



Ferry Maintenance Facility Siting Study - Appendices

June 2024



APPENDIX D

ALTERNATIVES EVALUATION MEMO

Date: May 15, 2024
To: Kitsap Transit
From: KPFF Consulting Engineers
Subject: Kitsap Transit Ferry Maintenance Facility Site Alternatives Analysis
Task 4: Alternatives Evaluation

Introduction

Kitsap Transit (KT), supported by the KPFF consulting team, is conducting a Ferry Maintenance Facility Planning Study to locate a future ferry maintenance facility in Kitsap County. Overall, the study will identify, document and evaluate site attributes, and assess the overall viability of site alternatives. The goal of the study is to support the recommendation of a well-informed preferred site alternative, or alternatives.

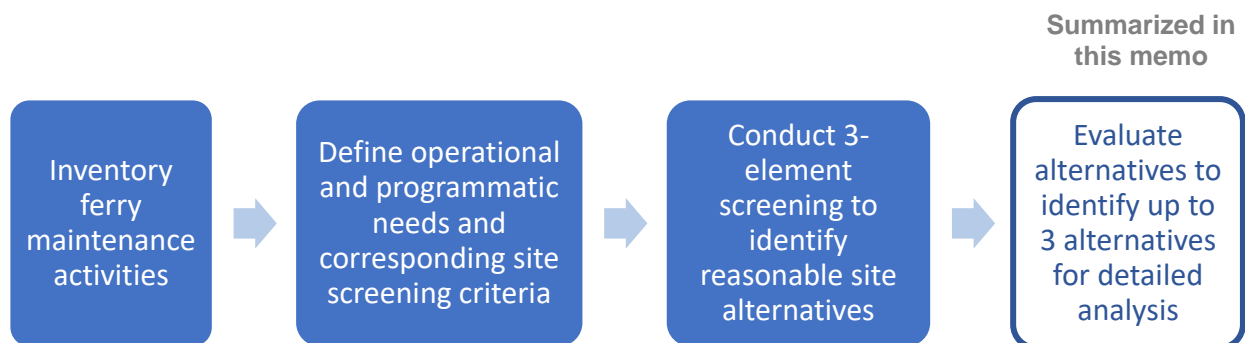
Purpose

This memo is one step in the overall site alternatives analysis. It summarizes the process used to build upon work previously completed to: (1) identify the site alternatives or parcel combinations to be reviewed, (2) explain the criteria used to conduct the relative site evaluation, and (3) share the resulting three sites selected for detailed analysis.

Approach

The overall Maintenance Facility site alternatives development process is outlined in the figure below, followed by a brief description of each element in the process.

Figure 1: Site Development and Evaluation Process



Inventory ferry maintenance activities: The first task of the site alternatives analysis established an understanding of KT’s vessel maintenance needs, including current vessel preventative maintenance and repair practices, as well as the desired maintenance and repair capabilities to be provided at a dedicated KT ferry maintenance facility (presented in the *Establish Facility Programmatic and Operational Needs* memo).

Define site screening criteria based on facility needs: The identification of preliminary operational and programmatic needs informed the development of initial site screening criteria used to determine if the location and characteristics of potential sites could support KT's basic needs for a dedicated maintenance facility.

Conduct three-element screening to identify reasonable site alternatives: The initial site screening criteria focused on three elements; operational considerations, environmental criteria, and minimum space requirements for the facility, which were used to narrow the shoreline areas within Kitsap County to those feasible for further review and to identify the site alternatives to undergo further assessment. Site screening criteria and initial site screening findings are summarized in the *Initial Site Evaluation Criteria* memo.

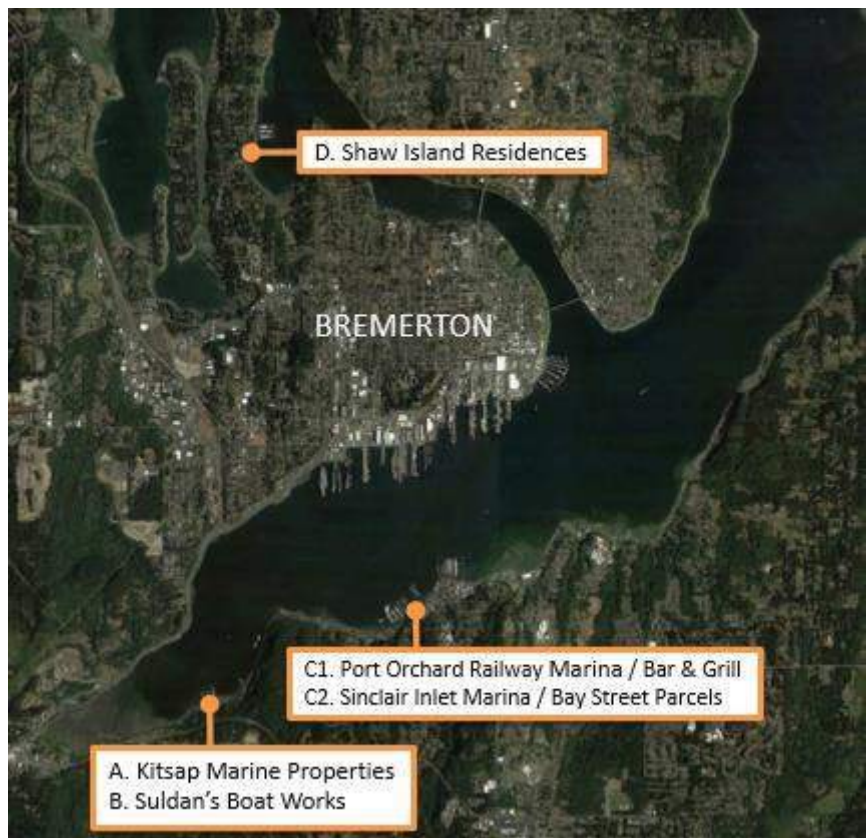
Evaluate site alternatives and select those for detailed evaluation: As presented in this memo, the identified site alternatives were evaluated using a suite of evaluation criteria and relative scoring measures. Based on this evaluation, the sites were ranked in relative order of suitability, and the top three sites were selected for detailed evaluation, including conceptual design development.

Site Alternatives Development

From the previous work completed, five sites were identified that met the initial site screening criteria and were selected to be carried forward for further site evaluation and ranking. These sites are shown in Figure 2. Four of the sites are located on the southern shore of Sinclair Inlet along the Port Orchard waterfront. The fifth site is the Shaw Island Residences site located in Phinney Bay near Rocky Point north of Bremerton.

Preliminary review of available shoreside constructable space at these five site alternatives, when taken in concert with estimated requisite operational space demands, found that site space constraints would likely introduce limitations to the preferred facility design, layout, and associated capabilities. Accordingly, the project team felt it was appropriate to explore additional parcel combinations and look for opportunities to maximize site space.

Figure 2: 5 Sites Identified for Further Site Evaluation and Ranking



Preliminary site layouts are included in Attachment 2 to illustrate available space at each site.

The discussion that follows lays out the elements considered, and the process used to arrive at the resulting site alternatives carried forward in the relative evaluation process.

Parcel combinations: The original site alternatives identified are comprised of one or more property parcels, with Kitsap Marine Properties comprised of a single parcel, Suldán's Boat Works, Port Orchard Railway Marina & Bar & Grill, and the Sinclair Inlet Marina each comprised of two adjacent parcels, and Shaw Island comprised of three parcels. Because of the identified space constraints, the team felt that additional parcel combinations should be explored.

The Kitsap Marine Properties and Suldán's Boat Works alternatives are directly adjacent to one another (as shown in Figure 3), so a combined three-parcel alternative was added to the list of sites to be evaluated. The project team also reviewed a four-parcel option that included the addition of the residential site adjacent to Suldán's Boat Works.

Looking at combinations of other neighboring parcels was not viable because none of the other sites had adjacent parcels that could feasibly be added to the site to increase the site shoreside footprint.

Figure 3: Kitsap Marine & Suldán's Boat Works Parcel Layouts



Potential use of uplands parcels or upland portions of parcels:

Privately-owned residential uplands

While the addition of non-waterfront parcels would be considered less than optimum, the project team also reviewed options for incorporating undeveloped uplands parcels (south of SW Bay Street) to provide additional space for maintenance facilities or parking and keep waterfront property dedicated to maintenance functions that rely on waterfront access.

