., shovel ready, preliminary design)?</li><li>▪ Does the project have an identified funding source?</li></ul>

# Proposed Evaluation Framework



# November & December Focus Areas

- Explore refined approach to Bicycle Level of Traffic Stress analysis
- Complete and summarize gap analysis
- Continue working with Task Force and other partners to ground-truth findings
- Develop preliminary projects and programs to fill gaps
- Finalize evaluation framework approach and scoring criteria



# THANK YOU!



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## Proposed Evaluation Framework Approach

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 in service of the goal to reduce carbon emissions by 90% by 2045 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 by taking the following steps:

- **Inventory of Planned Projects:** The Sustainable Transportation Plan will build upon the foundation set by past island-wide transportation and land use planning efforts by inventorying planned projects.  
*Outcome:* Inventory of planned projects to inform the gap analysis and planning for complete networks
- **Gap Analysis and Project Identification:** To supplement planned projects, the gap analysis will help to highlight where there are unmet needs and opportunities for improvement in Bainbridge Island’s transportation system.  
*Outcome:* Gap analysis findings that demonstrate where projects and programs are most needed to achieve plan goals and objectives
- **Project and Program Identification:** With the support of the Sustainable Transportation Task Force (STTF), the project team will identify potential projects and programs to address unmet needs and advance plan goals.  
*Outcome:* List of potential projects and programs that directly addresses unmet needs and opportunities for improvement and responds to community and STTF feedback
- **Evaluation Framework:** After assembling potential projects, programs, and policies, the project team will apply an evaluation framework to screen and score these potential strategies. The framework will help to elevate the projects, programs, and policies that best align with and advance plan goals.  
*Outcome:* Ranked list of projects and programs based on metrics that advance Sustainable Transportation Plan goals
- **Scenario Development:** The project team will use the scored projects, programs, and policies to shape scenarios that illustrate tradeoffs and potential futures that could be expected with different combinations of investments.  
*Outcome:* Scenarios, or groupings of high-scoring projects and programs that illustrate how investments interact to achieve plan goals and objectives
- **Prioritized Strategies:** Based on public and Council input, the project team will work with the STTF to identify a preferred scenario and priority projects, programs, and policies for the Sustainable Transportation Plan.  
*Outcome:* Prioritized list of projects, programs, and policies to inform the near-term action plan

This memorandum outlines an updated evaluation framework approach for the Sustainable Transportation Plan. This approach reflects the final goals and objectives and incorporates feedback from the Council discussion of the approach in September 2020. **The project team is seeking Council affirmation of this proposed evaluation framework approach and direction for further refinement prior to Council approval in December 2020.**

## FINAL PLAN GOALS AND OBJECTIVES

The Sustainable Transportation Plan’s goals translate Bainbridge Island’s shared mobility values into specific outcomes. Establishing goals and objectives help to make the Island’s vision for sustainable transportation measurable. The project team will use plan goals and objectives as the basis for the evaluation framework and to identify criteria for scoring and prioritizing potential investments.

**Table 1 Final Plan Goals and Objectives (11/03/2020)**

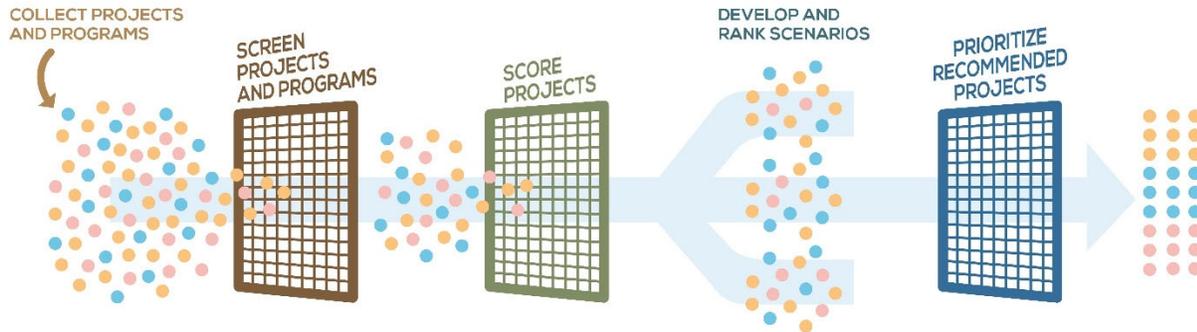
<b>Goals</b> <i>What we want to achieve</i>	<b>Objectives</b> <i>What must be accomplished</i>
<b>Climate Action and Resilience</b> Address the climate crisis to create a more resilient Bainbridge Island	<ul style="list-style-type: none"> <li>▪ <b>Primary Objective:</b> Reduce transportation-related emissions to help achieve the Island-wide goal of 90% greenhouse gas (GhG) emissions reduction by 2045</li> <li>▪ Reduce drive-alone trips to 40% of the Island’s mode share by 2045</li> <li>▪ Increase the proportion of electric vehicles and plug-in hybrid electric vehicles on the Island to 80% by 2045</li> <li>▪ Increase the number of short trips on the Island (less than 5 miles) made by sustainable modes</li> </ul>
<b>Natural Systems and Rural Character</b> Enhance the health of Bainbridge Island’s natural systems and honor its rural character	<ul style="list-style-type: none"> <li>▪ Minimize environmental impact and complement the Island’s scenic and rural character through project design and implementation</li> <li>▪ Preserve the Island’s tree canopy and expand green stormwater infrastructure</li> </ul>
<b>Safety and Comfort</b> Create transportation networks that protect and prioritize the most vulnerable travelers	<ul style="list-style-type: none"> <li>▪ Achieve zero collisions by 2045</li> <li>▪ Implement a complete all ages and abilities walking, rolling, and biking network tailored to the local context by 2045</li> <li>▪ Ensure that all students attending first grade and higher can safely walk or bike from home to school</li> </ul>
<b>Equity and Accessibility</b> Eliminate disproportionate burden in our mobility system, focusing on younger and older people, people of color, low-income people, and women	<ul style="list-style-type: none"> <li>▪ Ensure equal access to mobility options for all people on Bainbridge Island</li> <li>▪ Increase affordability and reduce overall household transportation costs</li> <li>▪ Increase the percentage of roadways and paths that are fully accessible</li> <li>▪ Increase miles of dedicated, buffered cycling, walking, and rolling pathways for all ages and abilities</li> <li>▪ Achieve a 50/50 gender mode split for bicycling on the Island by 2045</li> </ul>
<b>Connected and Convenient</b> Develop an integrated mobility system that connects destinations with sustainable travel options	<ul style="list-style-type: none"> <li>▪ Increase street, trail/greenway, and sidewalk network connectivity to reduce walking and biking travel time</li> <li>▪ Increase physical activity by making it easy and safe to walk, bike, and roll daily</li> <li>▪ Increase access to schools, jobs, parks, essential services, affordable and senior housing, and basic life needs</li> <li>▪ Create community gathering places that connect high-quality infrastructure and service with amenities</li> </ul>
<b>Implementation and Funding</b> Expand available resources to advance community priorities and complete networks	<ul style="list-style-type: none"> <li>▪ Align City-wide investment decisions with Sustainable Transportation Plan goals through the annual budgeting process</li> <li>▪ Balance cost-effective, “quick win” projects with high impact, “big move” projects</li> <li>▪ Eliminate administrative barriers to rapid implementation</li> <li>▪ Bring the existing system into a state of good repair by 2045</li> </ul>

## EVALUATION FRAMEWORK FOR PROJECTS AND PROGRAMS

The evaluation framework process depicted in Figure 1 uses Sustainable Transportation Plan goals and objectives to shape a decision-making approach that elevates investments that are most closely aligned with Bainbridge Island’s desired sustainable mobility future. The project team recommends a four-step process to screen, score, and prioritize projects, programs, and policies for funding and implementation.

The steps are described below, including specific criteria based on the project goals and objectives. These criteria will be used to support the scoring and prioritization steps in the process.

Figure 1 Evaluation Framework Process



### Step 1: Screening

**Purpose:** Filter potential projects, programs, and policies for alignment and appropriateness

Once projects, programs, and policies have been identified by the project team and the Sustainable Transportation Task Force and affirmed by Council for evaluation, the team will screen the list. Screening focuses on organizing investments and sorting them by potential funding sources. The screening process will remove any projects, programs, and policies that are misaligned with the plan’s goals and objectives. Projects that fall outside of Bainbridge Island’s jurisdiction will be maintained through the screening process to provide a full picture of investments for the scenarios. Questions to consider during screening include the following:

- Is the improvement a project, program, or policy?
- Is the improvement redundant with another? Should they be consolidated or defined differently?
- Is the improvement attached to a specific geography? If so, is it on a state, county, or local road?
- Is the improvement within the purview of Bainbridge Island’s responsibilities?
- Is the improvement one that is included within an ongoing program (e.g., filling potholes through regular maintenance)?

**Outcome:** “Clean” set of projects, programs, and policies

### Step 2: Scoring

**Purpose:** Rank potential projects and programs to elevate those most aligned with plan goals

Scoring is used to assess how well projects and programs align with plan goals and objectives. The project team is seeking feedback from Council on the geographic criteria (i.e., those that can be mapped) and the qualitative criteria (i.e., those that require judgement) that would be used to score potential projects and programs. These criteria are outlined in Table 2. As the criteria are used, Council may choose to weight goals or criteria in different ways to best match Bainbridge Island’s values, needs, and technical priorities.

Using geographic criteria to score potential capital improvement projects makes it possible to evaluate many projects quickly. Adding qualitative criteria to project scoring provides an opportunity to capture more nuance in this step of the process; this is recommended for the Sustainable Transportation Plan due to the unique character of Bainbridge Island and the diversity of projects the team expects to evaluate. All projects, regardless of their type, will be scored with the same geographic and qualitative criteria. Programs and other non-infrastructure recommendations that are not tied to a specific location will be scored using the qualitative criteria only.

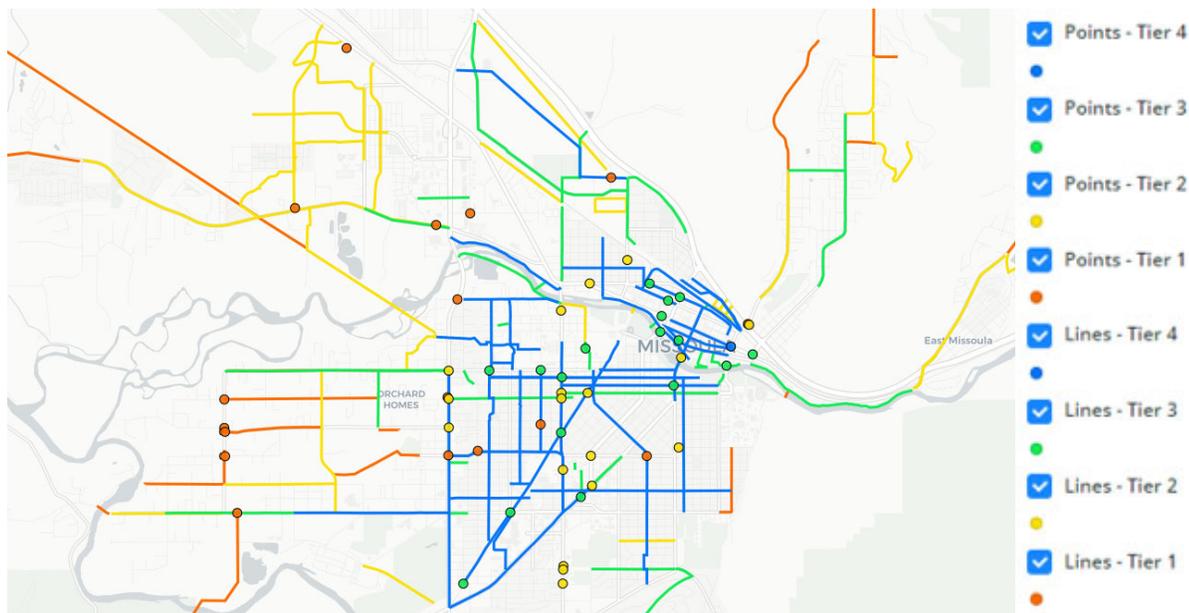
The project team will use a GIS-based tool to support the geographic project scoring. The tool will assign point values across criteria based on a project’s type and description; this helps to assess a project’s ability to advance the Sustainable Transportation Plan goals and achieve the objectives. Qualitative scores—which will be developed by the project team in partnership with the Sustainable Transportation Task Force—will be added to the geographic scores. Scores will be normalized to reflect the different number of criteria used for projects and programs.

