



# Environmental Impact Statement Scoping Summary

## WINSLOW SUBAREA PLAN UPDATE

City Of Bainbridge Island, Dept. of Planning and Community Development

April 10, 2023



CITY OF  
BAINBRIDGE ISLAND

April 10, 2023

**City of Bainbridge Island**  
**Department of Planning and Community**  
**Development**

280 Madison Avenue North  
Bainbridge Island, WA 98110

## **Winslow Subarea Plan Update**

### EIS Scoping Summary

#### **1. Introduction & Background Information**

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The purpose of this document is to summarize the comments received during the State Environmental Policy Act (SEPA) scoping period for the **Winslow Subarea Plan Update** Environmental Impact Statement (EIS), and to identify the EIS alternatives and areas of investigation that will be included in the EIS. This document also briefly describes the proposal and the City's land use review process. **Attachment A** lists the commenters who commented during the scoping period. Additional information, including records of public notice actions and a complete mailing list are available for review at the City of Bainbridge Island Department of Planning and Community Development.

#### **Proposal & Determination of Significance (DS)**

The Winslow Subarea Plan was adopted in 1998 and was last updated in 2006. The current Winslow Subarea Plan applies to an area identified as the Winslow Study Area, encompassing approximately 1,527 acres north of Eagle Harbor on Bainbridge Island. This greater Winslow area includes an area known as "downtown" Bainbridge Island, the Washington State Ferry terminal, and the mixed-use and residential areas that radiate north, east, and west. Winslow includes the largest of the City's designated centers, and the largest area on Bainbridge Island served by the City's water and sewer utilities.

The City of Bainbridge Island is proposing to update the existing Winslow Subarea Plan, including changes needed to accommodate population and employment growth anticipated through 2044. The updated subarea plan, which will be incorporated into the Comprehensive Plan, would provide long-range goals and policies to form a framework for future development as well as specific goals and policies land use housing transportation

and utilities. Development regulations will also be updated as needed to implement the final subarea plan. The existing subarea, center and zoning boundaries may be modified during this update and consideration may be given to designating a Countywide Growth Center consistent with Multicounty and Countywide Planning Policies.

The City of Bainbridge Island is the lead agency for SEPA review of projects within the City and is responsible for performing the statutory duties required for the **Winslow Subarea Plan Update EIS**. Patricia Charnas, the Planning Director of the Department of Planning and Community Development, is the designated Responsible Official for conducting SEPA review.

The City of Bainbridge Island, as the SEPA lead agency has determined that this proposal may have significant adverse environmental impacts on the environment. Therefore, an EIS is required and will be prepared.

The City of Bainbridge of Island initiated the EIS scoping process for the **Winslow Subarea Plan Update EIS** on January 27, 2023 by carrying out the following actions:

- Issued a SEPA Determination of Significance (DS)/Request for Comments on the Scope of the EIS. The DS/Request for Comments gave notice of the 21-day scoping period, ending on February 17, 2023.

The DS was updated on January 31 2023 to clarify language in the Project Description. The updated DS/Request for Comments is included this EIS Scoping Summary in **Attachment B**.

The scoping period was subsequently extended from February 17, 2023 to March 8, 2023, based in part on public request for additional time to provide comments, and based on the update to the DS;

- Emailed copies of the DS/Request for Comments to federal, state, regional, and local agencies, and tribes;
- Mailed an informational postcard to property owners within and nearby the existing Winslow Subarea boundary;
- Published the DS/Request for Comments in the Washington State Department of Ecology's (Ecology's) SEPA Register;
- Posted the DS/Request for Comments on the City of Bainbridge Island's website;
- Published the DS/Request for Comments in the *Bainbridge Island Review* (on January 27, 2023 and March 10, 2023);

- Published a project website with information about the proposal and the SEPA process; and,
- Held an in-person EIS Scoping Meeting/Open House to provide an opportunity for the public learn more about the project and the EIS process. The EIS Public Scoping meeting was held on February 8, 2023, from 7:00 to 9:00pm at the Bainbridge Island City Hall (280 Madison Avenue N). A total of 22 attendees signed in at the meeting (the actual number of attendees may have been greater because not everyone may have elected to sign in). The meeting was set up as an open house, with formal presentations by the *LMN Architects* and the EIS consultant, *EA Engineering, Science and Technology, Inc., PBC*. The presentations described the subarea planning process, and the range of alternatives and elements of the environment preliminarily proposed for study in the EIS. City staff were available throughout the open house to answer questions.