Two of the parcels (nos. 34240120152006 & -2105, highlighted in Figure 4) are currently undeveloped and were reviewed for zoning and land use considerations, with the following findings:

- Zoning: R1 (Residential 1)
 - Incompatible (both Marina and Light Industrial uses not allowed. Standalone parking is also not allowed in R1. Would require zone change and comprehensive plan designation change).
- Shoreline Designation: High Intensity
 - Compatible (Boating Facility use allowed)

Figure 4: Uplands Parcels Reviewed



Based on the parcel's zoning, there are some compatibility issues with these parcels being used for KT's maintenance facility. While there are processes in place that can amend a parcel to a zone that is compatible with the proposed use (zone change and comprehensive plan designation change), that process is lengthy and requires a decision on a discretionary application made by City Council. Because City Council considers input received from the community and other stakeholders, this decision process carries more risk than permitting a site with compatible zoning. Consequently, these parcels were not added as viable additions to any of the site alternatives.

Kitsap Marine Properties Uplands

While not directly adjacent to or on the same side of Bay Street, the uplands portion of the Kitsap Marine parcel (shown in Figure 3) was considered in combination with the Suldán's Boat Works parcels as one of the site alternatives.

The upland portion of parcel 33240110092007 was reviewed for zoning compatibility, with the following findings:

- Zoning: Light industrial
 - Compatible
- Shoreline Designation:
 - Not applicable; uplands at Kitsap Marine Properties are not within the regulated shoreline.



The parcel’s upland zoning and land use is compatible with the maintenance facility, so these alternatives were included in site evaluation and ranking. It is acknowledged that this alternative would present some operational challenges that may make the alternative notably less desirable.

Location of vessel laydown space: Because of the limited amount of uplands space on many waterfront sites, initial evaluation considered two options for vessel laydown area, summarized as follows:

1. **Uplands:** An open vessel yard with space for two KT vessels to be hauled out of the water, including uplands maneuvering space for a boat lift, represented by a rectangular footprint of approximately 300 by 150 feet (either parallel or perpendicular to the shoreline).
2. **In-water:** If a site does not meet the minimum uplands laydown space criteria, the alternatives included the potential application of a barge equipped with a boat lift with space to accommodate two vessels (one hauled with full access to the entire hull, and one on the boat lift with access to the propulsion gear), of approximately 320 by 60 feet, and in-water depths of at least 10 feet.

Sites with potential space to accommodate either vessel laydown option were reviewed for both options, while sites with insufficient uplands space were only reviewed for the second option (in-water barge). For those site alternatives with space for both potential laydown options that are carried forward to the next project phase, both options will be reviewed in more detail during conceptual design.

Review of site alternatives, potential use of upland parcels, and options for vessel laydown space resulted in 12 distinct alternatives. The following table summarizes the 12 site alternatives considered in the evaluation process:

Table 1: Site Summary List

Number	Description
A1.1	Kitsap Marine Properties (<i>uplands vessel laydown</i>)
A1.2	Kitsap Marine Properties (<i>in-water barge vessel laydown</i>)
B1.2	Suldan’s Properties (<i>in-water barge vessel laydown</i>)
A/B1.1	Kitsap Marine & Suldan’s Combined Properties (<i>uplands vessel laydown</i>)
A/B1.2	Kitsap Marine & Suldan’s Combined Properties (<i>in-water barge vessel laydown</i>)
A/B2.1	Kitsap Marine & Suldan’s Combined Properties with adjacent residential property (<i>uplands vessel laydown</i>)
A/B2.2	Kitsap Marine & Suldan’s Combined Properties with adjacent residential property (<i>in-water barge vessel laydown</i>)
A/B3.2	Kitsap Marine Uplands Only & Suldan’s Combined Properties (<i>in-water barge vessel laydown</i>)
C1.1	Port Orchard Railway Marina & Bar & Grill Properties (<i>uplands vessel laydown</i>)
C1.2	Port Orchard Railway Marina & Bar & Grill Properties (<i>in-water barge vessel laydown</i>)
C2.2	Sinclair Inlet Marina Properties (<i>in-water barge vessel laydown</i>)
D1.2	Shaw Island Properties (<i>in-water barge vessel laydown</i>)



These 12 site alternatives involve ten different parcels (4 around the Kitsap Marine/Suldán's sites in lower Sinclair Inlet; 3 near downtown Port Orchard in central Sinclair Inlet, and 3 on Shaw Island.)

Site Evaluation and Ranking

The site alternatives that made it through the initial screening process to confirm their ability to support operational and programming needs are listed in Table 1. They were evaluated and ranked using a relative scoring process in order to select up to the top three sites for further detailed assessment and conceptual design. The evaluation criteria were focused on assessing the relative ability of each site to support the KT ferry maintenance program's short and long-term programming and operational needs.

Accordingly, the evaluation criteria used to narrow the alternative sites down to those that will undergo detailed site analysis and conceptual design focused on three broad areas:

- (1) Space availability
- (2) Site access, and
- (3) Site environmental and permitting feasibility.

Each of these broad areas was broken into a series of specific criteria used to rank the sites relative to one another. Within each of the three areas, key criteria that best support KT's planned maintenance facility program and environmental review and permitting process were identified; these criteria are shown in Table 2, with secondary criteria listed below. These key criteria are emphasized because they may be more influential in the decision-making process compared to the other criteria that are important to consider but should not be weighted the same.

All criteria measures are scored using a three-tier scale of **low**, **medium**, and **high**, which compare the sites relative to each other (acceptable, better, and best). None of the measures reflect a fatal flaw. Whenever possible, quantitative measures were employed to minimize subjectivity in the evaluation process. However, some of the measures were qualitative in nature.

A description of the individual evaluation criteria, a definition and/or applicable notes for each, and the criteria measures employed during the evaluation process are presented in Attachment 1.

All 12 site alternatives were evaluated against each of these criteria, with the relative ranking of each alternative established. Detailed findings by criteria for each site alternative are included in Attachment 1. A summary of the evaluation results, using the color-coding described earlier, is displayed in Table 2 below.



Table 2: Summary of Site Evaluation

Criteria	A – Kitsap Marine	B- Suldán’s Boat	AB - Kitsap Marine / Suldán’s Boat Works			C - Downtown Port Orchard		D - Shaw Island
	A1.1/A1.2 Kitsap Marine	B1.2 Suldán’s	AB1.1/AB1.2 Kitsap Mar./ Suldán’s	AB2.1/AB2.2 Kitsap Mar./ Suldán’s	AB3.2 ½ Kitsap W/Suldán’s	C1.1/C1.2 Railway Mar./ Bar and Grill	C2.2 Sinclair Inlet Marina	D1.2 Shaw Island
Site Space								
Sufficient uplands space for vessel laydown area	●	●	●	●	●	●	●	●
Constructable space for shop, storage & office buildings	●	●	●	●	●	●	●	●
Site Access								
Navigability & Vessel Traffic Conflicts	●	●	●	●	●	●	●	●
Water Depth Sufficiency	●	●	●	●	●	●	●	●
Existing surface street network	●	●	●	●	●	●	●	●
Environmental Criteria								
Proximity/Impact to Private Businesses	●	●	●	●	●	●	●	●
Ability of Existing In-Water Structures to Reduce Compensatory Mitigation	●	●	●	●	●	●	●	●
Compatibility with Existing Visual Aesthetics	●	●	●	●	●	●	●	●
Other Secondary Criteria Considered								
Shoreline Sufficiency for waterside access	●	●	●	●	●	●	●	●
Landside Ease of Access	●	●	●	●	●	●	●	●
Proximity/Impact to Private Residences	●	●	●	●	●	●	●	●
Consistency with local zoning & “use” definitions	●	●	●	●	●	●	●	●
Known presence of unique habitat	●	●	●	●	●	●	●	●
Suitable shoreline armoring	●	●	●	●	●	●	●	●
Subject to lease provisions & annual fee under AUA	All site alternatives would be subject to lease provisions and annual fee under AUA.							
Proximity to minority or disadvantaged populations	No site alternatives were found to be in proximity to minority or disadvantaged populations.							
Federal, state, and local permitting	All site alternatives are expected to be permissible & require the same federal, state & local permits.							



Each site alternative has criteria that rank high, medium, and low on the established scale, indicative of the diversity of sites and the fact that none of the sites are a perfect fit, with each possessing their own unique advantages and disadvantages.

The evaluation focused on identifying the relative opportunities and challenges at each site. Based on the results of evaluation, site alternatives with four or more green scores in key criteria were recommended for further analysis. The top three sites would all support the haul out and onshore laydown of two vessels or could use a barge for this purpose. Results are shown in Table 3.