Rather than reporting individual project or program scores, the team will create “tiers” to identify the groups of projects and programs that do the most to advance the plan’s goals. This approach allows Council and the public to understand relative value rather than focusing on what could be a rather meaningless difference of a single point between two very valuable projects. If Council is interested in weighting specific Sustainable Transportation Plan goals to reflect a greater degree of priority, the project team will develop weighted scores to illustrate how projects perform relative to specific outcomes.

Figure 2 and Figure 3 depict example outputs from similar project scoring processes. Projects scored with geographic criteria are mapped by tier in Figure 2. The matrix in Figure 3 reflects projects that were scored against weighted criteria, both geographic and qualitative.

**Outcome: Scored list of projects and programs—presented in tiers—to be used for scenario development**

Figure 2 EXAMPLE Map of Project Scoring with Geographic Criteria (Source: Missoula, MT)



**PROPOSED EVALUATION FRAMEWORK APPROACH | SUSTAINABLE TRANSPORTATION PLAN**  
City of Bainbridge Island

**Figure 3** *EXAMPLE* Matrix of Project Evaluation Framework and Scores (Source: Seattle, WA)

ID	Project Name	Safety			Connectivity and Mobility			Equity			Livability			Implementation			Community Input			Total Unweighted	Total Weighted Score	Sector	Tier		
		2	2		2	2	2	2	2	2	2	2		2	2		2	2						1.00	
1	NE 130th St Overpass and Shared use Sidewalk	0	2	2	●	2	2	2	●	2	0	0	●	0	0	●	1	0	●	2	2	17	0.78	W	1
2	N 145th St Crossing (West of I-5)	0	2	0	●	1	1	2	●	2	0	0	●	2	0	●	1	0	●	2	1	14	0.55	W	1
3	N 130th St Corridor Improvements (SR 99 to the NE 130th St Overpass 1st Ave NE Improvements (South of N 130th St)	Y	2	2	●	2	1	2	●	2	2	0	●	2	2	●	2	2	●	2	2	22	0.85	W	2
4	Corliss Ave N Neighborhood Greenway	0	2	2	●	1	1	2	●	2	2	0	●	0	2	●	1	1	●	2	1	19	0.75	W	2
5	Roosevelt Way N Neighborhood Greenway	0	1	2	●	1	1	2	●	2	0	0	●	0	0	●	2	1	●	2	1	15	0.61	W	2
6	N 137th St Neighborhood Greenway	0	2	2	●	1	1	2	●	2	0	0	●	2	0	●	1	1	●	2	1	17	0.68	W	3
7	Ashworth Ave N Neighborhood Greenway	0	2	2	●	1	1	2	●	2	0	0	●	2	2	●	1	1	●	2	1	19	0.71	W	3
8	Jackson Park Trail Improvements	0	1	2	●	1	0	2	●	2	0	0	●	0	0	●	2	1	●	2	1	14	0.57	W	3
9	Jackson Park Trail Improvements	0	2	2	●	2	2	0	●	2	2	0	●	1	2	●	1	1	●	2	0	19	0.71	NE	1

**PROPOSED EVALUATION FRAMEWORK APPROACH | SUSTAINABLE TRANSPORTATION PLAN**  
City of Bainbridge Island

**Table 2 Proposed Scoring Criteria for Council Feedback**

Goal	Geographic Criteria	Qualitative Criteria
<b>Climate Action and Resilience</b>	<ul style="list-style-type: none"> <li>▪ <b>Climate Change:</b> Investment will reduce vehicle miles traveled (VMT), single-occupancy vehicle (SOV) trips, or emissions</li> <li>▪ <b>Resilience and Adaptation:</b> Investment includes plantings, green stormwater infrastructure, or other treatments that mitigate the anticipated impacts of climate change</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Electrification:</b> Investment supports the use of shared electric mobility options</li> <li>▪ <b>Climate Change:</b> Investment contributes to improved air quality outcomes</li> <li>▪ <b>Mode Share:</b> Investment includes education or encouragement elements to change behavior</li> </ul>
<b>Natural Systems and Rural Character</b>	<ul style="list-style-type: none"> <li>▪ <b>Environmental Protection:</b> Investment minimizes impact on critical areas and protected habitat areas</li> <li>▪ <b>Scenic and Rural Character:</b> Investment improves off-street sustainable transportation connections to minimize impact to the green and scenic character of the Island's roadways</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Scenic and Rural Character:</b> Investment includes opportunities for native species and tree plantings, habitat enhancements, and/or green stormwater infrastructure</li> </ul>
<b>Safety and Comfort</b>	<ul style="list-style-type: none"> <li>▪ <b>Crash Reduction:</b> Investment is located at or within ¼ mile of a high-crash corridor or intersection</li> <li>▪ <b>Bicycle/Pedestrian Safety:</b> Investment will improve bicycle/pedestrian safety within ¼ mile of a high-crash or high level of stress corridor or intersection</li> <li>▪ <b>Access to School:</b> Investment is within ½ mile of or provides direct access to a school</li> <li>▪ <b>Access to Senior Housing:</b> Project provides direct access to existing or planned senior housing</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Sense of Safety:</b> Investment improves perceived sense of safety and/or addresses public feedback on near-miss collisions</li> <li>▪ <b>Dedicated Space:</b> Investment creates dedicated space separate from traffic for walking, rolling, and bicycling</li> </ul>
<b>Equity and Accessibility</b>	<ul style="list-style-type: none"> <li>▪ <b>Equity:</b> Investment is in an area with a high concentration of younger or older people, low-income people, people of color, or people with disabilities</li> <li>▪ <b>Affordability:</b> Investment is in an area with a high concentration of rent-burdened households or low-income residents</li> <li>▪ <b>Accessibility:</b> Investment helps to create an ADA-accessible connection or facility</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Affordability:</b> Investment provides low-cost mobility options and/or specifically serves low-income residents or workers</li> <li>▪ <b>Gender Mode Split:</b> Investment specifically serves women and female-identifying people</li> </ul>
<b>Connected and Convenient</b>	<ul style="list-style-type: none"> <li>▪ <b>Modal Density:</b> Investment increases network density for non-auto modes (sidewalk, bike, trail, transit network)</li> <li>▪ <b>Link-Node Ratio:</b> Investment increases street connectivity and intersection density</li> <li>▪ <b>Transit Access:</b> Investment closes a gap, removes a barrier, or improves transit operations within ½ mile of a Kitsap Transit stop or the ferry terminal</li> <li>▪ <b>Sustainable Growth:</b> Investment is located within or provides direct access to a designated center</li> <li>▪ <b>Access to Destinations:</b> Investment provides multimodal access within ½ mile of or expands multimodal access to an essential service, childcare facility, park, trail, or health provider</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Ease of Access:</b> Investment removes a barrier to and/or enhances the experience of accessing and using sustainable transportation</li> <li>▪ <b>Physical and Digital Connections:</b> Investment supports physical and/or digital connections between sustainable mobility options</li> </ul>
<b>Implementation and Funding</b>	<ul style="list-style-type: none"> <li>▪ <b>Leverage Planned Investments:</b> Investment connects to a planned capital project</li> <li>▪ <b>State of Good Repair:</b> Investment improves pavement or transit facility with fair or poor condition rating</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Feasibility:</b> Investment is cost-effective, feasible, and not overly complex</li> <li>▪ <b>Near-Term:</b> Investment could be implemented in the next five years</li> <li>▪ <b>Interagency Partnership:</b> Investment leverages interagency resources</li> </ul>

### Step 3: Developing Scenarios

**Purpose: Envision Bainbridge Island’s mobility future through different combinations of modal investments and programmatic and policy changes**

After scoring projects and programs, the team will work with the Sustainable Transportation Task Force and Technical Advisory Team to shape top-scoring investments (i.e., those in the top two tiers) into three scenarios. The scenarios will include capital projects as well as programs and policies. Scenarios will help the Bainbridge Island community understand how specific combinations of investments can advance the Sustainable Transportation Plan goals in different ways. Scenarios support objective, transparent, and informed decision-making about where to invest resources to achieve plan goals.

A key opportunity in developing the Sustainable Transportation Plan is to evaluate and communicate the benefits of a future multimodal transportation system. *The scenario planning approach will support analysis of possible investments to illustrate how Bainbridge Island can maximize value in its transportation decisions.* Scenario planning will help the Bainbridge Island community:

- Understand how specific multimodal strategies interact to improve performance and help the Island meet its sustainable transportation goals;
- Illustrate the relative tradeoffs associated with transportation performance goals and targets; and
- Identify performance measures, develop baseline data, and confirm methods Bainbridge Island can use to monitor and track progress.

There are many ways to shape transportation scenarios, including by modes, by desired outcomes, and by community priorities. The approach to scenario development and evaluation for Bainbridge Island must be tailored to the Island’s specific needs and reflect the values and goals expressed by the community. Therefore, we recommend using a **community priorities approach** to shape the scenarios.

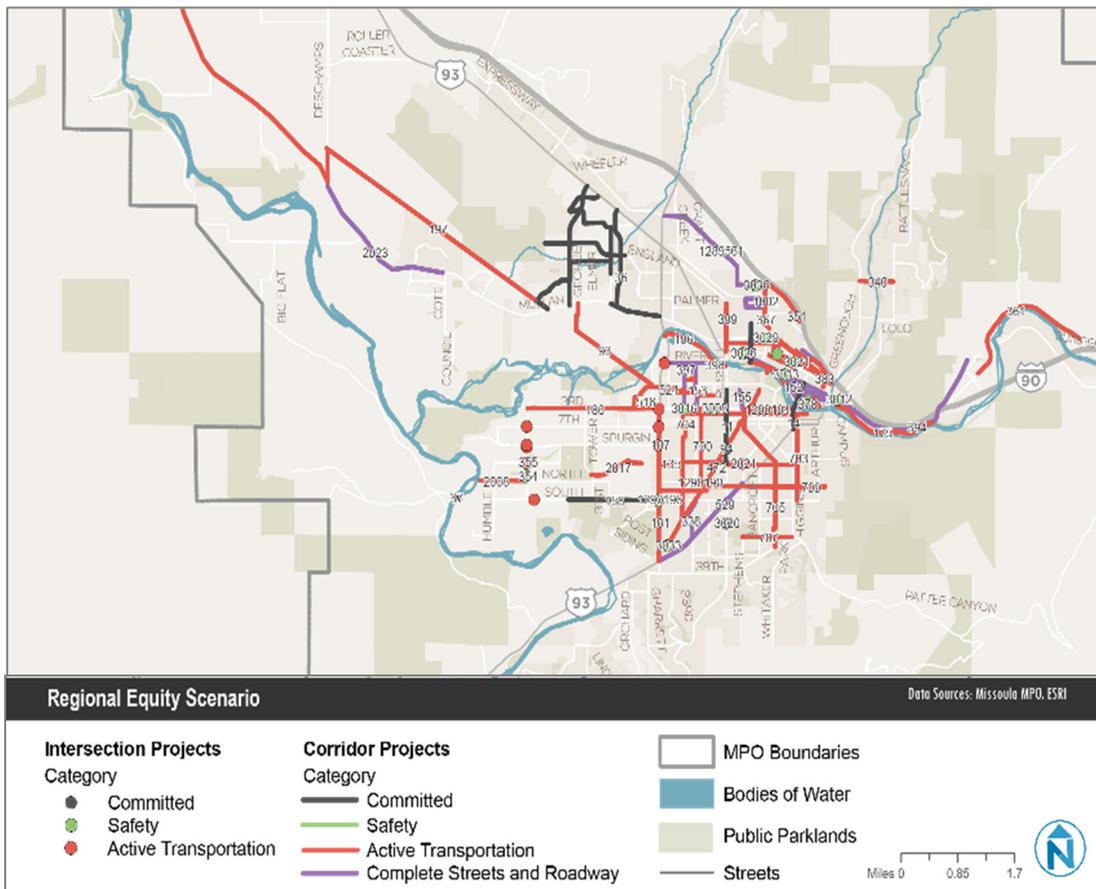
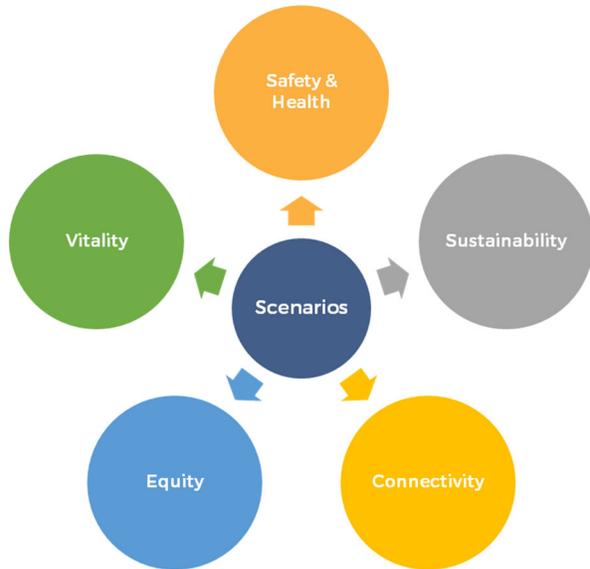
In collaboration with City Council, the Task Force, and the Technical Advisory Team, the project team will create three scenarios that illustrate the types of projects and programs that will “move the needle” on Bainbridge Island’s goals. The scenarios must be distinct enough from one another to generate measurable results and differences in the analysis. The scenario analysis will allow Council and the public to understand how different types of investments advance the Sustainable Transportation Plan goals.