Following the meeting, presentation and other materials were made available online at <https://cityofbainbridgeisland.civilspace.io/en/projects/winslow-subarea-plan-update>.

The EIS Scoping notification actions meet and/or exceed all applicable noticing requirements.

The DS/Request for Comments *preliminarily* identified the following elements of the environment for analysis in the EIS:

- Land Use / Relationship to Existing Plans and Policies
- Population: Employment and Housing
- Environmental Justice / Climate Change (including GHG)
- Aesthetics/Visual Resources
- Utilities
- Transportation
- Public Services

The DS/Request for Comments *preliminarily* identified the following EIS Alternatives for analysis in the EIS:

- Alternative 1 – No Action Alternative
- Alternative 2 – Intensify areas within Downtown Winslow
- Alternative 3 – Intensity areas adjacent to Downtown Winslow with limited intensification within Downtown Winslow

## 2. EIS Scoping Process

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Scoping provides notice to agencies, tribes, and the public that an EIS will be prepared for a proposal that is likely to cause a significant impact on the environment. The intent of scoping is to identify public, agency, and tribal comments and concerns on the environmental issues and alternatives that should be addressed in detail in the EIS. The **Winslow Subarea Plan Update** EIS scoping process provided opportunities for agencies, tribes, organizations and interested members of the public to submit written comments via conventional mail, email, or a portal on the City's website. Scoping also offers the possibility for the Lead Agency to determine whether changes to the scope identified in the DS are necessary.

## 3. Scoping Comments Received

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This section of the report provides a high-level, general summary of the range of comments received during the EIS scoping process. A list of the commenters is contained in **Attachment A**.

During the EIS scoping period, a total of 45 comment letters or online responses were received (including responses using the City's online scoping comment tool/survey). Responses were received from 41 individual commenters (including agencies and Tribes); some individuals provided multiple comment letters and/or survey responses. As well, an additional seven (7) incomplete survey responses were submitted containing partial information or responses to one or two of the survey questions; these partial responses were also reviewed and considered for scoping purposes. The partially completed responses did not contain contact information or names for identification.

Comments were largely submitted by individuals (41 letters/online responses). Three (3) letters were from public agencies and organizations, and one (1) letter was from a tribe, including: Kitsap Transit, the Washington State Department of Transportation, Puget Sound Energy and the Suquamish Tribe.<sup>1</sup> Of the comment letters provided by individuals, six were received by email and in-person, and 35 through the City's online scoping comment tool/survey.

All comment letters are available for review at the City of Bainbridge Island Department of Planning and Community Development.

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<sup>1</sup> The Suquamish Tribe comment letter was received after the scoping comment period had officially closed, on March 8, 2023. However, the City has elected to include and consider their comments in the scoping process.

## **Comments on the SEPA Process and or the Subarea Planning Process**

Some commenters requested to be notified of future activity on the SEPA review and approval processes. Others requested that the EIS include another action alternative(s), and identify appropriate mitigation measures. All commenters will be added to the notification list for the project. A couple other comments requested the Scoping Notice be reissued to clarify the alternatives or the updated Determination of Significance, and that that EIS outreach be broadened.

Some commenters also raised issue with specific elements of the subarea planning process including but not limited to the public input process, not having a citizen steering committee, or proceeding without the public engagement plan deliverable. One commenter suggested pausing the project and any planned community engagement until after the City Council considers and approves next steps for the community engagement plan, advisory committee, and code revision. Another cited a concern with the city planning process circumventing the design review process and decisions of the planning commission.

## **Comments on the EIS Alternatives Preliminarily Identified in the DS**

A number of questions were raised about the alternatives as they were described in the DS and presented at the EIS Scoping Meeting/Open House, and requests were made for clarification or additional details about what the alternatives entailed. Commenters also asked about the definition of 'intensify', the definition of "Downtown Winslow" and the boundaries of Alternatives 2 and 3.

There were also a number of comments expressing support or opposition to certain alternatives. Support of Alternative 2 was mentioned the most frequently with approximately 11 commenters expressing preference for this alternative. A few commenters mentioned support for combining Alternatives 2 and 3. One commenter suggested a fourth alternative involving intensification of both areas, and likely sub alternatives to intensify certain portions of each area. A couple commenters supported the No Action Alternative, or expressed opposition to Alternative 3.