Table 3: Results of Initial Site Evaluations

No.	Description	Recommended for Further Analysis
A1.1	Kitsap Marine Properties 2-Parcel Option 1	✓
A1.2	Kitsap Marine Properties 2-Parcel Option 2	
B1.2	Suldan's Properties 2-Parcel Option 2	
AB1.1	Kitsap Marine & Suldan's Combined Properties 4-Parcel Option 1	✓
AB1.2	Kitsap Marine & Suldan's Combined Properties 4-Parcel Option 2	
AB2.1	Kitsap Marine & Suldan's Combined Properties 5-Parcel Option 1	
AB2.2	Kitsap Marine & Suldan's Combined Properties 5-Parcel Option 2	
AB3.2	Kitsap Marine Uplands & Suldan's Combined Properties 4-Parcel Option 2	
C1.1	Port Orchard Railway Marina & Bar & Grill Properties 2-Parcel Option 1	✓
C1.2	Port Orchard Railway Marina & Bar & Grill Properties 2-Parcel Option 2	
C2.2	Sinclair Inlet Marina Properties 1-Parcel Option 2	
D1.2	Shaw Island Properties 3-Parcels Option 2	

Based on the results of the evaluation, the three site alternatives identified above are recommended to be carried forward for more detailed analysis, including facility conceptual layout, costing, and detailed site assessment.

Criteria Description	Criteria Definition & Notes	Criteria Measurement	Sites, Site/Criteria Particulars & Site Measures							
			A - Kitsap Marine	B - Suldan's Boat Works	A/B - Kitsap Marine / Suldan's Boat Works			C - Downtown Port Orchard		D - Shaw Island
			A1.1/A1.2 Kitsap Marine	B1.2 Suldan's Boat Works	AB1.1/AB1.2 Kitsap Mar./ Suldan's	AB2.1/AB2.2 Kitsap Mar./ Suldan's	AB3.2 1/2 Kitsap M/ Suldan's	C1.1/C1.2 Railway Marina/ Bar & Grill	C2.2 Sinclair Inlet Marina	D1.2 Shaw Island
Site Space Criteria										
Sufficient uplands space for vessel laydown area	Relative area available to place vessels ashore or retain vessels on a barge. (The more uplands space available at the site to allow vessel laydown, the more favorable the site.)	<p>Vessels can be placed ashore with sufficient space to support vehicles around vessels (available footprint of 150' x 300' ~45K SQFT)</p> <p>Vessels can be placed ashore but with limited maneuverability around the vessel(s) (available footprint of ~35K SQFT)</p> <p>Insufficient area ashore (<35K SQFT)-Vessels hauled out on barge, with limited access and ability to move large equipment to/from vessel(s)</p>	~52K SF available shore space, with room to accommodate vessels ashore	Only ~25K SF available shore space; insufficient room to haul out vessels ashore, needs to be on barge with limited access from shore	~69K SF available shore space; room to accommodate vessels ashore	~80K SF available shore space; room to accommodate vessels ashore	Only ~25K SF available shore space; insufficient room to haul out vessels ashore, needs to be on barge with limited access from shore	~59K SF available shore space, with room to accommodate vessels ashore	While there is ~33K SF of available shore space, most is over water; insufficient to haul out vessels ashore, needs to be on barge with limited access from shore	While ~65K SF available space ashore, the shape of the island is such that vessel haul out on shore is not possible; therefore on barge with limited access from shore
Constructable space for shop, storage & office buildings	Relative amount of uplands space: total square footage to support maintenance shops, storage, office space, and other facility programming (including setbacks, building height restrictions, etc.) (The more uplands space available to place buildings at the site, the more favorable the site.)	<p>Sufficient space available on site to place desired shop/storage spaces with vessels shore laydown (>20K SQFT)</p> <p>Limited space available to place desired shop/storage spaces with vessel shore laydown (>10 SQFT) or sufficient space with barge (>20K SQFT)</p> <p>Insufficient space available on site to place desired shop/storage spaces even with vessel laydown (<10KT) or with barge (<20K SQFT)</p>	~12K SF available shore space available for shops, after vessels placed ashore with minimal clearance	~25K SF available shore space available for shop space with barge haul outs	~29K SF available shore space for shops, after vessels placed ashore	~39K SF available shore space for shops, after vessels placed ashore	~25K SF available shore space available for shop space with barge haul outs	~19K SF available shore space for shops, after vessels placed ashore with minimal clearance	~33K SF shore space available for shop space with barge haul outs	~65K SF available shore space for shops, but with barge haul out

Attachment 1 – Site Evaluation Matrix

Criteria Description	Criteria Definition & Notes	Criteria Measurement	Sites, Site/Criteria Particulars & Site Measures							
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			A1.1/A1.2 Kitsap Marine	B1.2 Suldan's Boat Works	AB1.1/AB1.2 Kitsap Mar./ Suldan's	AB2.1/AB2.2 Kitsap Mar./ Suldan's	AB3.2 1/2 Kitsap M/ Suldan's	C1.1/C1.2 Railway Marina/ Bar & Grill	C2.2 Sinclair Inlet Marina	D1.2 Shaw Island
Site Access Criteria										
Navigability & Vessel Traffic Conflicts	Relative ease of KT vessels to navigate to/from, and in proximity to, the site, including waterside access to general vicinity of site, level of vessel traffic and final approach to/away from the site. (The less challenging the route to the site and less amount of vessel traffic during transit, the more favorable, as safety of KT vessel access is facilitated/enhanced and there will be less impact on KT vessel arrivals/departures, as well as less impact to other vessel traffic.)	<p>Navigable route to the site is direct and straightforward, with limited vessel traffic and navigational challenges</p> <p>Navigable route to site has the potential to be challenging depending upon factors outside of KT control and has potential for vessel traffic during select periods</p> <p>Navigable route to site is circuitous or challenging, with built in navigating challenges and has significant potential to conflict with other vessel traffic</p>	Sites are located near the southwestern end of Sinclair Inlet, which ~800 yards wide, with water depths throughout approach adequate to support safe vessel navigation. There are no navigational restrictions thru Sinclair Inlet on KT vessels. Given location at end of Inlet, there are no transiting commercial vessels and limited transiting recreational vessel traffic. The marina at this/adjacent site/s reflects some level of recreational boating activity in this area.			Sites are located on southern shore of Sinclair Inlet near city of Port Orchard, close to geographic center of the inlet, and possesses no navigational restrictions. Waterway is slightly > 1NM wide with >0.5NM of open water between existing facilities and naval restricted area directly across inlet. Water depths are adequate to support safe vessel navigation. There are not any waterfront industries supported by commercial vessel traffic in Sinclair Inlet, with large commercial vessel traffic prohibited by restricted areas. Number/capacity of marinas located in vicinity and further up inlet reflects healthy recreational boating activity in this area and normal navigational precautions will be necessary.		Site is located east side of Shaw Island in Phinney Bay, north of Bremerton. Vessels can safely navigate Narrows into Phinney Bay without restriction, but extra caution is required due to narrow, circuitous route and possible tidal currents. Narrows is ~1,000 FT wide at narrowest and is crossed by 2 bridges, with minimum width/height clearance of 220 / 74 FT. Phinney Bay is ~400 YD across at site, with sufficient water depth, but limited open water to maneuver. A sizable marina is located just to the north of the site, reflective of very healthy recreational boating activity in this area. No significant commercial vessel traffic in this area.		

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			A1.1/A1.2 Kitsap Marine	B1.2 Suldan's Boat Works	AB1.1/AB1.2 Kitsap Mar./ Suldan's	AB2.1/AB2.2 Kitsap Mar./ Suldan's	AB3.2 1/2 Kitsap M/ Suldan's	C1.1/C1.2 Railway Marina/ Bar & Grill	C2.2 Sinclair Inlet Marina	D1.2 Shaw Island	
Water Depth Sufficiency	Relative proximity of minimal water depths to the waterside of the site to support moorage and/or lifting of KT vessels from water. (The shorter the distance from the minimum water depths to the shoreline, the more favorable, as pier lengths can be shortened, overwater coverage minimized, and overall impact on waterway reduced.)	<p>Water depths of 10 FT or greater within 150 FT from shoreline at MHHW</p> <p>Water depths of 10 FT or greater between 150 and 350 FT from shoreline at MHHW</p> <p>Water depths of 10 FT or greater beyond 350 FT from shoreline at MHHW</p>	The 10 FT contour line ranges from 200-250 FT off shoreline	The 10 FT contour line ranges from 275-300 FT off shoreline	The 10 FT contour line ranges from 200-300 FT off shoreline	The 10 FT contour line ranges from 200-300 FT off shoreline	The 10 FT contour line ranges from 275-300 FT off shoreline	The 10 FT contour line ranges from 100-275 FT off shoreline	The 10 FT contour line is approximately 445 FT offshore	The 10 FT contour line is approximately 325 FT off shoreline	
Existing surface street network	Relative use and functionality of landside access to the site, including nature and sufficiency of road network. Given that the maintenance facility will require access by trucks and other heavy equipment, this criteria evaluates compatibility with existing surface street infrastructure and whether improvements (costs) would be needed for immediate and long-term access. (The more able the roadway is to support heavy vehicular traffic, the more preferred the site.)	<p>Site is located in similar high-use areas, on arterial most supportive of truck and delivery vehicles access and maneuvering</p> <p>Site roadway access is on collector, has potential to need upgrades or is in residential area</p> <p>Site access will not support heavy vehicular traffic without upgrade and requires transit through residential area</p>	Located directly off state owned and maintained Hwy 166 (SW Bay St)					Located directly off state owned and maintained Hwy 166 (Bay St), Port Orchard Blvd.		Access to site on NW Shaw Island Way - a small private 2-lane road, with a narrow bridge to the island	