One example of how community priorities can be used to develop scenarios comes from a multimodal transportation plan in Missoula, MT. Missoula’s community priorities approach combines projects and programs that cover all modes of transportation to maximize desired outcomes. Although the scenarios are not yet final, the project types that are under consideration for Missoula’s scenarios include the following:

- **Safety Scenario** — This may include a particularly heavy emphasis on active transportation projects, especially those that provide physical separation between modes or advance a slow-speed network for walking and biking. This scenario could also include a focus on intersection improvements at high-crash locations, including crossing projects, new signals, and lighting.
- **Equity and Affordability Scenario** — This scenario could place a significant focus on transit investments, including new service, connections to transit, and stop and station amenities. Projects that feature accessibility improvements, such as ADA curb ramps and filling network gaps, might also be prioritized for this scenario.
- **Climate Scenario** — While this scenario would include projects that support all modes, it could focus on higher levels of investment in intelligent transportation system (ITS) projects to keep people moving, as well as programmatic investments such as demand management. Other project types for this scenario might include electric vehicle charging infrastructure and maintenance projects to preserve existing infrastructure.

The five priorities Missoula is using to shape the transportation scenarios are shown in Figure 4 along with a map of the proposed regional equity scenario.

Figure 4 EXAMPLE Scenarios Based on Community Priorities (Missoula, MT)

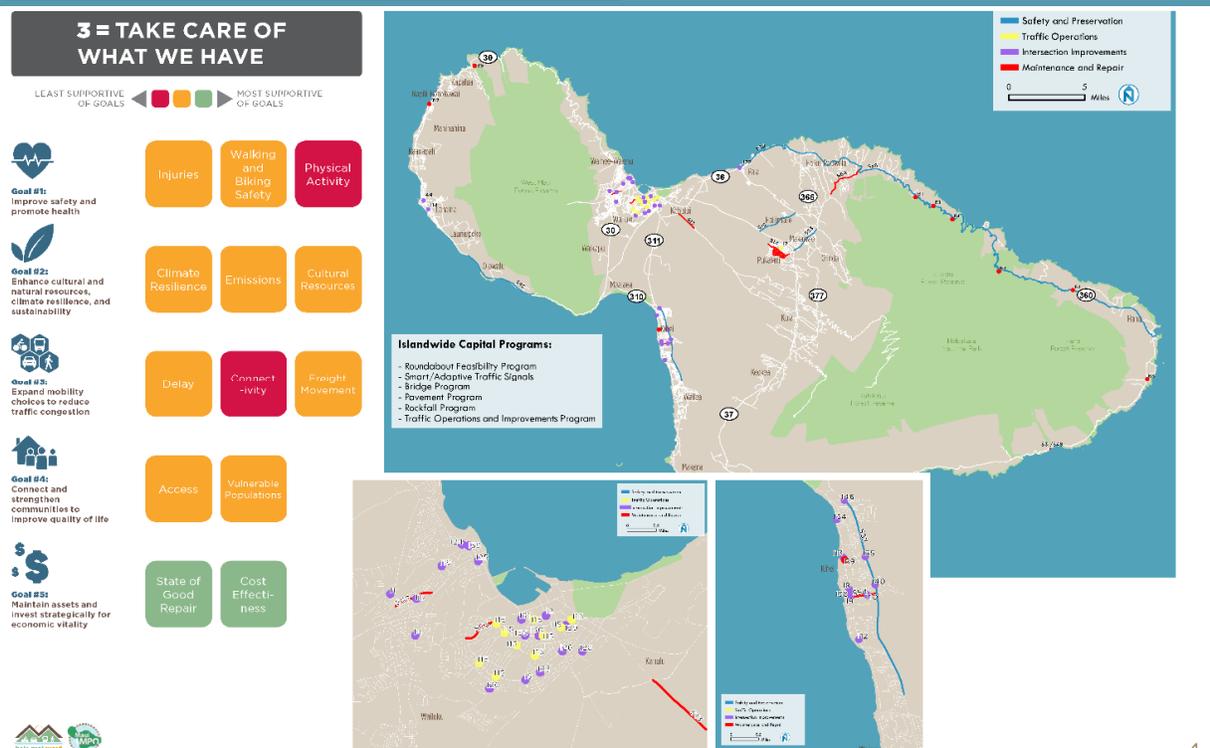


## Public Engagement on Scenarios

The scenario process is designed to be responsive to stakeholder input and to incorporate direction in ways that foster productive dialogue about potential futures and tradeoffs. The Sustainable Transportation Plan's Phase 2 engagement in early 2021 will focus on sharing results by presenting packages of goal-focused, high-priority projects and programs. Public input will confirm whether the mix of priority projects and programs accurately reflects and advances the community's top mobility needs.

Example materials developed to support the public review of scenarios for Maui's Long-Range Transportation Plan are shown below. The top image illustrates how well each scenario addresses the project's goals, and the bottom image shows the projects and individual criteria that were assessed as part of one scenario.

HELE MAI MAUI GOALS & OUTCOMES	SCENARIO EVALUATION RESULTS		
	1 = PROVIDE NEW CONNECTIONS	2 = CREATE A MULTIMODAL SYSTEM	3 = TAKE CARE OF WHAT WE HAVE
<b>Goal #1:</b> Improve safety and promote health • Eliminate injuries and fatalities • Improve safety for people walking and biking • Increase physical activity	LOW	HIGH	MED
<b>Goal #2:</b> Enhance cultural and natural resources, climate resilience, and sustainability • Improve climate resilience and adaptability of infrastructure • Reduce transportation-related air emissions • Protect or enhance cultural resources	LOW	HIGH	MED
<b>Goal #3:</b> Expand mobility choices to reduce traffic congestion • Reduce delay • Increase street, trail/greenway, and sidewalk network connectivity • Improve freight and transit movement	MED	HIGH	MED



Following public engagement, the project team will shape a recommended scenario of projects, programs, and policies for review with the Task Force, Technical Advisory Team, and Council. The recommended scenario is likely to be a combination of the three scenarios provided for public review, although it is possible that the public would overwhelmingly support one scenario over the others. After it is established, the recommended scenario will be used for the final step in the evaluation process.

**Outcome: Sustainable transportation network scenarios that illustrate how varying combinations of projects and programs achieve plan goals and objectives for public input to inform a recommended scenario**

## Step 4: Prioritization

**Purpose: Prioritize projects within the recommended scenario and develop a prioritized project list to inform the near-term action plan**

With a recommended scenario in hand, the project team will collaborate with the Task Force and the Technical Advisory Team to answer questions about each project, program, and policy. This exercise will help to determine which investments are the highest priority given their need and potential value for Bainbridge Island. Potential prioritization questions will be more fully developed after scoring is complete (i.e., after Step 2), which will provide the opportunity to better understand the questions that will best differentiate between investments.

Example questions are shown in Table 3; there is overlap with these sample questions and the qualitative criteria proposed in Table 2. That is intentional at this stage in the planning process, and the project team will work with Council to refine the questions for prioritization in early 2021.

**Table 3 Example Prioritization Questions**

Goal	Example Questions
<b>Climate Action and Resilience</b>	<ul style="list-style-type: none"> <li>▪ Will the project contribute to our primary objective and reduce transportation-related emissions?</li> <li>▪ Is the investment likely to decrease single-occupancy vehicle (SOV) mode share?</li> <li>▪ Does the project improve resilience by including climate adaptation elements?</li> <li>▪ Does the investment support zero-emission mobility?</li> </ul>
<b>Natural Systems and Rural Character</b>	<ul style="list-style-type: none"> <li>▪ Does the project enhance the rural and scenic character of the island through its design, maintenance of mature trees, or natural habitat protection?</li> <li>▪ Does the project improve or restore the island’s natural systems with green stormwater infrastructure, enhanced tree canopy, or plantings?</li> </ul>
<b>Safety and Comfort</b>	<ul style="list-style-type: none"> <li>▪ Does the project include proven countermeasures to reduce crashes?</li> <li>▪ Is the project likely to increase bicycle or walking mode share or increase physical activity?</li> <li>▪ Does the project include a protected or fully separated walking, rolling, or biking facility?</li> </ul>
<b>Equity and Accessibility</b>	<ul style="list-style-type: none"> <li>▪ Does the project have the potential to reduce household transportation costs by supporting non-automobile trips?</li> <li>▪ Does the project address existing deficiencies in accessibility or facility design?</li> </ul>
<b>Connected and Convenient</b>	<ul style="list-style-type: none"> <li>▪ Does the project improve access in an area with a need for more regional connectivity?</li> <li>▪ Does the project strengthen the transportation system to provide more choices for people?</li> </ul>
<b>Implementation and Funding</b>	<ul style="list-style-type: none"> <li>▪ Is the project in an advanced state of readiness (e.g., shovel ready, preliminary design)?</li> <li>▪ Does the project have an identified funding source?</li> </ul>

**Outcome: Prioritized list of final projects and programs for the near-term action plan based on the recommended scenario**

## NEXT STEPS

When the gap analysis is complete and Council affirms the findings of the analysis (December 2020), the project team will work with the Sustainable Transportation Task Force to identify potential projects, programs, and policies that address the gaps. Following Council affirmation of the identified projects and programs for evaluation (anticipated in February 2021), the project team will begin to apply this evaluation framework to screen and score potential investments. The project team will share evaluation results with Council in March 2021.



CITY OF  
BAINBRIDGE ISLAND

## City Council Study Session Agenda Bill

**MEETING DATE:** November 17, 2020

**ESTIMATED TIME:** 10 Minutes

**AGENDA ITEM:** (7:20 PM) Green Building Code - Update and Next Steps - Planning,

**SUMMARY:** \* Staff (planning, building, legal) completed their review of the GBTF recommendations.

\* Staff plan to discuss proposed modifications with the GBTF soon.

\* We anticipate having a study session with the Council in December to review a revised proposal.

**AGENDA CATEGORY:** Presentation

**PROPOSED BY:** Planning & Community Development

**RECOMMENDED MOTION:** Briefing and discussion only.

**STRATEGIC PRIORITY:** Green, Well-Planned Community

**FISCAL IMPACT:**

<b>Amount:</b>	
<b>Ongoing Cost:</b>	
<b>One-Time Cost:</b>	
<b>Included in Current Budget?</b>	

**BACKGROUND:** On September 1, 2020, the City Council directed staff to proceed with drafting an ordinance based on the GBTF recommendations and ongoing staff review and legal analysis.

On September 15th, the Council agreed to a brief delay in the project timeline in order for staff review and legal analysis to be completed. The Council also reiterated the importance of continuing to develop an ambitious local interim green building program and discussed the possibility of seeking legislative changes to state laws that limit local green building programs.