## **Summary of EIS Scoping Comments**

Most comments that were provided during scoping related to various elements of the environment. The chart below summarizes the number of letters received containing comments about a particular element of the environment. More details about the comment themes are provided the summary below the table.

Comments by SEPA Element of the Environment	Number of Comment Letters with Comments on Each Element
• Land Use	24
• Transportation	19
• Housing	16
• Utilities	15
• Climate Change / Greenhouse Gases	11
• Natural Environment	11
• Population & Employment	5
• Parks & Recreation / Open Space	4
• Public Services	4
• Other (under 4 comment letters)	
-Seismic/Earthquake	3
-Noise	2
-Air Quality	2
-Historic Resources	1
-Economic Development	1

The following summary highlights the major issues that were raised during the scoping process and is organized by major topic areas/elements of the environment headings. This summary does not reflect every individual comment received and recorded, but rather is intended to address the primary subjects of concern. In some cases, several people offered similar comments on a given subject, or one individual repeated the same comment several times. In some cases, elements of the environment were mentioned with no further discussion. All comment letters are available for review at the City of Bainbridge Island Department of Planning and Community Development.

### Transportation Comments

Transportation issues were raised by many commenters. Some mentioned restricting cars in the Winslow downtown/core area, or making pedestrian improvements and walkability a priority. A number of commenters also specifically mentioned the ferry terminal area and ferry traffic. Following are more specific transportation comments:

#### *Agency Comments*

##### **Kitsap Transit**

- Kitsap Transit operates regular bus service in the subarea planning boundary, however, in our Long-Range Transit Plan we have a High-Capacity Transit Route from Poulsbo to Bainbridge Island displayed. As such, the ferry terminal area will meet the definition of a transit station area.

- Zoning should be transit supportive with elements available such as: reduced parking ratios and flexibility as to the extent possible to increase density and mixed-uses.
- If the intersection of High School Road and SR 305 is in the sub-area consider this for an additional station area.
- Review Vision 2050 to understand exactly what a station area entails.

#### **WSDOT**

- Maximize use of existing transportation infrastructure and consider lower-cost operational and demand management strategies before adding roadway capacity.
- Incorporate Complete Streets principles into all EIS alternatives to help prioritize access to transit and active transportation.
- Incorporate a safe systems approach and provide safe travel options for all travel modes in each EIS alternative.
- Support EIS alternatives that can reduce environmental and health disparities for existing and proposed nearby residential areas.
- EIS alternatives analysis process should incorporate evaluation criteria such as Level of Traffic Stress (LTS) and VMT in addition to more traditional mobility criteria.

#### *Public Comments*

- Transportation and commute needs of island residents in the workforce is key
- Don't cater to cars with more roundabouts, more parking and improved convenience: make it more difficult and expensive to drive and reduce parking spaces for commuter and commercial uses.
- Reduce impact of ferry traffic through Winslow core. A large proportion of traffic, and bikes travel here to faster access the South-end island neighborhoods.
- Need more spaces for people to walk and gather, not drive.
- Make implementation of Sustainable Transportation Plan Scenario 2 a top priority
- Look at impacts of connecting Ericksen and Hildebrand where we have only one north-south street.
- Restrict Winslow downtown corridor to traffic.
- Have a holding lot for ferry lines somewhere off 305, it's unsafe and confusing the closer you get to the traffic light.
- Alt. 2 would likely have detrimental impact on 305 traffic as more workers would probably continue to commute across the bridge.
- Free parking should be enhanced if commercial density increases.
- Use shuttle busses in the city to eliminate the cars that need to be parked somewhere.
- Need transit for workers who work in Winslow but live off-island.
- Consider impact of new mobility trends on plans for car-separated traffic, such as wider cargo bikes and motorized trikes or 4-wheeled devices to provide more safe mobility for seniors.
- Make some of Winslow a golf-cart zone.
- We are stuck between a need for much more public transit, parking of out-of-town vehicles (tourism?), and reduced parking space requirements for electric vehicles.

- Parking downtown should be studied.
- Study public transportation.
- Transit for workers who work in Winslow but live off island.
- How will traffic be accommodated with high density development at the ferry terminal parking lot?