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Environmental Criteria										
Proximity/ Impact to Private Businesses	Relative impact on the existing site businesses, functions, and/or the public. (The less impact on existing businesses or the public, the more favorable the site.) Of the environmental criteria evaluated, this may be the criteria where potential significant impacts are identified in a NEPA/SEPA process.	Constructing a maintenance facility at this site will have no or-minor impact on existing private business or the public Constructing a maintenance facility at this site will have some impact on existing business or the public; may also involve acquisition of business listed for sale Constructing a maintenance facility at this site will impact existing business with a unique/meaningful contribution to local community and economy or the public	Acquisition of this site would displace, likely eliminate, Kitsap Marine - an active private boatyard and marina that serves the local population and maritime community.	Acquisition of this site would not displace an active business, but would likely require the elimination or relocation of existing pier/wharf structures that support the adjacent marina.	Acquisition of this site would displace, likely eliminate, Kitsap Marine - an active private boatyard and marina that serves the local population and maritime community.	Acquisition of this site would displace, likely eliminate, Kitsap Marine - an active private boatyard and marina that serves the local population and maritime community.	Acquisition of this site would not displace an active business, but would likely require the elimination or relocation of existing pier/wharf structures that support the adjacent marina and would likely separate KT parking from facility.	While acquisition of this site would not displace an active business uplands, it would likely require the elimination or relocation of existing pier/wharf structures that support the Port Orchard Railway marina. Would also take over existing approved proposal for development at the Bar and Grill property.	Marina is up for sale, though moorage is still being provided. Acquisition of this site would displace the business and moorage that serves the local population and maritime community. This assumes that there is no acquisition during the planning phase of this project.	Site located in a residential area, with limited impact on businesses or the public. Only public impact might be associated with need to share waterway in proximity to adjacent marina.
Ability of Existing In-Water Structures to Reduce Compensatory Mitigation	Compensatory mitigation is a significant cost factor and an area of significant and evolving regulatory complexity.	Opportunity to reconfigure or use existing overwater coverage to fully offset project impacts Onsite mitigation opportunities that reduce the cost/burden of additional mitigation credit purchase Mitigation requirement likely to be satisfied through purchase of mitigation credits only	Likely increase to overwater coverage (with barge alternative creating more nearshore impact than travel lift). Potential opportunity for shoreline enhancements given the extent of the site.	Assumes that net overwater coverage removed/added is substantively similar, but that some on-site mitigation may be required to fully offset impacts. It is noteworthy that developed overwater coverage will extend further into the Deeper Shore Zone.	Likely increase to overwater coverage (with barge alternative creating more nearshore impact than travel lift). Potential opportunity for shoreline enhancements given the extent of the site.	Likely increase to overwater coverage (with barge alternative creating more nearshore impact than travel lift). Potential opportunity for shoreline enhancements given the extent of the site.	Assumes that net overwater coverage removed/added is substantively similar, but that some on-site mitigation may be required to fully offset impacts. It is noteworthy that developed overwater coverage will extend further into the Deeper Shore Zone.	Assumes overwater coverage from moorage is used to offset impacts of new development.	Assumes overwater coverage from moorage is used to offset impacts of new development.	Compared to other sites considered for the project, there is likely more opportunity for on-site mitigation here than elsewhere. Likely, both on- and off-site mitigation would be required.

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Compatibility with Existing Visual Aesthetics	The maintenance facility will introduce a significant feature to the viewshed; relevant shoreline context is important to support community acceptance and minimize perceived impact.	<p>Consistent with existing viewshed</p> <p>Some similar shoreline context</p> <p>Inconsistent with existing viewshed</p>								Existing marina adjacent to site provides context; however, the introduction of ferries/large vessels to an otherwise residential shoreline would be a significant change to the viewshed.
Other Secondary Criteria Considered										
Proximity/Impact to Private Residences	Relative impact on the existing residential neighborhoods. (The less impact on existing residential neighborhoods, the more favorable the site.) It is assumed that acquisition of private residences would occur using fair market value and would be in accordance with Washington's Relocation Assistance law (RCW 8.26), but this impact would still be considered in an environmental review, and therefore has been considered as part of these environmental criteria.	<p>Constructing a maintenance facility at this site will have no or minimal impact on existing residential neighborhoods</p> <p>Constructing a maintenance facility at this site will have some marginal/ indirect impact on existing residential neighborhoods (e.g., light, noise)</p> <p>Constructing a maintenance facility at this site will have a major impact on existing residential neighborhoods, including acquisition of private residence(s)</p>	Acquisition of this site would not displace any residents nor require access through residential neighborhoods.	Acquisition of this site would not displace any residents nor require access through residential neighborhoods.	Acquisition of this site would not displace any residents nor require access through residential neighborhoods.	Acquisition of this site would displace a single private residence.	Acquisition of this site would not displace any residents nor require access through residential neighborhoods.	Acquisition of this site would not displace any residents nor require access through residential neighborhoods but would be in close proximity to the town of Port Orchard.	Acquisition of this site may not displace residents and would not require access through residential neighborhoods. There may be fulltime residents in house boats under covered moorage slips - note that this site is listed for sale, as of August 2022 according to a Google Streets image of the site.	Acquisition of this site would displace several existing residences on Shaw Island and convert a residential area to a commercial site, with access through adjacent residential neighborhoods.

Attachment 1 – Site Evaluation Matrix

Criteria Description	Criteria Definition & Notes	Criteria Measurement	Sites, Site/Criteria Particulars & Site Measures							
			A - Kitsap Marine	B - Suldan's Boat Works	A/B - Kitsap Marine / Suldan's Boat Works			C - Downtown Port Orchard		D - Shaw Island
			A1.1/A1.2 Kitsap Marine	B1.2 Suldan's Boat Works	AB1.1/AB1.2 Kitsap Mar./ Suldan's	AB2.1/AB2.2 Kitsap Mar./ Suldan's	AB3.2 1/2 Kitsap M/ Suldan's	C1.1/C1.2 Railway Marina/ Bar & Grill	C2.2 Sinclair Inlet Marina	D1.2 Shaw Island
Waterside Access - Shoreline Sufficiency	Relative sufficiency of shoreline to accommodate in-water infrastructure to support maintenance and moorage activities for KT vessels at facility. (The more accessible shoreline, the more favorable the site, as it provides flexibility for accommodate moorage and hoist structures.)	<p>Shoreline access provides options for location of a boat lift pier (more than 160 FT)</p> <p>Shoreline access provides a single location for a boat lift pier (at least 85 FT)</p> <p>Shoreline access is only sufficient to support access to a maintenance barge via a vehicle-capable gangway (at least 20 FT)</p>	Approximately 410 FT of shoreline, allowing for siting of requisite in-water structures and coordination with shoreside infrastructure	Approximately 400 FT of shoreline, allowing for siting of requisite in-water structures and coordination with shoreside infrastructure	Approximately 810 FT of shoreline, allowing for siting of requisite in-water structures and coordination with shoreside infrastructure	Approximately 885 FT of shoreline, allowing for siting of requisite in-water structures and coordination with shoreside infrastructure	Approximately 400 FT of shoreline, allowing for siting of requisite in-water structures and coordination with shoreside infrastructure	Approximately 390 FT of shoreline, allowing for siting of requisite in-water structures and coordination with shoreside infrastructure	Approximately 150 FT of shoreline, greatly restricting the water-side structure siting & coordination with shoreside infrastructure	Approximately 525 FT of shoreline, allowing for siting of requisite in-water structures and coordination with shoreside infrastructure
Landside Ease of Access	Relative ease of landside access to the site, including proximity of access to supporting KT personnel, vendors, and services. (The more avenues of approach and the closer the proximity to KT services, personnel, and potential vendors, the more preferable the site.)	<p>Site has multiple approaches, provides direct easy transit to KT and supporting services</p> <p>Site has multiple approaches, but is located in congested area</p> <p>Site has single access and is inconvenient for KT and supporting services</p>	Access available from either east or west off SW Bay St, with direct roadway access to major thoroughfares leading to KT office, facilities, services and supporting personnel.					Access available from either east or west of Port Orchard Blvd, with direct, slightly longer, roadway access to major thoroughfares leading to KT office, facilities, services and supporting personnel.		Access is through residential areas, through single bridge to site.
Consistency with local zoning and "use" definitions	The outcome of discretionary permitting cannot be reasonably forecasted, but there is a known regulatory pathway to propose a maintenance facility at these sites.	<p>Yes, consistent</p> <p>Requires discretionary permitting</p> <p>No, inconsistency identified</p>								