**ATTACHMENTS:**

[Green Building Staff Memo](#)

[Attachment 1 - History Log](#)

[Attachment 2 - GBTF Roster](#)

[Attachment 3 - City Policies](#)

[Attachment 4 - GHG Inventory Fact Sheet](#)

[Attachment 5 - GHG Charts](#)

[Attachment 6 - Energy Demand and Conservation](#)

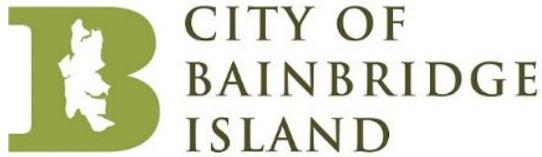
[Attachment 7 - GBTF Road Map Recommendation](#)

[Attachment 8 - GBTF First Steps Recommendation](#)

**FISCAL DETAILS:**

**Fund Name(s):**

**Coding:**



Department of Planning and Community Development

## Memorandum

Date: November 17, 2020  
To: City Manager  
City Council  
From: Heather Wright, Planning Director  
Peter Best, Senior Planner  
Subject: Green Building Task Force Update

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### I. BACKGROUND

On June 16<sup>th</sup>, the City Council directed the Green Building Task Force (GBTF, Attachment 2) to recommend an interim “off the shelf” green building program (or components of a program) to be implemented before the current development moratorium expires<sup>1</sup> to help with the City’s greenhouse gas (GHG) emission reduction goals while a full Bainbridge Island program is developed. The Council also stated this direction was made within the context of their recent declaration of a climate emergency ([Resolution 2020-05](#)) and reaffirmed their previous direction for the green building initiative to aggressively contribute to GHG emission reductions.

On September 1<sup>st</sup>, the City Council directed staff to proceed with drafting an ordinance based on the GBTF recommendations and ongoing staff review and legal analysis.

On September 15<sup>th</sup>, the City Council agreed to a brief delay in the project timeline in order for staff review and legal analysis to be completed. The Council also reiterated the importance of continuing to develop an ambitious local interim green building program and discussed the possibility of seeking legislative changes to state laws that limit local green building programs.

Note: A summary of prior actions related to the Green Building Initiative is provided as Attachment 1.

Adopting a green building code is (see Attachment 3):

- A City 2020 work plan priority
- A Comprehensive Plan policy
- A Climate Action Plan goal and priority strategy

A green building code will benefit the Bainbridge Island community by:

- Reducing greenhouse gas emissions (see Attachments 4 and 5)

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<sup>1</sup> The adopted motion specified October 20, 2020 as the implementation deadline for an interim green building program. However, at the time the motion was adopted, the development moratorium (Ordinance 2020-09) was set to expire on October 3, 2020. The moratorium has since been narrowed and extended to April 3, 2021 (Ord. 2020-24).

- The City's goal is to reduce community emissions 90% by 2045 (from 2014 levels)
- 55% of 2018 community emissions were from building energy use
- Conserving energy (see Attachment 6)
  - Demand is increasing due to transportation electrification (ferries, cars, etc) and growth
  - Capacity is limited and we wish to avoid (or at least delay) building a new substation
- Conserving water
  - Bainbridge Island is a sole source aquifer

## II. GBTF RECOMMENDATIONS

The GBTF recommendations were provided in two deliverables.

Road Map (Attachment 7) – The Road Map outlined a 3-phase process for developing and implementing a comprehensive green building program for Bainbridge Island. The Road Map is guided by five overarching principles and each phase is guided by a general theme.

First Steps (Attachment 8) – These First Steps provided the initial interim program requested by the City Council. These recommendations represent Phase 1 of the Road Map and contain the core elements of the comprehensive green building program.

## III. STATUS UPDATE

Staff (including legal, planning and building) completed reviewing the GBTF recommendations and as a result, will be proposing modifications. As discussed with City Council previously, the primary issues included:

- Deviating from and exceeding the state residential energy code, which sets minimum and maximum requirements without the possibility of local amendments.
- Deviating from the state residential building code, which has a very high bar for local amendments.
- Reliance on private 3<sup>rd</sup> party green building certifications, which raised a variety of administrative and legal questions, particularly related to the two issues above.

## IV. NEXT STEPS

1. Staff is scheduling a meeting with the GBTF to review proposed modifications that would:
  - Comply with existing legal constraints.
  - Achieve similar outcomes.
2. We anticipate having a study session with the City Council in December to review a revised proposal.

## V. ATTACHMENTS

1. Green Building Initiative History Log (updated)
2. GBTF Roster (unchanged)
3. City Green Building Policies (unchanged)
4. Greenhouse Gas Emission Inventory Fact Sheet (unchanged)
5. Greenhouse Gas Emissions Charts (unchanged)
6. Bainbridge Island Energy Demand & Conservation (unchanged)
7. GBTF Road Map Recommendation (unchanged)
8. GBTF First Steps Recommendation (unchanged)

**Green Building Initiative  
History Log**

<b>Date</b>	<b>Description</b>
7/17/2018	CC study session on a green building incentive program
11/5/2019	CC study session on an approach to a green building code
12/3/2019	CC study session on the 2019 <a href="#">City of Bainbridge Island Greenhouse Gas Emissions Inventory Final Findings Report</a> which documented that 55% of the communities overall emissions came from building energy use.
12/10/2019	CC study session on workplan for green building code options
1/7/2020	CC provided direction on GBTF recruitment and for aggressive GHG reduction
1/16/2020	CC adopted its top priorities for 2020 as well as the <a href="#">2020 Citywide Work Plan</a> which affirmed green building remains a top priority
2/4/2020	CC update on GBTF applications and selection process
3/3/2020	CC update on GBTF applications and appointment process
3/10/2020	CC advanced a slate of GBTF candidates for appointment on 3/24/2020
3/24/2020	CC appointed GBTF members
5/19/2020	CC retained the green building initiative as a City workplan priority
5/26/2020	CC adopted the <a href="#">goals and strategies for the Climate Action Plan presented by the City's Climate Change Advisory Committee</a> , which includes overarching GHG reduction goals as well as goals and strategies related to green building
6/9/2020	CC declared a climate emergency ( <a href="#">Resolution 2020-05</a> )
6/16/2020	CC provided direction to the GBTF to recommend an interim "off the shelf" green building program (or components of a program) to be implemented before the current development moratorium expires (i.e.: Ordinance 2020-09 expires on 10/4/2020) to help with the City's greenhouse gas (GHG) emission reduction goals while a full Bainbridge Island program is developed.
7/7/2020	GBTF meeting #1
7/7/2020	CC update on GBTF schedule and startup
7/21/2020	GBTF meeting #2
8/4/2020	GBTF meeting #3
8/18/2020	GBTF meeting #4 – complete recommendations for multi-phase "Road Map" and "First Steps" ordinance
8/27/2020	GBTF meeting #5 – complete recommendations for multi-phase "Road Map" and "First Steps" ordinance
9/1/2020	CC study session #1 on GBTF recommendations
9/15/2020	CC study session #2 on GBTF recommendations <ul style="list-style-type: none"> <li>Briefly extended project timeline to complete staff review and legal analysis</li> </ul>

Acronyms

CC = City Council

GBTF = Green Building Task Force

GHG = Greenhouse gas emissions

## GREEN BUILDING TASK FORCE ROSTER



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6/26/2020

## City Priorities and Policies Applicable to Green Building

### 2020 Citywide Workplan Priorities

- Support Council consideration of Green Building Initiatives (Q1 – Q4)
  - to include consideration of proposed solar ordinances

### Comp Plan Goals & Policies

- Policy LU 5.5 - Implement a green building code.
- LU Action #3 - Amend the City's development code to implement green building codes. Utilize lessons learned from communities of comparable environmental and socio-economic characteristics to implement green building codes which address issues such as site sustainability, water use efficiency, energy use efficiency, indoor environmental quality, and the impact on the atmosphere, materials and resources by buildings.

### Applicable to All Types of Buildings

- Policy EC 3.1: Encourage use of green building materials and techniques in all types of construction, as well as design approaches that are responsive to changing conditions.
- Policy EC 10.2: Partner with island architects, landscape architects, builders and related construction professionals to draft development standards and practices that incorporate green building practices and context sensitive design.
- Policy EN 2.3: Use new technologies to reduce environmental impacts such as solar panels, electric and hybrid vehicles, high-efficiency lights and heating systems.
- Goal EN-4: Encourage sustainable development that maintains diversity of healthy, functioning ecosystems that are essential for maintaining our quality of life and economic viability into the future.
- Policy EN 4.1: Employ conservation design methods and principles such as low impact development techniques for managing storm and waste water, green building materials, high-efficiency heating and lighting systems.
- Policy U 14.2: Encourage the conservation of electrical energy, especially during periods of peak usage, and encourage energy saving building code strategies, local renewable energy, and other cost effective approaches to meeting the island's energy needs, including distributed energy systems.

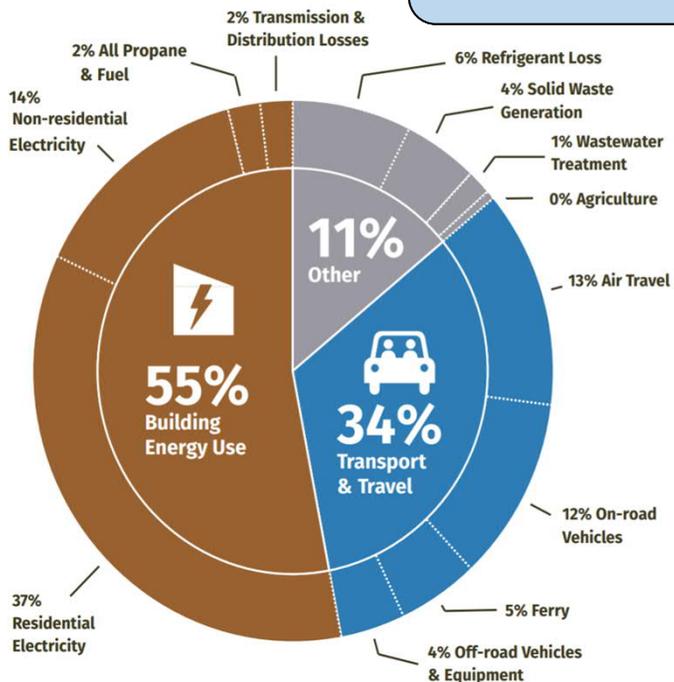
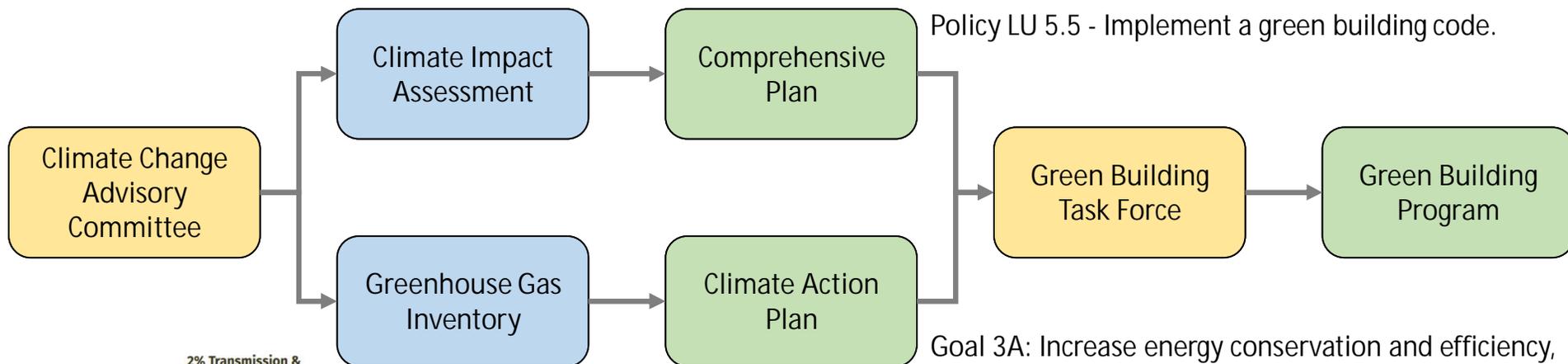
### Applicable to City and Public Facilities Only

- GOAL EN-2: Encourage sustainability in City Government operations.
- Policy EN 2.1: In managing City government operations, take reasonable steps to reduce impacts to the environment and ecosystems upon which we depend. This includes recognizing and preparing for the impacts of climate change.
- Policy U 14.5: New taxpayer-funded buildings shall use carbon-neutral energy for heating, cooling, and operational use to the maximum extent practical.
- Policy EN 10.4: Ensure beneficial indoor air quality in all renovations and new construction of City-owned facilities.
- Policy EN 12.6: Promote energy conservation measures by all government entities including:
  - Retrofitting offices, shops and garages with high-efficiency lighting;
  - Converting vehicles to hybrid fuel vehicles as replacement or new vehicles are acquired;

- Converting traffic signals and lighting to the most energy efficient and spectrum appropriate technology available; and
- Adopting incentive programs and design standards that encourage the employment of renewable energy sources and energy efficient appliances on the Island.
- Goal CF-4: Public facilities constructed on Bainbridge Island meet appropriate safety, construction, energy conservation, durability and sustainability standards.
- Policy CF 4.4: Require public facilities to incorporate energy generation when and where possible.