### Land Use Comments

Land use comments were varied. Maintaining the semi-rural or rural character of Bainbridge Island was a concern raised by some of the commenters. A few comments mentioned support for Transfer of Development Rights (TDR) programs, or the use of form-based code. Other comments broached the following, specific land use issues:

- Do not intensify ferry terminal area – additional population will impede ferry access.
- Access to Seattle & King County hospital services is important.
- Bainbridge Island already has zoned capacity to meet approved growth targets through the PSRC and KRCC planning process related to Vision 2050 – only minimal change to existing zoning needed.
- Consider Island’s growing senior population and their needs – they are more dependent on cars, need handicap accommodations.
- Many elderly prefer not to drive at night, so close-in and lively walkable community is important.
- Find small, specific re-development areas to encourage density that will not change the treasured small-town feel of downtown.
- Provide a means of modeling the impact of growth (taller buildings), and a means of protecting the community from the negative elements like shade, and protecting the connection to the natural environment for everyone.
- Outline a means to mitigate negative elements of density including sound, garbage, traffic, privacy, etc.
- Consider how height increases can block the sun of neighboring properties.
- Shading over the property line should be controlled and restricted such that the natural warmth from the sunshine is not blocked.
- Contemplating growth is an overshot when people on island lack access to life essentials like healthcare. Consider needs of existing population and don’t try to project out when there is failure in the system.
- Expand Winslow Subarea Plan study boundaries to north point of triangle at Sportsman Club Rd. & SR-305, and continue to Finch to water at the south end. This will incorporate services, commercial, and higher density residential.
- Update Winslow Subarea Plan every 8 years, concurrent with required Comp Plan updates.
- Increase density and intensity (taller buildings) in Winslow core, Madison, Ericksen and Ferry District, using appropriate setbacks to minimize ‘tunnel forms’. Similar in the HSR districts where adding linking pathways between buildings is a must. And reduce single-family residences in these districts, replace with multifamily.

- More hotel capacity in ferry district should be high priority.
- Don't build more hotels or large concert halls.
- Alt. 2 – dense residential development within walking distance of ferry and key services will enable us to preserve natural areas and create livable, walkable community.
- There are already too many people in downtown Winslow – don't need any more people or businesses.
- High School Road is an area for intensification.
- Keep growth in Winslow, use infill and get rid of parking lots.
- More density throughout Winslow is good.
- Look at public open space in town to offset new density, and analysis of percent of open space and amenities targeted to what age groups and abilities.
- The new Subdivision code actually promotes development outside of the city and reduces development potential inside the targeted development area by 40%.
- The subarea boundary should match the newly revised Central Ward Voting District. The boundary divides several zoning districts in half.
- Integration of open spaces and new pocket parks are critical to the Master Plan. These spaces need to be public spaces, not private.
- Study the impact of greater number of residents on quality of life issues, the organizations that support and serve the general population.
- How will the limited grocery stores and shopping options affect people living in affordable housing?
- Encourage existing small businesses – no more big box stores or chain stores.
- Include the following recent studies in your evaluations:
  - ECONorthwest/Forterra TDR/Incentive Zoning Analysis, September 12, 2019
  - University of Washington Winslow Master Plan Analysis, December 2021.
- Consider expectations or desires as to level and intensity of off-island tourism islanders want.
- Opposed to plan updates that allow or encourage massive development of the ferry area.
- Consider the impact of greater number of residents on quality of life issues
- Open space/ parks
- When adding more development, consider mitigation so existing services don't decline such as libraries, senior center, etc.

## Utilities Comments

Utilities issues were identified by a number of commenters, including: water and sewer capacity, stormwater impacts, wastewater and sewage treatment, and electric. The impacts of growth in the subarea on the limited aquifer/ groundwater supply was an issue raised by a number of commenters. More specific comments are listed below.

### *Agency Comments*

#### **Puget Sound Energy**

- Acknowledge PSE as utility provider that operates electrical infrastructure in this subarea within City road rights-of-way and on private easements. If subarea boundary is extended to match the sewer service area boundary, PSE's Murden Cove Substation site will be incorporated into the subarea.
- Consider potential increase of electrical load driven by increased density within the subarea which can be supported by planned electric utility system improvements.
- Recognize the intended ferry electrification by WSDOT will require new electrical infrastructure to serve the ferry terminal.