Attachment 1 – Site Evaluation Matrix

Criteria Description	Criteria Definition & Notes	Criteria Measurement	Sites, Site/Criteria Particulars & Site Measures							
			A - Kitsap Marine	B - Suldan's Boat Works	A/B - Kitsap Marine / Suldan's Boat Works			C - Downtown Port Orchard		D - Shaw Island
			A1.1/A1.2 Kitsap Marine	B1.2 Suldan's Boat Works	AB1.1/AB1.2 Kitsap Mar./ Suldan's	AB2.1/AB2.2 Kitsap Mar./ Suldan's	AB3.2 1/2 Kitsap M/ Suldan's	C1.1/C1.2 Railway Marina/ Bar & Grill	C2.2 Sinclair Inlet Marina	D1.2 Shaw Island
Known presence of unique habitat <i>Mapped eelgrass</i> <i>Known spawning bed for priority species</i> <i>Adjacent to creeks with anadromous fish passage</i> <i>Bald eagle or other ESA-protected upland species</i>	The maintenance facility requires development in the nearshore environment, regardless of which site is selected. Critical habitats will be impacted, despite the expected inclusion of avoidance and minimization measures. Although there is some site-specific variation in the extent of impact, impacts to sensitive habitats are not altogether avoided.	Critical habitat impacts (other than those to nearshore environment) avoided Impact to some mapped critical habitat Significant critical habitat impact as a result of the project	No mapped eel grass at Kitsap Marine or Suldan's (or any site) Smelt spawning exists (all sites except Shaw Island) There is a culvert on the Kitsap Marine site that is mapped as a fish passage barrier and could be critical habitat after future correction There are no known eagle nests in the site vicinity	Same as Kitsap Marine, except that this site would avoid the current culvert that could be corrected to allow fish passage in the future. Potential fish-bearing creek adjacent to residential property east of Suldan's.	No mapped eel grass at Kitsap Marine or Suldan's (or any site) Smelt spawning exists (all sites except Shaw Island) There is a culvert on the Kitsap Marine site that is mapped as a fish passage barrier and could be critical habitat after future correction There are no known eagle nests in the site vicinity			No mapped eel grass at Bar & Grill/Railway Marina site (or any site) Smelt spawning exists (all sites except Shaw Island) There is a fish bearing stream directly adjacent to site There are no known eagle nests in the site vicinity		No mapped eel grass at the Shaw Island site No smelt spawning mapped No adjacent fish bearing streams There are no known eagle nests in the site vicinity
Suitable shoreline armoring	Shoreline armoring is considered at federal, state, and local levels of permitting. Proposals to replace or introduce vertical or hardened shorelines is discouraged. Ranking considers the potential need for stability improvements based on reasoned potential increases to upland use of the site and its charge on existing armoring.	No anticipated need for new or changed shoreline armoring Need for repaired shoreline armoring/hardening or replaced shoreline armoring/hardening Need for new shoreline armoring in area where it did not previously exist, new bulkhead, or waterward extension of built site						Designed use of uplands for vessel maintenance reasonably exceeds the current use of the uplands (parking/restaurant) and may necessitate strength/stability improvements to existing armoring - to be verified during engineered design.		Preliminary designed near/overwater structures of existing armoring appears similar, although a reasonably expected increase in use of the structure may necessitate stability improvements to armoring.

Attachment 1 – Site Evaluation Matrix

Criteria Description	Criteria Definition & Notes	Criteria Measurement	Sites, Site/Criteria Particulars & Site Measures							
			A - Kitsap Marine	B - Suldan's Boat Works	A/B - Kitsap Marine / Suldan's Boat Works			C - Downtown Port Orchard		D - Shaw Island
			A1.1/A1.2 Kitsap Marine	B1.2 Suldan's Boat Works	AB1.1/AB1.2 Kitsap Mar./ Suldan's	AB2.1/AB2.2 Kitsap Mar./ Suldan's	AB3.2 1/2 Kitsap M/ Suldan's	C1.1/C1.2 Railway Marina/ Bar & Grill	C2.2 Sinclair Inlet Marina	D1.2 Shaw Island
Subject to lease provisions & annual fee under AUA	It is assumed that an Aquatic Use Authorization (AUA) can be obtained at each site; however, the annual cost associated with an AUA is calculated using the extent of overwater coverage. Sites with less overwater coverage are favored in this criteria, for their AUA cost savings.	No, development is on private parcel Yes, development is on state-owned aquatic land						Overwater structure primarily constructed on privately-owned parcel; finger floats are the only structure designed to extend onto state-owned aquatic land. Therefore, this state lease may be considerably less on an annual basis than other sites considered.		
Proximity to minority or disadvantaged populations	All sites were compared against the socioeconomic index mapped by the Environmental Protection Agency's EJScreen tool (https://ejscreen.epa.gov/mapper/), whose demographic values indicate that each potential project site reports fewer low-income earners and people of color as compared to state and federal averages.	None immediately adjacent to, or within line of sight or sound Immediately adjacent to, or within line of sight or sound								
Federal, state, and local permitting	All sites are expected to be permissible and require the same level of permitting complexity.	Suitable for exemptions or streamlined permitting Triggers all permitting								

Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



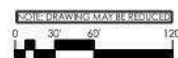
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Shoreline Parcels:
 Hard Surface Area @70% = **52,166.4 S.F.**
Uplands Parcels:
 Total potential per land use
 Hard Surface Area @70% = **97,850.40 S.F.**
 Likely feasible (steep slopes):
 Hard Surface Area @70% = **36,525 S.F.**

Land Use	
Setbacks	
* 0 @ WATER-DEPENDENT USES (SMP)	
* 20' from Bay Street	
* 10' @ Rear & Side setbacks	
Hard Surfaces	
70% Maximum Site Coverage	
Building Heights	
35' maximum	

Mooring Option Key

Option 1 = Two Vessel lay-down areas ashore
Option 2 = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot



Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



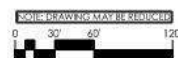
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Shoreline Parcels:
 Hard Surface Area @70% = **52,166.4 S.F.**
Uplands Parcels:
 Total potential per land use
 Hard Surface Area @70% = **97,850.40 S.F.**
 Likely feasible (steep slopes):
 Hard Surface Area @70% = **36,525 S.F.**

Land Use	
Setbacks	
* 0 @ WATER-DEPENDENT USES (SMP)	
* 20' from Bay Street	
* 10' @ Rear & Side setbacks	
Hard Surfaces	
70% Maximum Site Coverage	
Building Heights	
35' maximum	

Mooring Option Key

Option 1 = Two Vessel lay-down areas ashore
Option 2 = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot



Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



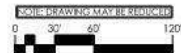
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Shoreline Parcels:
 Hard Surface Area @70% = **78,167.63 S.F.**
Uplands Parcels:
 Total potential per land use
 Hard Surface Area @70% = **97,850.40 S.F.**
 Likely feasible (steep slopes):
 Hard Surface Area @70% = **36,525 S.F.**