#### **Process Improvements**

- Policy EN 12.3: Strive for reduced greenhouse gas emissions by, among other actions, integrating climate change into the city planning process, including land use and transportation planning and management, and making climate change considerations and meeting greenhouse gas emission reduction goals a component of city decision making.
- Policy EN 12.4: Establish benchmarks, metrics and targets for reduction of greenhouse gas emissions, assess current conditions and progress in reducing greenhouse gas emissions from municipal, commercial, residential and transportation-related land uses, projects and programs.
- Policy EN 12.5: Support the development of a public education program which informs all citizens on the methods and progress for meeting the Island's greenhouse gas emission goals and ways citizens can assist in reaching the reduction goals.
- Policy HO 6.4: Create a new conservation villages permit process to apply outside of designated centers to increase housing choices including affordable housing and requiring green building practices while better conserving open space.



Policy LU 5.5 - Implement a green building code.

Goal 3A: Increase energy conservation and efficiency, including customer-owned generation, across all energy sectors.

Goal 3C: Create energy self-sufficiency for emergency preparedness and increase energy infrastructure reliability and resilience.

Goal 5A: Reduce GHG emissions from all municipal, commercial, industrial and residential buildings.

Goal 6B: Protect and maintain the integrity of our Island's surface and groundwater resources in the face of climate change.

Goal 7B: Increase diversion of waste from the landfill.

Goal 8C: Empower and prepare COBI, Bainbridge Island residents, and Bainbridge Island businesses for climate impacts and emergencies.



# UNDERSTANDING OUR IMPACT

## Bainbridge Island's Greenhouse Gas (GHG) Inventory Results

The City of Bainbridge Island (City) recently completed a comprehensive greenhouse gas (GHG) inventory. GHG inventories quantify the amount of climate pollution produced by an entity—in this case, from the Bainbridge Island community and municipal government operations. As the City continues to take action to reduce emissions, these inventories will serve as helpful tools for tracking progress and making improvements along the way.

### What are our emissions?

We estimate that the Bainbridge Island community emitted 233,998 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) in 2018—or 9.4 MTCO<sub>2e</sub> per resident. **Offsetting those emissions would require every Bainbridge resident to grow 11.1 acres of forestland for one year.** The biggest emissions contributors:



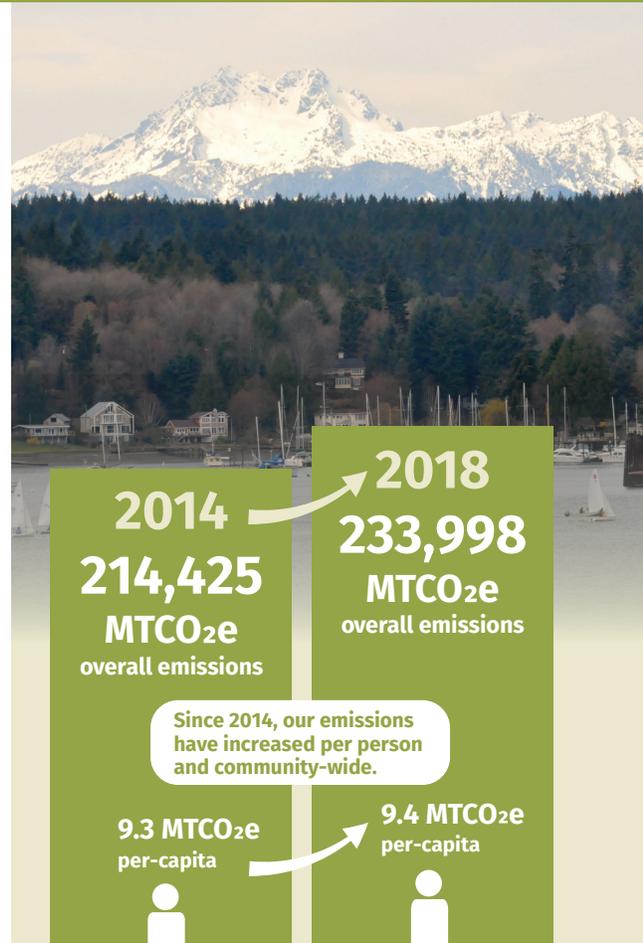
#### Energy use by residential and commercial buildings

55% of our emissions come from building energy use, residential fuels, and transmission and distribution losses.



#### Transportation, mainly on-road vehicles and air travel

34% of our emissions come from on-road and off-road vehicles, air travel, and ferry transportation.



### Trends Over Time...

The 2018 emissions results showed a 9% overall increase over 2014 emissions, but only a 1% increase in per-capita emissions. **To meet our goals, we will need to decrease our overall emissions as well as our per-capita emissions.**

#### Emissions increases were driven by:

- ↑ Changes in **electricity fuel sources** (e.g., from renewables versus coal)
- ↑ Growth in **population** and employment

#### Emissions increases were limited by:

- ↓ Improvements in **vehicle fuel economy**
- ↓ Reductions in the **distance** each person drives
- ↓ Declining per-household and per-business **energy consumption**

### GHG Inventory Quick Facts

#### Three inventory types



##### Communitywide

Emissions from community activities, like energy use, travel, and waste disposal.



##### City Government Operations

Emissions from everyday government activities.



##### Consumption-based

Emissions associated with our goods and services.



#### Three accepted protocols

The inventories were conducted using widely-accepted tools and protocols, including The Climate Registry's Local Government Operations Protocol, the U.S. Community Protocol, and U.C. Berkeley's CoolClimate Calculator.



#### Two representative years

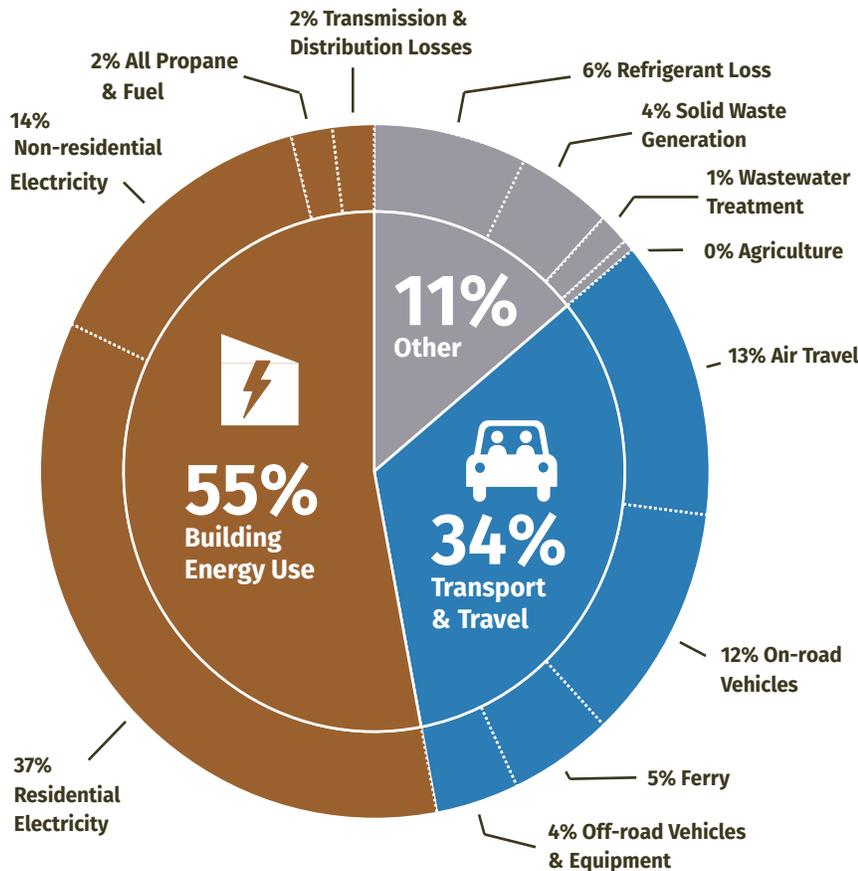
Conducting inventories for both 2014 and 2018 allows us to see whether emissions are trending upward or downward over time.

See full inventory results on the back!



## Community Overall Emissions

# 233,998 MTCO<sub>2</sub>e



The Bainbridge Island community emitted an estimated 233,998 MTCO<sub>2</sub>e in 2018.

That equates to 9.4 MTCO<sub>2</sub>e per person—equivalent to the emissions from driving 50,000 passenger vehicles for a year!

The majority of those emissions are from consumption of energy in homes and commercial buildings.