### *Public Comments*

- Water/groundwater supply and capacity
- More growth depletes an existing limited water supply
- Aquifer must be protected
- Sewer/sewage service capacity
- Put utilities underground, put electrical wires underground
- Free wifi downtown; affordable broadband needed
- Communication infrastructure limited and not under public control.
- Provide baseline of water usage per person in Winslow, plan for how we could lower that usage (re-use gray water, filtering systems for gardens)
- Study wastewater treatment
- Impacts from untreated and under treated stormwater
- Sewage service capacity and how we should consider upgrading the treatment process to address emerging contaminants
- Impacts to Puget Sound and Winslow shoreline, including stormwater facilities and capacity of reliability of Winslow Sewage Treatment Plant
- Permeability related to rain and stormwater being able to percolate into aquifers needs to be considered.

## Housing Comments

Many commenters mentioned the need for affordable housing. Specific populations in need of affordable housing that were mentioned included: low-wage earners, seniors, front-line workers, teachers, firefighters, retail workers and middle-income families.

## Climate Change and Environmental Justice Comments

Climate change comments were a frequent theme that emerged in the scoping comments. The following list highlights some of the comments received.

### **Suquamish Tribe**

- Include review of Bainbridge Island Climate Impact Assessment (2016) and Kitsap County Climate Change Resiliency Assessment June 2020 Final Report. Analyze the extent to which each alternative might exacerbate impacts of climate change on aquatic and riparian habitats.
- Consider the impact of sea level rise and climate change induced reduced low flows and increased stream temps in concern with development caused reduction in stream flow and groundwater recharge. Consider the extent to which climate change and development, singularly or in concert, will reduce the period of continuous flow in intermittent or seasonal streams.

### *Public Comments*

- The Climate Action Plan's policies and goals need to be kept foremost – use infill and get rid of parking lots, use shuttle buses in city to eliminate cars
- Carbon impact of visitors in cars v. visitors on foot
- Carbon and traffic impact of parents taking kids to school by car and idling while waiting
- How might carbon limits affect low-income workforce v. wealthier residents with EV's?
- Provide legislation on new high-density development to achieve zero-carbon community
- Examine embodied carbon emissions (carbon released during construction, including extracting, transporting and manufacturing materials) which will far exceed our transportation footprint.
- Require LEED Gold or Living Building Challenge (& integrate as goal in the Comp Plan) for new upgrades to existing zoning that changes or increases the current requirements, and any project granted FAR increase, or increase in height limit.
- Consider that many cannot afford EV's and how that will affect GHG reduction targets
- Utility infrastructure at risk from climate change & rising sea levels
- Focusing growth where infrastructure and services are would cut down on island's GHG emission (Alt. 2)
- Impacts to trees and vegetation – including new buildings that may preclude new plantings.
- City Council stated that people that live in affordable housing do not need cars. That's not fair or equitable.
- Climate change and EJ should be evaluated separately.

## Natural Environment Comments

A Number of comments related to the requests to consider the natural environment including, but not limited to: streams, nearshore habitat, shoreline, Puget Sound, Winslow Ravine, Ravine Creek and critical areas.

### **Suquamish Tribe**

- Growth must not occur at the expense of species that due to habitat requirements or the landscape position of their required habitats simply cannot move, such as habitat for salmonids and forage fish.
- Analyze impacts of the Alternatives on stormwater and stream/nearshore habitats, including species that use those habitats such as salmonids, forage fish, etc. The EIS analysis must look at each stream and reach of shoreline individually to understand differences in impacts between Alternatives 2 and 3.
- The EIS should compare the periods of flow in the seasonal streams in Eagle Harbor to the time when juvenile salmonids are expected in the nearshore area.
- Explicit and implicit assumptions and statements in the documents used by the City to protect the environment and mitigate impacts must be clearly identified at what these mean for the efficacy of mitigation measures discussed. Limitations of the City-adopted 2019 Stormwater Management Manual of Western Washington should be discussed in the EIS.
- Look at habitat restoration plans. Consider current and contemplate habitat restoration plans and any constraints adopting each Alternative might place on those plans.