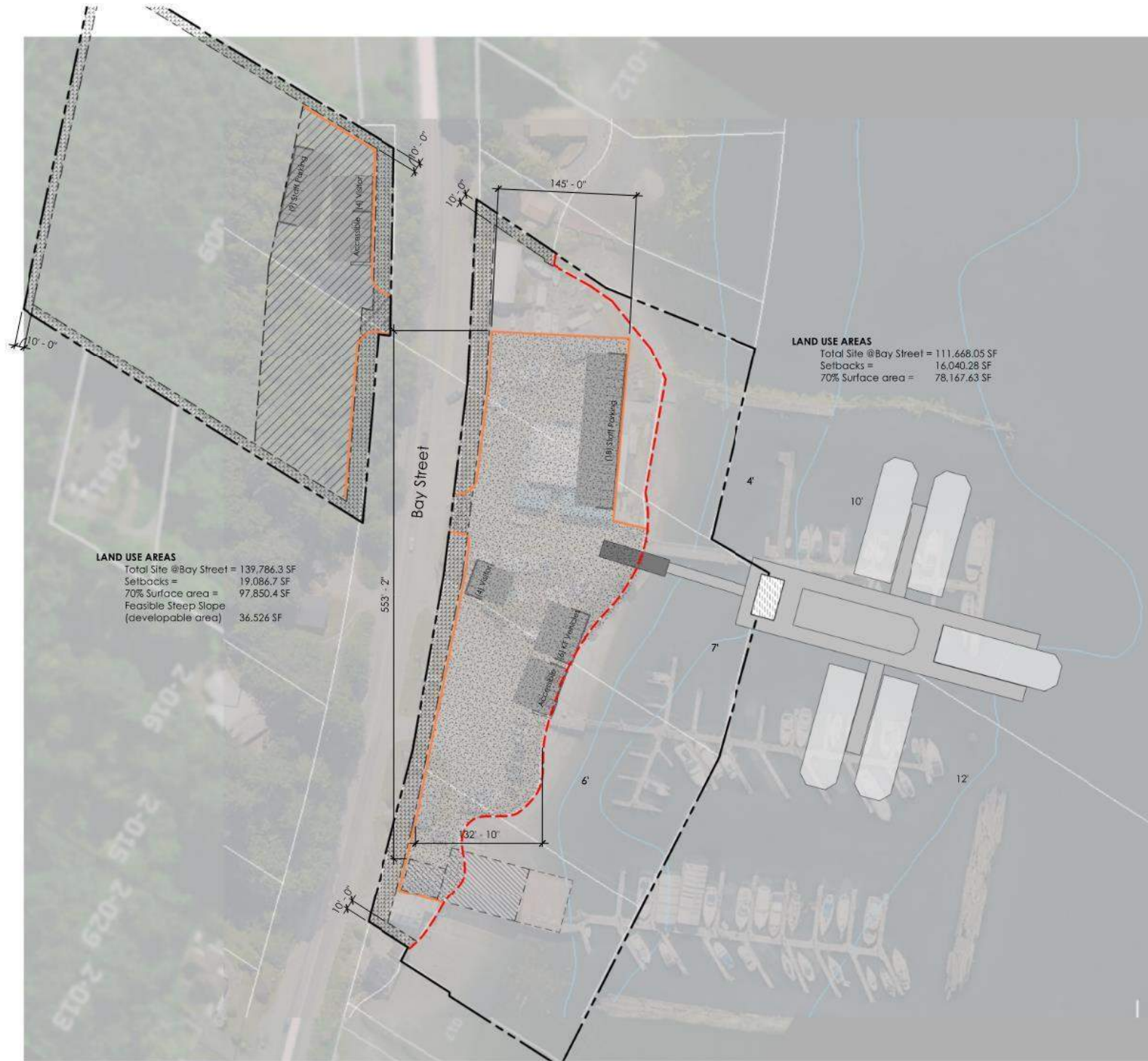
Land Use	
Setbacks	
* 0' @ WATER-DEPENDENT USES (SMP)	
* 20' FROM BAY STREET	
* 10' REAR & SIDES	
Hard Surfaces	
70% Maximum Site Coverage	
Building Heights	
35'-0" Maximum	

Mooring Option Key

Option 1 = Two Vessel lay-down areas ashore
Option 2 = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot



Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



LAND USE AREAS
 Total Site @Bay Street = 139,786.3 SF
 Setbacks = 19,086.7 SF
 70% Surface area = 97,850.4 SF
 Feasible Steep Slope (developable area) = 36,526 SF

LAND USE AREAS
 Total Site @Bay Street = 111,668.05 SF
 Setbacks = 16,040.28 SF
 70% Surface area = 78,167.63 SF

LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

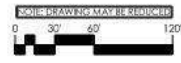
Shoreline Parcels:
 Hard Surface Area @70% = **78,167.63 S.F.**
Uplands Parcels:
 Total potential per land use
 Hard Surface Area @70% = **97,850.40 S.F.**
 Likely feasible (steep slopes):
 Hard Surface Area @70% = **36,525 S.F.**

Land Use	
Setbacks	
* 0' @ WATER-DEPENDENT USES (SMP)	
* 20' FROM BAY STREET	
* 10' REAR & SIDES	
Hard Surfaces	
70% Maximum Site Coverage	
Building Heights	
35'-0" Maximum	

Mooring Option Key

Option 1 = Two Vessel lay-down areas ashore
Option 2 = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot

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Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



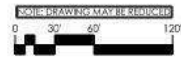
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Shoreline Parcels:
 Hard Surface Area @70% = **80,221.33 S.F.**
Uplands Parcels:
 Total potential per land use
 Hard Surface Area @70% = **97,850.40 S.F.**
 Likely feasible (steep slopes):
 Hard Surface Area @70% = **36,525 S.F.**

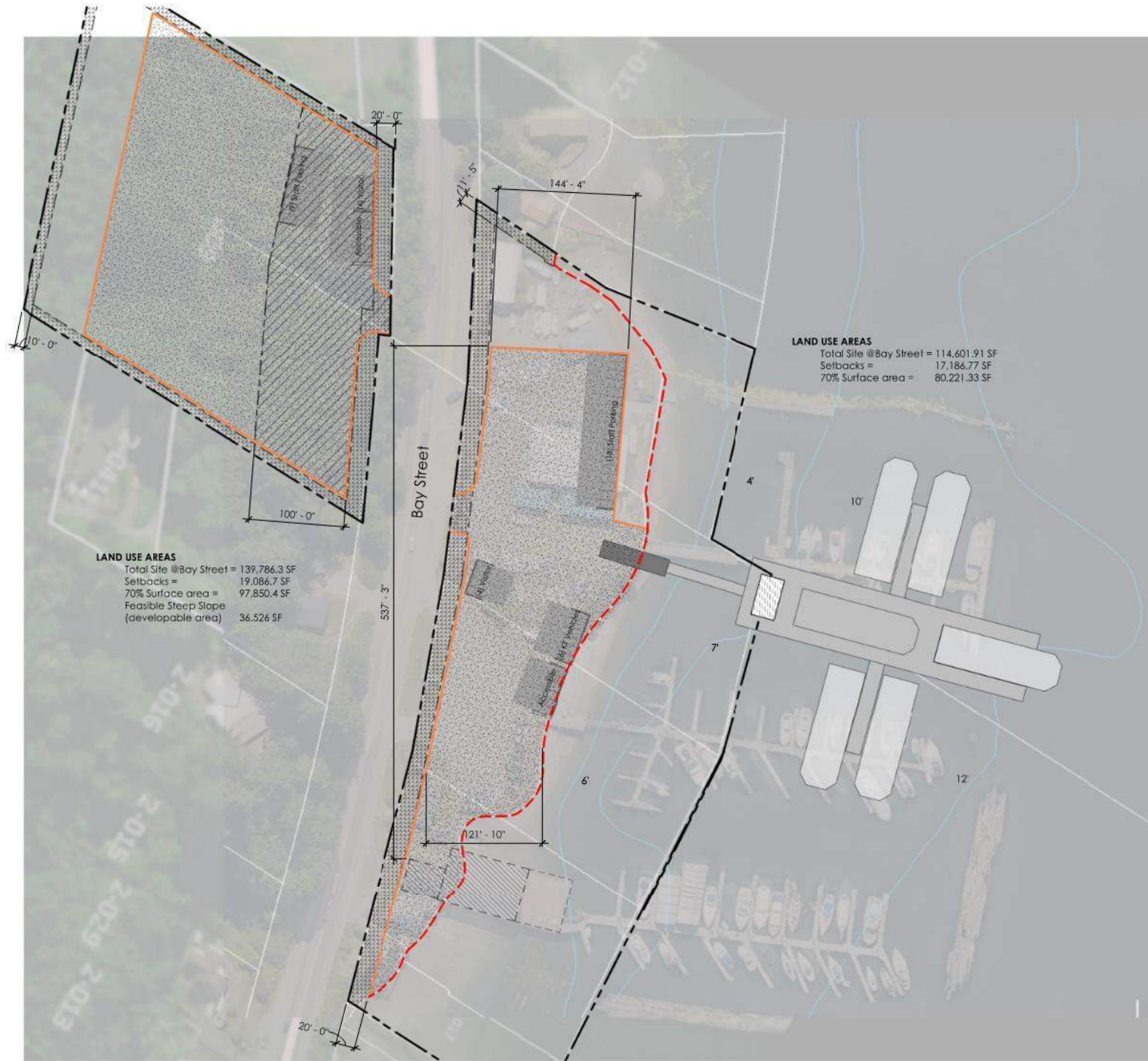
Land Use	
Setbacks	
* 0' @ WATER-DEPENDENT USES (SMP)	
* 20' FROM BAY STREET	
* 10' REAR & SIDES	
Hard Surfaces	
70% Maximum Site Coverage	
Building Heights	
35'-0" Maximum	

Mooring Option Key
Option 1 = Two Vessel lay-down areas ashore
Option 2 = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot

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Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



LAND USE AREAS
 Total Site @Bay Street = 139,786.3 SF
 Setbacks = 19,086.7 SF
 70% Surface area = 97,850.4 SF
 Feasible Steep Slope (developable area) = 36,526 SF