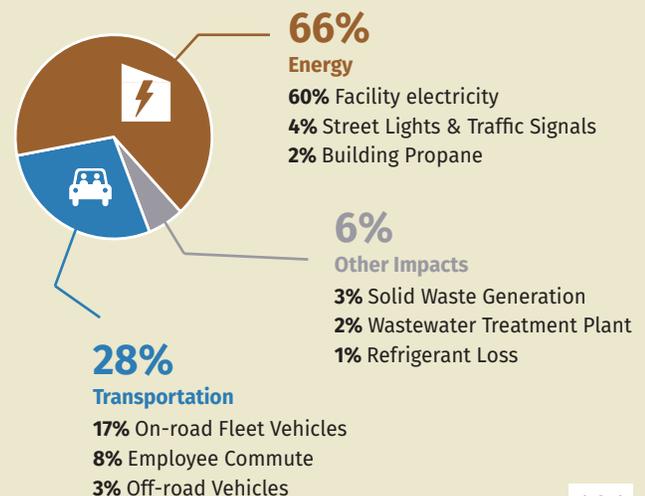
### Be a part of the solution

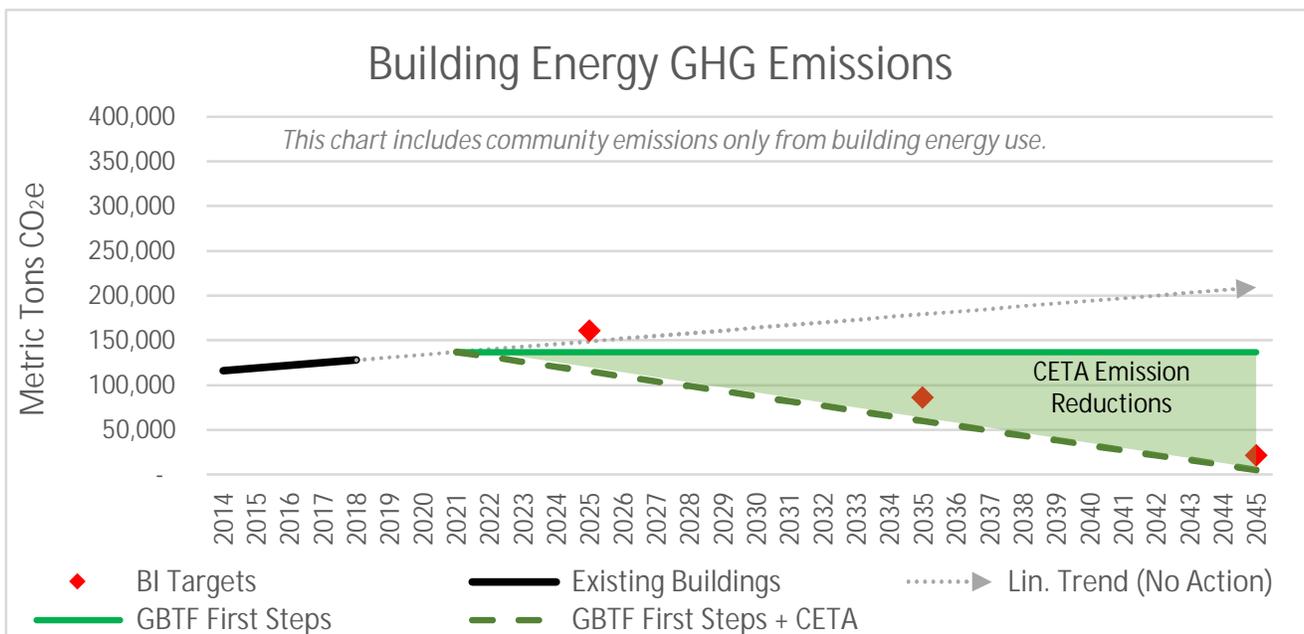
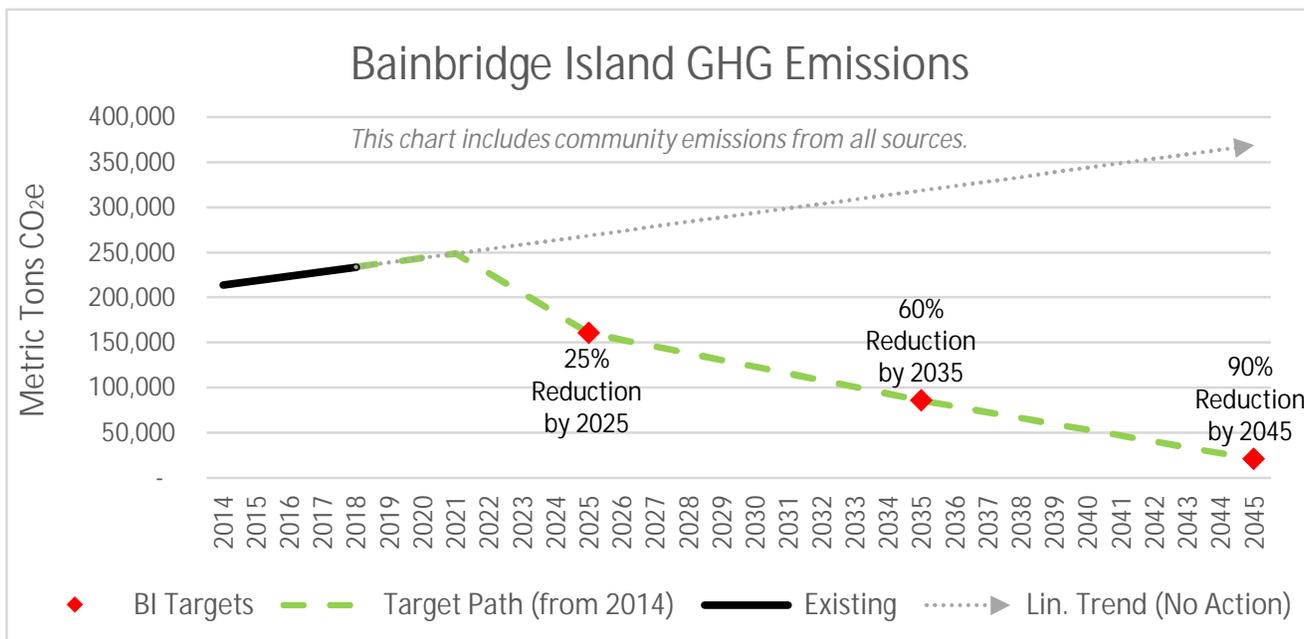
Everyone has a role in reducing Bainbridge Island's greenhouse gas emissions. The things we buy, the way we commute to work, the food we eat, and the way we use energy in our home all have an impact.

## City Government Emissions

### 2,291 MTCO<sub>2</sub>e in 2018

Emissions from City of Bainbridge Island activities—which only make up about 1% of the total community emissions—are largely from energy needed to power municipal buildings, equipment, and vehicles.





CETA = Washington State Clean Energy Transformation Act

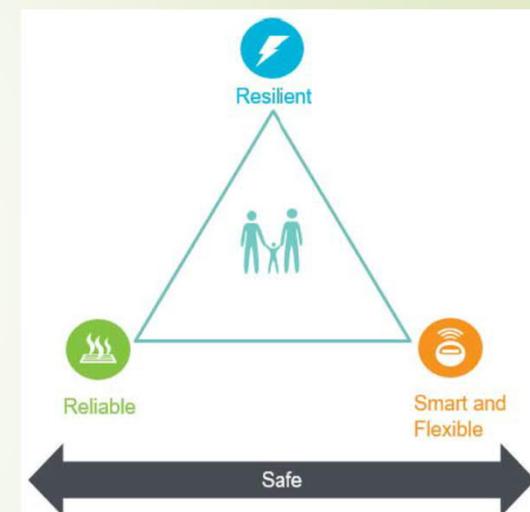
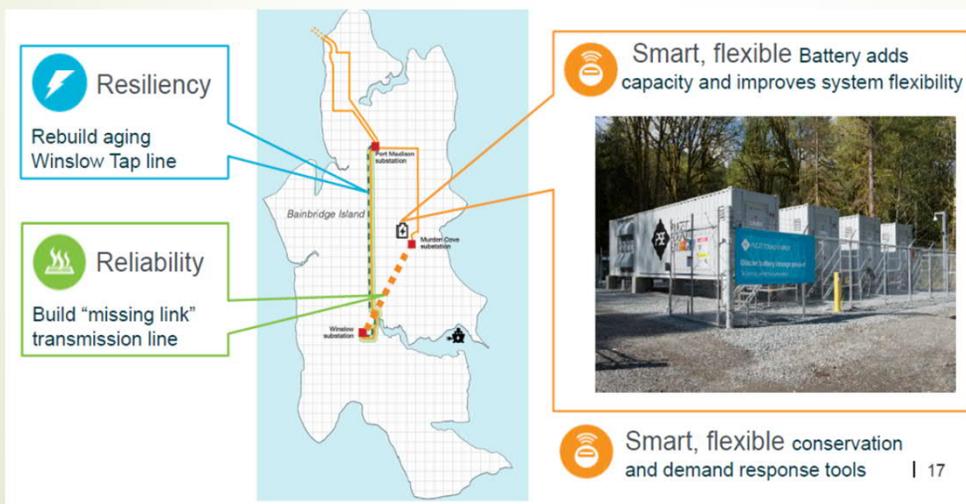
Note: GBTF "First Steps" recommendations would also require offsets for the carbon emissions embodied in new building materials, which is not currently accounted for in the GHG emissions inventory this chart is based on.

Sources:

2019. City of Bainbridge Island Greenhouse Gas Emissions Inventory Final Findings Report. Prepared by Cascadia Consulting Group, INC.

In Prep. City of Bainbridge Island Climate Action Plan. Prepared by City of Bainbridge Island Climate Change Advisory Committee.

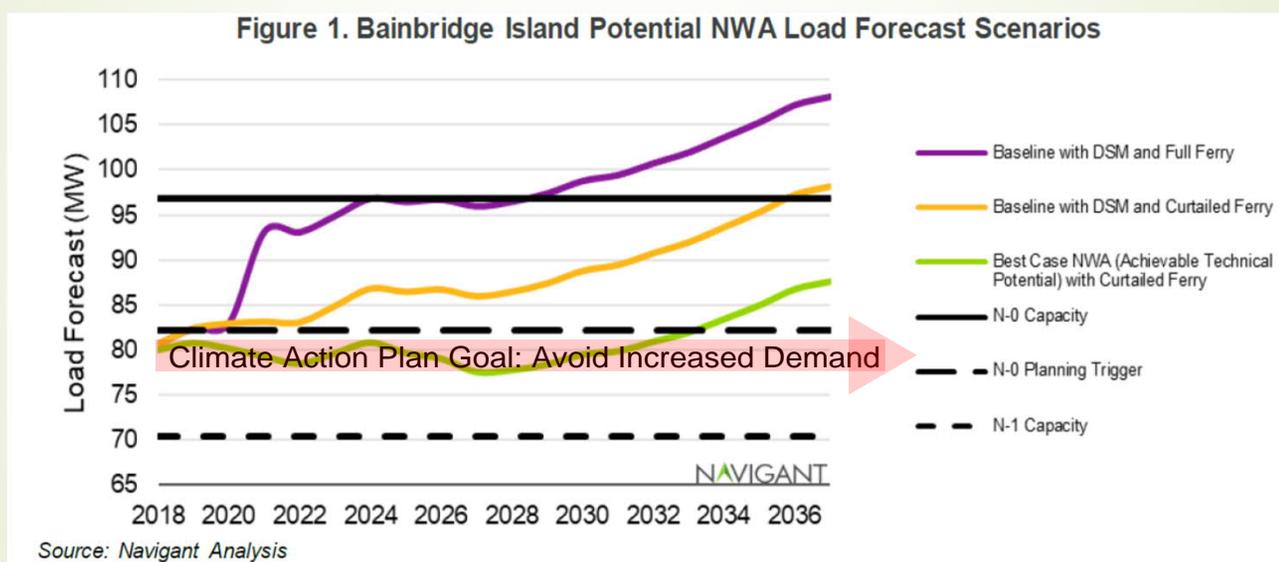
# PSE's Proposed Bainbridge Island Initiative Has Three Key Elements



Source: [PSE's town hall on Oct 17, 2019, final slide deck](#)

\*Source: [PSE's town hall on Oct 17, 2019, Appendix D](#)

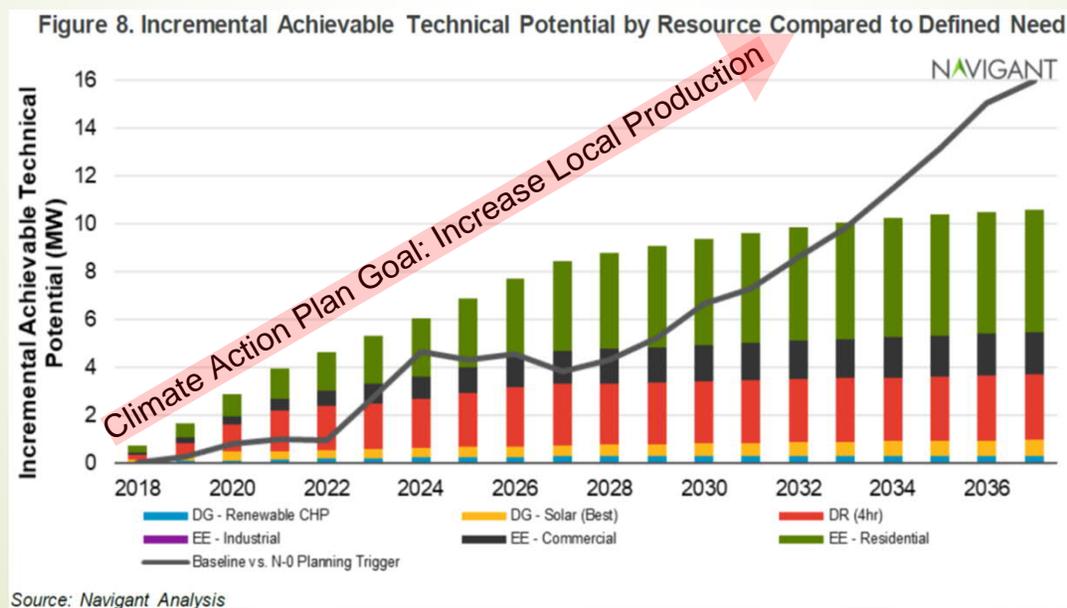
## If Implemented Fully, PSE's Bainbridge Island Initiative Would Defer Grid Upgrades to 2030



Source: [PSE's town hall on Oct 17, 2019, Appendix D](#)

## The Targeted Conservation and Demand Response Tools Require BI Resident's Action

- DERs considered in the analysis include energy efficiency (EE), demand response (DR), customer-sited solar photovoltaics (PV), energy storage, and combined heat and power (CHP) (renewable anaerobic digesters only).



- Note the cost-effective contribution from the anaerobic digester CHP

Source: [PSE's town hall on Oct 17, 2019, Appendix D](#)

## “Road Map” for a Bainbridge Island Green Building Program

Principles

Lead by example

Optimize materials/emissions

Equity/Justice

Wholistic approach/mutual benefits  
(people, environment, & economy)

Future ready (e.g. solar, EV, internet-based system controls/smart grid, battery storage, etc)

Theme

Phase 1 (Interim by Oct)

Carbon Reduction

Rely on prior public engagement and 1 public hearing

Mandatory “baseline” green building programs for all building types

Optional “stretch” green building programs

Scaled to building size

Mature programs & market acceptance

Few additional carbon reduction measures

Phase 2 (Oct - Feb)

Carbon Neutral

Expanded engagement (community & industry)

Economic assessment, incentives, assistance programs (affordability & health equity)

Electric vehicle & solar ready

Embedded carbon reductions (concrete & other materials)

Carbon offsets

Site requirements

Program evaluation process

Phase 3 (+1 year)

Carbon Storage

Adaptive Management (next steps based on program performance)

Components

Green Building Task Force - "First Steps" Interim Green Building Recommendation

The green building programs listed in Table 1 are adopted by the City of Bainbridge Island and organized into green building categories. The programs indicated with:

- "BR" are baseline required programs within that category (choose one if more than one is listed);
- "AR" are required programs within that category in addition to the BR program (choose one if more than one is listed); and
- "O" are optional programs that may be used in addition to a required program but shall not be used instead of a required program.