### Public Comments

- Shoreline/Shoreline stabilization
- Wildlife corridors
- Keep/maintain/create natural areas
- Add analysis of impacts to natural resources/sensitive areas/critical areas and species
- Impacts to Puget Sound and Winslow shoreline
- Protect canopy cover, wildlife, groundwater and other natural resources
- Trees/urban canopy. Look at impacts to trees and vegetation, including new buildings that may preclude planting of trees and other vegetation.
- Winslow Ravine

### Other Environmental Elements

Some of the other environmental elements/issues that were cited in the comments included the following:

- The WSF Maintenance repair yard is noisy and needs to stop repairing steel car decks causing noise pollution, stress to the wildlife, and neighborhoods, etc.
- Earthquake risk – pursue seismically-smart development plan, only expand community in ways that are safe for everyone.

- Outlaw wood stoves
- Add historic preservation or note that downtown is an historic downtown
- Resilience in terms of food security
- Economic development

## 4. Conclusions

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This section of the report contains the City’s conclusions about the scope of the **Winslow Subarea Plan Update** EIS. These conclusions are based on consideration of public, agency and Tribe comments submitted during the scoping process, and the requirements of SEPA.

### SEPA Process

The City of Bainbridge Island used “reasonable methods” to inform the public, tribes, and other agencies that an EIS is being prepared. The City followed the noticing requirements listed in WAC 197-11-510 and the City Code (Chapter 16.04.120). The City elected to provide an extended scoping period of 41 days.

The programmatic EIS will use and demonstrate the following approach for each element of the environment: (1) summarize existing conditions; (2) analyze the probable significant impacts of the proposal and alternatives; (3) identify appropriate mitigation to address significant impacts; and (4) describe any significant unavoidable adverse impacts.

### EIS Alternatives

For purposes of environmental review, two action alternatives (Subarea Plan Alternatives) and a No Action Alternative have been proposed for consideration.

The SEPA EIS will address the probable significant impacts of the alternatives listed below. The names of Alternatives 2 and 3 have been revised to remove reference to ‘Downtown Winslow’.

- Alternative 1 – No Action Alternative
- Alternative 2 – Dense Centers
- Alternative 3 – Distributed Density

### Other Elements of the Environment

The purpose of EIS scoping is to narrow the focus of an EIS to significant environmental issues and to eliminate insignificant impacts from detailed study (WAC 197-11-408). Thus, a SEPA EIS is not required to review every element of the environment listed in WAC 197-11-

444 and the Bainbridge Island SEPA Rules (Chapter 16.04); to evaluate every element at the same level of detail; or to review every concern that may be evaluated by decision-makers in deciding whether to approve a project.

Based on the scoping comments, the following *additional* element of the environment has been identified by the City for study in the EIS: **Natural Environment.**

## **Conclusion**

In conclusion, the City of Bainbridge Island has determined the following:

1. The EIS will evaluate three alternatives:
  - **Alternative 1 – No Action Alternative**
  - **Alternative 2 – Dense Centers**
  - **Alternative 3 – Distributed Density**
  
2. The EIS will analyze the following elements of the environment:
  - Land Use
  - Population and Employment
  - Housing
  - Environmental Justice
  - Climate Change
  - Aesthetics/Visual Resources
  - Utilities
  - Transportation
  - Public Services
  - Natural Environment

# **ATTACHMENT A**

## **Public Scoping Commenters List**

# Winslow Subarea Plan Update EIS

## Public Scoping Commenters List

### Tribes

Suquamish Tribe

### Agencies and Organizations

Washington State Department of Transportation

Kitsap Transit

Puget Sound Energy

### Individuals - Emailed or Mailed Comments

Christy Carr

Edith Hartman

Mary Ann Proctor

Bob Russell

Andy Rovelstad (2)

### Individuals - Online Scoping Comments/Survey Responses<sup>2</sup>

Debi Allen

Barry Andrews

Bonnie Anisoglu

LuraMarie Bickford

Marci Burkel

Christy

Caroline Clarke

Eileen Crawford

Jeannette Franks

T Hall

Linda V Hill

Barbara Hoggatt

Ron Hopkins

Scott Johnston

Jenny Kowalski (2)

L.

Lisa

Luni Libes

Roberta Marshall

Brian McCallister

Diane Meyer

Andi O'Rourke

Kim McCormick Osmond

Ron Peltier

Lynn Pippard

Mary Ann Proctor

John Quitslund

Andy Rovelstad

Leslie Schneider

Ellen Schroer

Marla Steinhoff

Judy Willott

Betsey Wittick

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<sup>2</sup> Several responses did not provide a name, or provided a first name or initial only.