LAND USE AREAS
 Total Site @Bay Street = 114,601.91 SF
 Setbacks = 17,186.77 SF
 70% Surface area = 80,221.33 SF

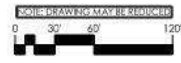
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Shoreline Parcels:
 Hard Surface Area @70% = **80,221.33 S.F.**
Uplands Parcels:
 Total potential per land use
 Hard Surface Area @70% = **97,850.40 S.F.**
 Likely feasible (steep slopes):
 Hard Surface Area @70% = **36,525 S.F.**

Land Use	
Setbacks	
* 0' @ WATER-DEPENDENT USES (SMP)	
* 20' FROM BAY STREET	
* 10' REAR & SIDES	
Hard Surfaces	
70% Maximum Site Coverage	
Building Heights	
35'-0" Maximum	

Mooring Option Key
Option 1 = Two Vessel lay-down areas ashore
Option 2 = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot

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Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



LAND USE AREAS
 Total Site @Bay Street = 139,786.3 SF
 Setbacks = 19,086.7 SF
 70% Surface area = 97,850.4 SF
 Feasible Steep Slope (developable area) = 36,526 SF

LAND USE AREAS
 Total Site @Bay Street = 39,312.39 SF
 Setbacks = 8,586.39 SF
 70% Surface area = 27,518.67 SF

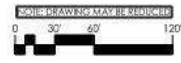
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Shoreline Parcels:
 Hard Surface Area @70% = **27,518.67 S.F.**
Uplands Parcels:
 Total potential per land use
 Hard Surface Area @70% = **97,850.40 S.F.**
 Likely feasible (steep slopes):
 Hard Surface Area @70% = **36,526 S.F.**

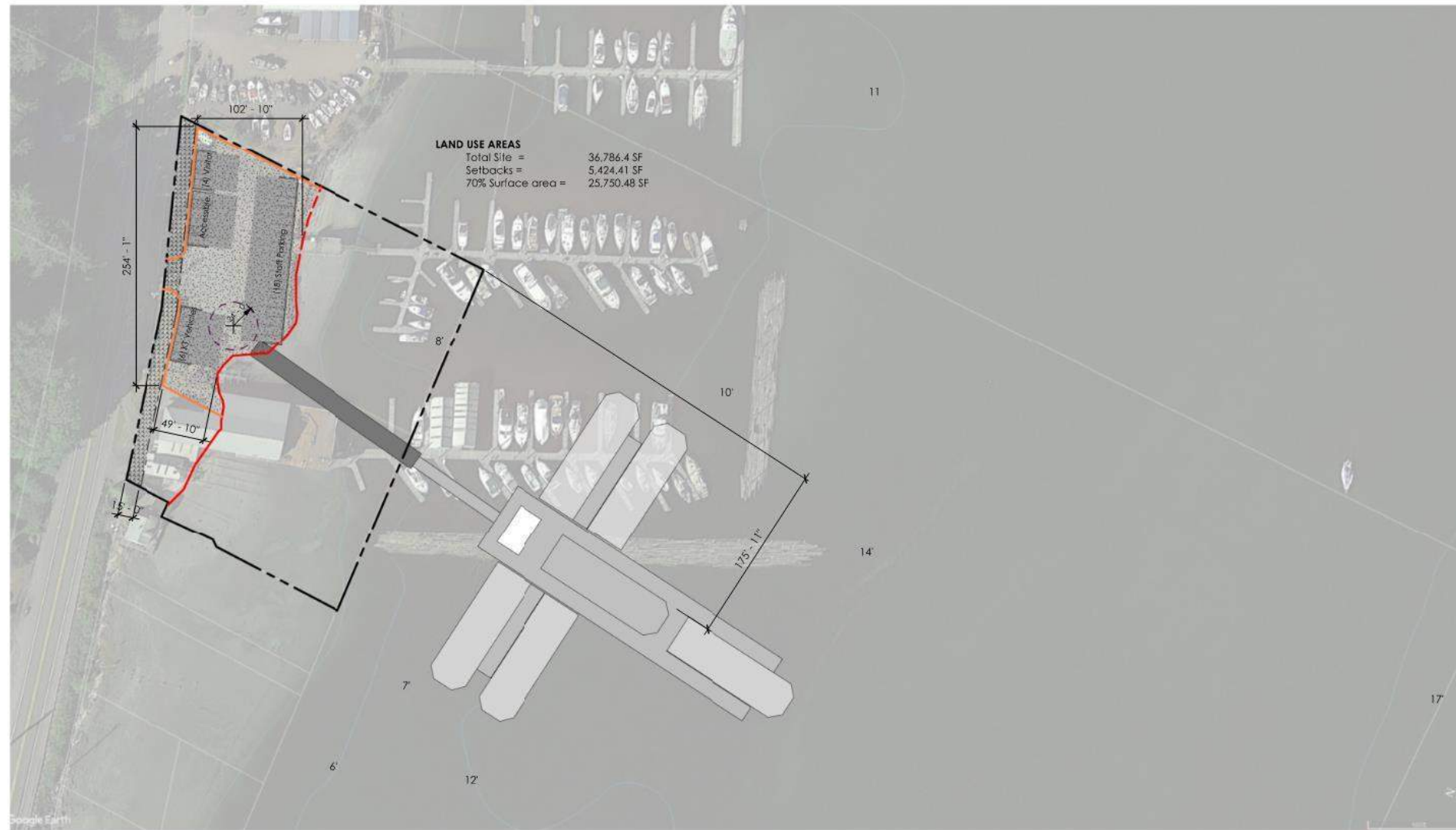
Land Use	
Setbacks	
* 0' @ WATER-DEPENDENT USES (SMP)	
* 20' FROM BAY STREET	
* 10' REAR & SIDES	
Hard Surfaces	
70% Maximum Site Coverage	
Building Heights	
35'-0" Maximum	

Mooring Option Key
Option 1 = Two Vessel lay-down areas ashore
Option 2 = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot

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Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



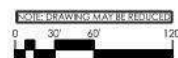
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Hard Surface Area @70% = **25,750.48** S.F.

Land Use	
Setbacks	
* 0' @ WATER-DEPENDENT USES (SMP)	
* 15' from Bay Street (50' maximum)	
* 0' @ Sides	
* 10' @ Rear	
Hard Surfaces	
70% Maximum Site Coverage	
Building Heights	
3 stories or 35' maximum, 48'	

Mooring Option Key

- Option 1** = Two Vessel lay-down areas ashore
- Option 2** = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot



Ferry Maintenance Facility Planning Study

KITSAP TRANSIT

Suldán's Properties - 2-Parcel Option 2

Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



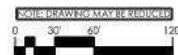
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Hard Surface Area @90%
 = 59,328.04 S.F.

Land Use	
Setbacks	* 0 @ WATER-DEPENDENT USES (SMP) (no other requirements)
Hard Surfaces	90% Maximum Site Coverage
Building Heights	3 stories maximum
Note: Parking is only allowed on sides and rear of buildings	

Mooring Option Key

- Option 1** = Two Vessel lay-down areas ashore
- Option 2** = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot



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Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

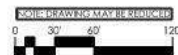
LAND USE AREAS
 Total Site @ Shoreline = 65,920.05 SF
 Setbacks = N/A
 90% Surface area = 59,328.04 SF

Hard Surface Area @90%
 = 59,328.04 S.F.

Land Use
Setbacks * 0 @ WATER-DEPENDENT USES (SMP) (no other requirements)
Hard Surfaces 90% Maximum Site Coverage
Building Heights 3 stories maximum Note: Parking is only allowed on sides and rear of buildings

Mooring Option Key

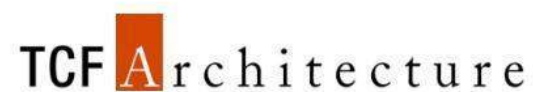
- Option 1** = Two Vessel lay-down areas ashore
- Option 2** = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot



Ferry Maintenance Facility Planning Study

KITSAP TRANSIT

Port Orchard Railway Marina & Bar & Grille
 Properties 2-Parcel Option 2

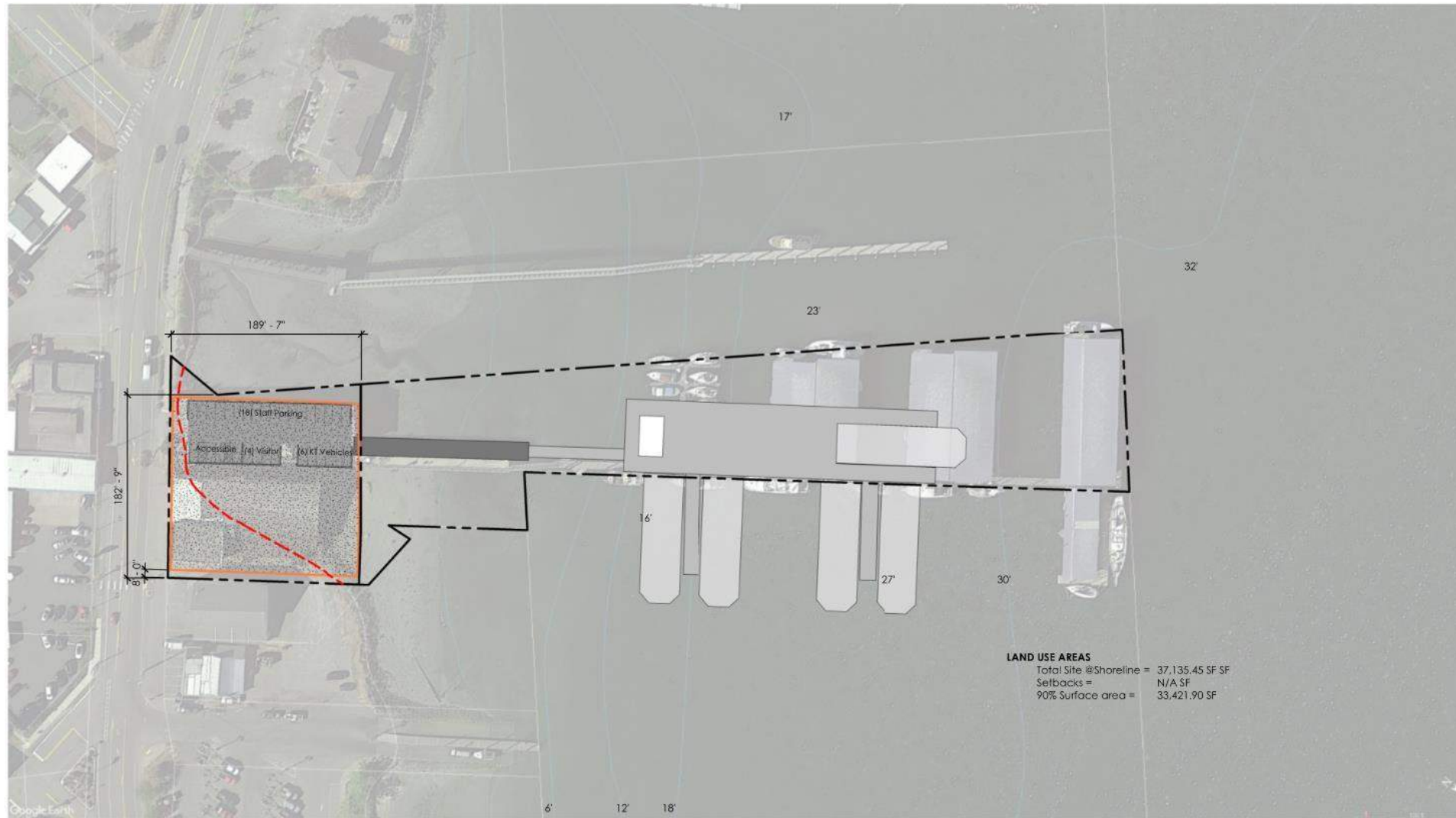


Port Orchard, WA

C1.2
 August 1, 2023

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Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



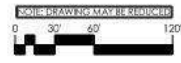
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Hard Surface Area @90%
 = 33,421.90 S.F.

Land Use	
Setbacks	* 0 @ WATER-DEPENDENT USES (SMP) (no other requirements)
Hard Surfaces	90% Maximum Site Coverage
Building Heights	3 stories maximum
Note:	N/A

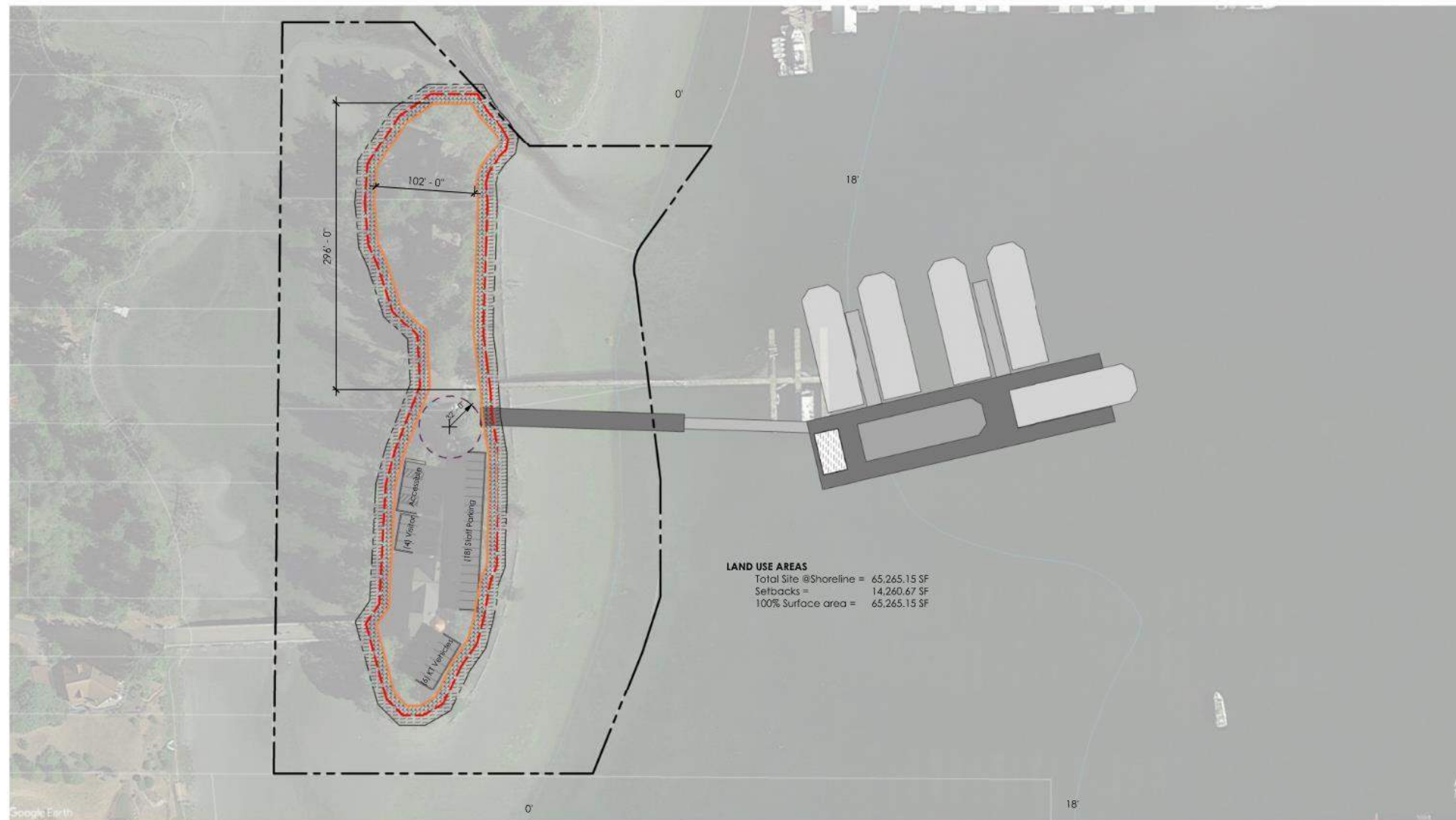
Mooring Option Key

- Option 1** = Two Vessel lay-down areas ashore
- Option 2** = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot



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Attachment 2 – Preliminary Site Layouts for Evaluation of Available Space



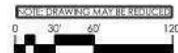
LEGEND	
	Fencing
	Site Gate
	(E) Building & Pier
	New Building
	High Tide Line
	Property Boundary
	Bathymetry
	Parcel Boundaries
	Vessel Turning Rad
	Max Hard Surface Area
	Setback zone
	Habitat zone
	Feasible Development Area (steep slopes)
	Landing & Ramp

Hard Surface Area @100%
= 65,265.15 S.F.

Land Use	
Setbacks	
* 10' frontage for habitable areas	
* 5' @ Side setbacks	
* 10' @ Rear (10' on Alleys)	
* 20' @ Rear for garage/carport opening directly to alley	
Hard Surfaces	
N/A maximum	
Building Heights	
35' maximum	

Mooring Option Key

- Option 1** = Two Vessel lay-down areas ashore
- Option 2** = One Vessel lay-down area on barge w/ ability for 2nd vessel in barge slot



Ferry Maintenance Facility Planning Study

KITSAP TRANSIT Shaw Island Properties - 3-Parcels Option 2 (only)