Table 1 Green Building Categories

Organization	Green Building Program	Green Building Category			Existing Buildings on BI
		A	B	C	
International Living Future Institute	<a href="#">Core Green Building Certification</a>	O	O	AR	Yes
	<a href="#">Zero Carbon Certification</a>	BR	BR	BR	
US Green Building Council	<a href="#">LEED</a> Platinum Certification	O	O	AR	Yes
Other	Other	O	O		Yes

Table 2 Green Building Requirements

Building Type	Building Size	Green Building Category		
		A	B	C
Any Remodel and/or Addition	Up to 500 SF	N/A		
	More than 500 SF	Same category as below for building type and net building size (net = existing + addition)		
Any Residential	Any size	X		
Commercial and Institutional	Up to 5,000 SF		X	
	More than 5,000 SF			X

Table 2 notes:

- For remodels and additions over 500 SF, only the remodel/addition area needs to meet the applicable requirements. The remaining area of the existing building does not need to meet the applicable requirements.
- State funded buildings subject to RCW 39.35D (high-performance public buildings) would be subject to this requirement.
- Affordable housing projects would be subject to this requirement unless they receive funding through the State Housing Trust Fund and are therefore required to meet state mandated green building standards per RCW 39.35D.080.

Other GBTF Recommendations

City Buildings – Lead by example (retroactive to police/court facility)

Possible Incentives (until Phase 2)

- Refund part of building permit fees at final certification (amount TBD)
- Education & outreach
- Puget Sound Energy – many of the existing rebates, grants, and design assistance will apply to green building projects

Additional Carbon Footprint Reduction Measures (pending legal review)

- Heat pumps used whenever possible for space & water heating
- Propane may be used as secondary backup heat, or where heat pumps are not capable of providing for the task (such as for tankless water heaters or high demand boiler systems)
- Do not allow electric resistance elements for space heating



CITY OF  
BAINBRIDGE ISLAND

## City Council Study Session Agenda Bill

**MEETING DATE:** November 17, 2020

**ESTIMATED TIME:** 45 Minutes

**AGENDA ITEM:** (7:30 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

<b>FISCAL IMPACT:</b>	
<b>Amount:</b>	
<b>Ongoing Cost:</b>	
<b>One-Time Cost:</b>	
<b>Included in Current Budget?</b>	

**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

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### 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.
<b>Affordable Housing FAR Bonus</b>	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

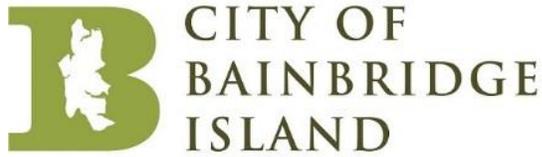
FILED WITH THE CITY CLERK: XXX, 2020  
PASSED BY THE CITY COUNCIL:  
PUBLISHED:  
EFFECTIVE DATE:  
ORDINANCE NUMBER: 2020-16

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 <a href="#">18.12.030.C</a> ]	
DIMENSIONAL STANDARD						
<b>Basic Maximum</b>						
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
<b>Maximum with Bonus</b>	Bonus densities require compliance with BIMC <a href="#">18.12.030.E</a>					
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

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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.

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

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



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Leslie Schneider, Mayor

ATTEST/AUTHENTICATE:



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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)

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##### **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.





## **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.

**Motion: I move that we approve the Public Works Noise Variance 51797 for nighttime wet well cleaning as planned for.**

**Paar/Blossom: Passed Unanimously**

**5) UNFINISHED BUSINESS**

5.a Amending Bonus Floor Area Ratio (FAR) Options, BIMC 18.12.030.E.

Cover Page

20200827 PC Staff Memo.pdf

MUTC Zoning Districts Map.pdf

Excerpt BIMC\_Table\_18.12.020-3.pdf

July 9 Planning Commission Proposed Changes to Bonus FAR program.pdf

WMP Goals & Policies Related to FAR.pdf

Senior Planner Jennifer Sutton led discussion of proposed options. Commissioners asked for a formal ordinance to be brought to them at their first meeting in September.

**6) SUBCOMMITTEE UPDATES**

Chair William Chester provided an overview of the City Council/Planning Commission Joint Land Use Subcommittee's work to date.

**7) PLANNING DIRECTOR'S REPORT**

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

**8) ADJOURNMENT**

The meeting was adjourned at 8:00 PM.

\_\_\_\_\_  
/s/  
William Chester, Chair

\_\_\_\_\_  
/s/  
Jane Rasely, Administrative Specialist



## 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:** November 17, 2020

**ESTIMATED TIME:** 10 Minutes

**AGENDA ITEM:** (8:15 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:**

<b>Amount:</b>	
<b>Ongoing Cost:</b>	
<b>One-Time Cost:</b>	
<b>Included in Current Budget?</b>	

**BACKGROUND:**

**ATTACHMENTS:**

**FISCAL DETAILS:**

**Fund Name(s):**

**Coding:**



CITY OF  
BAINBRIDGE ISLAND

## City Council Study Session Agenda Bill

**MEETING DATE:** November 17, 2020

**ESTIMATED TIME:** 15 Minutes

**AGENDA ITEM:** (8:25 PM) Council Direction to Design Review Board on Flexibility for Affordable Housing Projects - Mayor Schneider,

**SUMMARY:** Council will discuss providing direction to the Design Review Board on affordable housing projects.

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** City Council

**RECOMMENDED MOTION:** This item was requested by Mayor Schneider following Council's discussion on October 20.

**STRATEGIC PRIORITY:** Green, Well-Planned Community

**FISCAL IMPACT:**

<b>Amount:</b>	
<b>Ongoing Cost:</b>	
<b>One-Time Cost:</b>	
<b>Included in Current Budget?</b>	

**BACKGROUND:**

**ATTACHMENTS:**

**FISCAL DETAILS:**

**Fund Name(s):**

**Coding:**



CITY OF  
BAINBRIDGE ISLAND

## City Council Study Session Agenda Bill

**MEETING DATE:** November 17, 2020

**ESTIMATED TIME:** 15 Minutes

**AGENDA ITEM:** (8:40 PM) COVID-19 Emergency Economic Recovery Funding Request - Deputy Mayor Deets,

**SUMMARY:** The economic impact from the COVID-19 pandemic has been devastating, with there being no sign of imminent recovery. Many Islanders have been affected, with the loss of livelihoods, jobs, and needed local services. The City has lent crucial support in a number of key ways, including providing free face masks, opening and operating a COVID-19 testing site, funding for a “Save Our Stores” campaign, and moving forward on a Request for Proposals for a Bainbridge Island Digital General Store.

On November 5, 2020, the Bainbridge Island Chamber of Commerce wrote to the City Council, requesting that \$15,000 in emergency economic recovery funding be provided to help businesses during the crucial holiday season. The funds will go toward creating and operating an initial version of the digital general store, along with a supporting marketing site. Notably, any assets created, and unspent cash, can be easily assumed and utilized by the service provider that is selected as part of the City’s RFP process.

The Ad Hoc Committee recommends that the funding request be approved.

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** City Council

**RECOMMENDED MOTION:** I move to forward for approval with the November 24, 2020 Consent Agenda authorization for the City Manager to execute a professional services agreement with the Bainbridge Island Chamber of Commerce for the development and management of two websites, as described in the attached proposal, in the amount of \$15,000 to be supported by the Council’s 2020 contingency funds.

**STRATEGIC PRIORITY:** Vibrant Economy

**FISCAL IMPACT:**

<b>Amount:</b>	\$15,000
<b>Ongoing Cost:</b>	
<b>One-Time Cost:</b>	\$15,000
<b>Included in Current Budget?</b>	No

**BACKGROUND:** On July 28, 2020, a Council Ad Hoc Committee, comprised then of Deputy Mayor Deets, Mayor Schneider, and Councilmember Medina, provided the full Council with a COVID-19 Economic Recovery Plan for Bainbridge Island. The plan consisted of a suite of actions that the City can take to assist local businesses affected by the pandemic. Approved at that Business Meeting was the expenditure of up to \$20,000 to support a “Save Our Stores” (SOS) campaign initiated and led by the Chamber of Commerce and the

Downtown Association, as well as reimbursing these organizations, up to \$5,000, for their COVID-19 related expenses. Prior to this, on June 23rd \$10,000 was approved for the purchase of disposable and reusable face masks for distribution to local businesses. Separately, \$50,000 was approved by the Council for the expenditure of an Island-based COVID-19 testing site. And on October 13th, the Council authorized the City Manager to move forward in issuing a Request for Proposal for a Bainbridge Island Digital General Store.

Tonight's discussion is to consider the Bainbridge Island Chamber of Commerce's request for emergency economic recovery funding, to jump start the proposed digital general store so as to benefit local businesses for the upcoming holiday season.

**ATTACHMENTS:**

[COVID-19 Emergency Economic Recovery Funding Memorandum.pdf](#)

[November 5, 2020 BI Chamber of Commerce E-Mail - Requesting Emergency Economic Recovery Funding.pdf](#)

[Digital General Store & Island Online Hub Prototypes - Visuals.pdf](#)

[Emergency Economic Recovery Project Scope, Features and Timeline Summary.pdf](#)

**FISCAL DETAILS:** The proposed motion identifies the Council's 2020 contingency funds within the General Fund as the proposed funding source. At this time, the Council has roughly \$194,000 remaining in unallocated contingency funds.

**Fund Name(s):** General Fund

**Coding:**

## MEMORANDUM

**Date:** November 17, 2020

**To:** Councilmembers Christy Carr, Kirsten Hytopoulos, Rasham Nassar, Michael Pollock, and City Manager Morgan Smith

**From:** Deputy Mayor Joe Deets, Mayor Leslie Schneider

**Subject: COVID-19 Emergency Economic Recovery Funding Request – \$15,000 to Support Local Businesses during the 2020 Holiday Season using eCommerce**

---

### I. Background & Introduction

For the past few months, going back to July, an Ad Hoc Committee now comprising of Deputy Mayor Deets and Mayor Schneider have been providing Council with recommendations on actions the City can take to support the many local businesses enduring hardship caused by the COVID-19 pandemic. During the most recent discussion, on October 13<sup>th</sup>, Council approved the City to move forward in issuing a Request for Proposal (RFP) for a Bainbridge Island Digital General Store. Staff is working on that RFP, with the goal of it being ready by December 1st.

Understanding that the RFP will not, as a practical matter, come in time to help businesses during the crucial holiday season, on November 5<sup>th</sup> the Bainbridge Island Chamber of Commerce wrote to the full Council, requesting that \$15,000 in emergency funding be provided, to create and launch an initial version of their proposed digital general store, along with a supporting marketing site to capture web traffic and drive more sales in the store and across the island for the holidays. Working in tandem, the two sites will immediately make it simpler, easier, and more convenient for islanders to find, shop and purchase local products.

Tonight's discussion is to consider approving that emergency funding request. The Ad Hoc Committee recommends approval.

### II. The Proposal – An Online Holiday Gift Guide & Supporting Resources

The Chamber of Commerce will lead the effort in creating an online holiday gift guide for local businesses. This catalog of the best of Bainbridge will expand and enhance the impact of the existing print holiday guide launched as part of the "Save Our Stores" (SOS) Bainbridge initiative. In doing so, they will partner with the Downtown Association and Visit Bainbridge Island in utilizing the services of Chemistry Productions, a Bainbridge Island-based digital retail business consultancy.

Details are as follows:

- Targeted date of launch is Friday December 4<sup>th</sup>, 2020.
- Requested budget is \$15,000.