# **ATTACHMENT B**

## **Determination of Significance and Request for Comment**

**DETERMINATION OF SIGNIFICANCE (DS)  
AND REQUEST FOR COMMENTS ON SCOPE OF ENVIRONMENTAL IMPACT STATEMENT (EIS)  
COMMENT PERIOD EXTENDED TO 4 PM, MARCH 8, 2023**

**Project Name: Winslow Subarea Plan Update**

**Proponent:** City of Bainbridge Island

**Lead Agency:** City of Bainbridge Island

**Project Location:** The Winslow Subarea Plan was adopted in 1998 and was last updated in 2006. The current Winslow Subarea Plan applies to an area identified as the Winslow Study Area, encompassing approximately 1,527 acres north of Eagle Harbor on Bainbridge Island. This greater Winslow area includes an area known as “downtown” Bainbridge Island, the Washington State Ferry terminal, and the mixed-use and residential areas that radiate north, east, and west. Winslow includes the largest of the City’s *designated centers*, and the largest area on Bainbridge Island served by the City’s water and sewer utilities.



**Project Description:** The City of Bainbridge Island is proposing to update the existing Winslow Subarea Plan, including changes needed to accommodate population and employment growth anticipated through 2044. The updated subarea plan, which will be incorporated into the Comprehensive Plan, will provide long-range goals and policies to form a framework for future development as well as specific goals and policies for land use, housing, transportation, and utilities. Development regulations will also be updated as needed to implement the final subarea plan. The existing subarea, center, and zoning boundaries may be modified during this update and consideration may be given to designating a Countywide Growth Center consistent with Multicounty and Countywide Planning Policies.

**Environmental Impact Statement (EIS) Required:** The City of Bainbridge Island, as the SEPA lead agency, has determined that this proposal may have significant adverse environmental impacts on the environment. An EIS is required under RCW 43.21C.030(2)(c) and will be prepared. The EIS will address probable significant adverse environmental impacts of the updated Winslow Subarea Plan.

**Elements of the Environment:** The lead agency has *preliminarily* identified the following elements for analysis in the EIS:

- Land Use/Relationship to Existing Plans and Policies
- Population: Employment and Housing
- Environmental Justice/Climate Change (including GHG)
- Aesthetics/Visual Resources

- Utilities
- Transportation
- Public Services

**Alternatives:** The lead agency has *preliminarily* determined that up to three alternatives could be analyzed in the EIS. These alternatives could include the following:

**Alternative 1** - No Action Alternative

**Alternative 2** - Intensify areas within Downtown Winslow

**Alternative 3** - Intensify areas adjacent to Downtown Winslow with limited intensification within Downtown Winslow

In the Final EIS, the City will likely analyze a “preferred alternative” which may combine elements from of the above alternatives based on public comments and guidance from Planning Commission and City Council.

**Scoping:** Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and permits other approvals that may be required. Methods for presenting your comments are described below. **All comments are due no later than 4:00 PM, March 8, 2023** and may be submitted:

- **On the project website:** <https://cityofbainbridgeisland.civilspace.io/en/projects/winslow-subarea-plan-update>

- **Via e-mail to:** [jsutton@bainbridgewa.gov](mailto:jsutton@bainbridgewa.gov)

- **By mail to (or dropped off at):**   **ATTN: Jennifer Sutton**  
**Department of Planning and Community Development**  
**City of Bainbridge Island**  
**280 Madison Avenue North**  
**Bainbridge Island, WA 98110**

**EIS Public Scoping Meeting:** An EIS Public Scoping meeting will be held to provide an opportunity for the public to learn more about the project and the EIS process, and to provide input on the environmental review process.

**Meeting Date:** Wednesday, February 8, 2023

**Time:** 7:00 pm – 9:00 pm

**Location:** Bainbridge Island City Hall  
 280 Madison Avenue N  
 Bainbridge Island, WA 98110

Additional Information about this meeting can be found on the City’s website:  
<https://www.bainbridgewa.gov/calendar.aspx>

**Date:** January 31, 2023  
**Resigned:** February 9, 2023

**Signature:**   
 Patricia Charnas, Planning Director  
 SEPA Responsible Official