- Project will build, test, and launch two websites: Hello Bainbridge (a digital hub to connect all parts of Bainbridge life) and the Bainbridge Island Digital General Store (boosting Search Engine Optimization, commonly known as SEO, marketing, and online sales for local businesses).
- Both sites will have industry-standard security, analytics, load times and performance metrics.
- Both sites will be designed for strong organic SEO and tied in to related core social media accounts.
- Both will be created in partnership with the SOS initiative, Bainbridge Island Chamber of Commerce, Bainbridge Island Downtown Association, Visit Bainbridge Island, and the City.
- Run-of-site Holiday Guide digital ad units placed across all of [hellobainbridge.com](http://hellobainbridge.com)
- A special click-to-buy holiday gift guide section added at launch to the Digital General Store.
- Initial push will circle outwards from downtown Winslow retailers, but be inclusive of Rolling Bay, Pleasant Beach and stand-alone artist studios.
- There will be full interaction with partner retailers for ongoing feedback and refinement.
- Initial budget will also cover all out-of-pocket infrastructure costs for a full year of operations
- Also included is a 60-day social media promo campaign, subcontracted to Island-based All Media Internet Marketing.

Importantly, all assets created by the proposal, and unspent cash, can be easily assumed and utilized by any subsequent winner of the RFP. In this way, the proposal will not only help local businesses during the upcoming holiday season, but it will also enable the winner of the RFP to hit the ground running.

### **III. Discussion**

The Ad Hoc Committee welcomes questions from colleagues on the emergency funding proposal. It recommends approval.

#### Attachments:

1. November 5, 2020 BI Chamber of Commerce E-Mail – Requesting Emergency Economic Recovery Funding,
2. Project Scope, Features, and timeline summary,
3. Digital General Store & Island Online Hub Prototypes - Visuals

**From:** Kevin Dwyer <[kevin@bainbridgechamber.com](mailto:kevin@bainbridgechamber.com)>

**Sent:** Thursday, November 5, 2020 1:44 PM

**To:** Joe Deets <[jdeets@bainbridgewa.gov](mailto:jdeets@bainbridgewa.gov)>; Christy Carr <[ccarr@bainbridgewa.gov](mailto:ccarr@bainbridgewa.gov)>; Leslie Schneider <[LSchneider@bainbridgewa.gov](mailto:LSchneider@bainbridgewa.gov)>; Rasham Nassar <[rnassar@bainbridgewa.gov](mailto:rnassar@bainbridgewa.gov)>; Kol Medina <[kmedina@bainbridgewa.gov](mailto:kmedina@bainbridgewa.gov)>; Kirsten Hytopoulos <[khytopoulos@bainbridgewa.gov](mailto:khytopoulos@bainbridgewa.gov)>; Michael Pollock <[mpollock@bainbridgewa.gov](mailto:mpollock@bainbridgewa.gov)>

**Cc:** [kevin@bainbridgechamber.com](mailto:kevin@bainbridgechamber.com); [jerri@bainbridgedowntown.org](mailto:jerri@bainbridgedowntown.org)

**Subject:** Emergency Funding Request for Island Businesses!

Dear COBI Council Members,

We are writing to you today on behalf of the **Bainbridge Chamber of Commerce** and **Bainbridge Island Downtown Association** to ask for an emergency extension of the SOS (Save our Stores) and Businesses program.

The worsening COVID-19 crisis is continuing to wreak havoc on our members and partners, and we feel an increasing need to request your help in providing immediate additional assistance to our island's local business owners.

The SOS campaign has successfully used the previously allocated funds in pursuit of the stated mission to "*communicate the peril our small business community is experiencing*," but the deepening pandemic demands that we step up our efforts into additional practical action for our businesses.

As participants in the COBI Economic Recovery Ad Hoc committee, we have worked closely with Chamber-member **Chemistry Productions** in formulating a prototype digital platform to not only help locals find Bainbridge businesses more readily, but also to assist them in directly shopping online, thereby helping to generate desperately needed new revenues.

That prototype has unleashed the need for a **new immediate-term practical program** for the holidays and beyond - to add multiple products from dozens of island businesses, launch our digital General Store as a platform, and extend and amplify our existing SOS efforts into direct income for island businesses.

In short, we are asking for an additional **\$15,000 of emergency funding** for the SOS program, to be fiscally administered by us exactly as before, on behalf of the Chamber and Downtown Association.

Over the past few months, we have helped develop and fully support the Economic Recovery initiative that the City has undertaken, and still very much respect your RFP process. **But the timing of that initiative** means that no practical help will otherwise be available before 2021, and put simply, our members need that help for the holidays. With immediate action, we can have the prototype launched in the first week of December, ready for the peak holiday shopping season.

To be clear, this emergency effort **is intended only as a preliminary step** in advance of the COBI RFP, one that also lays the groundwork for the winner of the RFP to more quickly begin operating. With that in mind, know that we will only deploy these emergency funds on that basis and that the assets they create must be able to be fully transferred into the control of the vendor(s) who are the ultimate winners of that forthcoming COBI RFP process.

For the sake of our businesses during this most unusual holiday season, we ask that you give this emergency proposal your undivided attention. Please feel free to direct any questions about this request to either myself or Jerri Lane.

Warm regards,

Jerri

Jerri Lane  
Executive Director  
Bainbridge Island Downtown Association  
147 Madrone Lane North  
Bainbridge Island, WA 98110  
[jerri@bainbridgedowntown.org](mailto:jerri@bainbridgedowntown.org)

Cell: 206.331.1984  
Office: 206.842.2982

Kevin

Kevin Dwyer  
President & CEO  
Bainbridge Island Chamber of Commerce  
395 Winslow Way E.  
Bainbridge Island, WA. 98110  
[kevin@bainbridgechamber.com](mailto:kevin@bainbridgechamber.com)

Cell: 206 841-8487  
Office: 206 842-3700

NOTE: DEMO VERSION OF GENERAL STORE IS INTENDED ONLY FOR DESKTOP VIEWING & CONVERSATION STARTING



ISLAND-MADE APPAREL ARTS/CRAPTS FOOD/DRINK JEWELRY PETS TOYS/GAMES MORE+



### BUY THE ISLAND, BY THE ISLAND

Featured Popular Latest



KNITTING PATTERN: OVAL  
CROCHETED HEMP BUCKET BAG  
\$8.00



PEGASUS 40TH ANNIVERSARY  
BLEND COPPER  
WHISKEY  
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BAINBRIDGE BATTLE POINT  
WHISKEY  
\$58.00



ELEVEN MINARY PINTAD SPRIG  
2014  
\$24.00



GEOMETRIC SHAPES SNAP  
AROUND SKIRT  
\$88.00



About The Island Store Add a Business To Your Website  
© 2018 Bainbridge Chemistiry Productions  
Website Designed by Chemistiry Productions



NOTE: DEMO VERSION OF GENERAL STORE IS INTENDED ONLY FOR DESKTOP VIEWING & CONVERSATION STARTING



ISLAND-MADE APPAREL ARTS/CRAPTS FOOD/DRINK JEWELRY PETS TOYS/GAMES MORE+

## APPAREL

Showing 4 Products

Featured Products

- Proper 40th Anniversary Blend Whiskey \$55.00
- Geometric Shapes Snap Around Skirt \$88.00
- Eleven Minary Pintad Sprig 2014 \$24.00
- Knitting Pattern: Oval Crocheted Hemp Bucket Bag \$8.00

Filter by price: \$0 - \$100

Product Categories: Apparel, Arts & Crafts, Food & Drink, Jewelry, Pets, Toys & Games

Search by Tag: Apparel, Arts & Crafts, Food & Drink, Jewelry, Pets, Toys & Games



KNITTING PATTERN: OVAL  
CROCHETED HEMP BUCKET BAG  
\$8.00



PEGASUS 40TH ANNIVERSARY  
BLEND COPPER  
WHISKEY  
\$55.00



BAINBRIDGE BATTLE POINT  
WHISKEY  
\$58.00



GEOMETRIC SHAPES SNAP  
AROUND SKIRT  
\$88.00



ELEVEN MINARY PINTAD  
SPRIG 2014  
\$24.00



KNITTING PATTERN: OVAL  
CROCHETED HEMP BUCKET BAG  
\$8.00



PEGASUS 40TH ANNIVERSARY  
BLEND COPPER  
WHISKEY  
\$55.00



BAINBRIDGE BATTLE POINT  
WHISKEY  
\$58.00



About The Island Store Add a Business To Your Website  
© 2018 Bainbridge Chemistiry Productions  
Website Designed by Chemistiry Productions



NOTE: DEMO VERSION OF GENERAL STORE IS INTENDED ONLY FOR DESKTOP VIEWING & CONVERSATION STARTING



ISLAND-MADE APPAREL ARTS/CRAPTS FOOD/DRINK JEWELRY PETS TOYS/GAMES MORE+



APPAREL  
LIVERPOOL BUTTON  
FRONT BOXY COAT  
\$108.00

This boxy jacket by Liverpool is relaxed and easy to wear. Keep it chic with skinny jeans and a fitted knit top for a dressed up casual look.

- Button front closure
- extended tab closure at cuffs
- Slant side pockets
- Composition: 70% Polyester, 10% Cotton, 14% Rayon

Buy from Covet Boutique

Category: COATS  
Tags: BOXY, COAT, COVERS, BOUTIQUE, JACKET, LIVERPOOL

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LIVE DEMO SITE @ <https://bainbridge.chemistiryproductions.com>



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BAINBRIDGE ISLAND REVIEW

BAINBRIDGE ISLANDER



BAINBRIDGE ISLAND HOME SOURCE

LIVE DEMO SITE: <https://hello.chemistryproductions.com>

## **PROJECT: BAINBRIDGE ISLAND GENERAL STORE/HELLO BAINBRIDGE**

### **Project Outline:**

Launch 2 websites, with an initial outreach of at least 80 participating businesses, expand/tie into existing holiday guide and SOS site;

### **Target Launch Date:**

Friday December 4, 2020

### **Timeline:**

Projected 30 day build/test/launch, 60 days of post-launch operations (including businesses onboarding to site)

### **Budget:**

Estimated at \$15,000

### **Scope/Spec:**

- 2x websites: Hello Bainbridge (digital hub) + B.I. General Store (marketing platform)
- Both with industry-standard security, analytics, load times and performance metrics
- Both designed for strong organic SEO + tied in to related core social media accounts
- To be created in partnership with SOS, BICC, BIDA, Visit Bainbridge Island, COBI
- Run-of-site SOS Holiday Guide ad units placed across all of [hellobainbridge.com](http://hellobainbridge.com)
- Special click-to-buy holiday gift guide section added at launch to general Store
- Full interaction with partner retailers for ongoing feedback + refinement
- Assumes non-budgeted marketing support: partner print ads, emails, vendor outreach

### **Features:**

- Infrastructure\* (2x domains + hosting, backups + WP Theme + plugins)
- Branding\*\* (Graphics & Logos + Rep Mgmt & Social Media Setup)
- Site Design (Install, setup, build out elements, layout for 2x sites)
- SEO Setup (URL structure, tagging, metadata, testing/refinement)
- Core Content (Text + Images for 30 HBB + 10 BIGS core pages)
- Onboarding\*\*\* (200 products - 4x50 businesses\*\*\* + tie into holiday guide)

\* Includes out-of-pocket hard costs to 3rd party vendors for full 12-month runtime

\*\* Includes 60-day social media promo campaign (subcontracted to Island-based All Media Internet Marketing)

\*\*\* Up to 100 businesses could be included by reducing placement to 2 products each

And as previously mentioned, It will be 100% be a written condition of Chemistry's engagement that all assets created must be able to be easily assumed and operated by ANY subsequent winner of COBI's upcoming full RFP. This will essentially be a reduced scope short-term work-for-hire project that gives immediate relief and helps the RFP winner hit the ground running.

Warm regards,

Jerri

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CITY OF  
BAINBRIDGE ISLAND

## City Council Study Session Agenda Bill

**MEETING DATE:** November 17, 2020

**ESTIMATED TIME:** 10 Minutes

**AGENDA ITEM:** (8:55 PM) Options for Land Use Regulations related to the Triangle Property and Specific Standards for Composting Facilities - Mayor Schneider,

**SUMMARY:** At the October 6, 2020 study session, Council directed staff to bring back an ordinance as part of setting a public hearing on this proposal. Council will discuss options for legislative review of land use regulations related to the Triangle Property and to consider creating specific standards for a composting facility.

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** City Council

**RECOMMENDED MOTION:** This item was requested by Mayor Schneider.

**STRATEGIC PRIORITY:** Green, Well-Planned Community

**FISCAL IMPACT:**

<b>Amount:</b>	
<b>Ongoing Cost:</b>	
<b>One-Time Cost:</b>	
<b>Included in Current Budget?</b>	

**BACKGROUND:**

**ATTACHMENTS:**

**FISCAL DETAILS:**

**Fund Name(s):**

**Coding:**