



# Ferry Maintenance Facility Siting Study - Appendices

June 2024



## APPENDIX G

### STORYMAP & COMMUNITY SURVEY RESULTS



# Ferry Maintenance Facility Project

Learn why Kitsap Transit needs a ferry maintenance facility and the process of identifying a suitable location.

January 23, 2024

*If you need accessibility assistance with this StoryMap, please call Kitsap Transit customer service at (800) 501-7433*

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*This StoryMap is best experienced on a mobile device. If viewing on a desktop, click on images to expand.*

## Kitsap Ferries: A Growing Regional Service

Since launching Fast Ferry service in 2017, Kitsap Transit's ferry program has quickly grown to include 10 vessels, now Washington's second largest ferry fleet.

Kitsap ferries play an important role in the regional transportation system. In the first half of 2023, Kitsap ferries carried over 600,000 riders to their destinations.



Its high-speed ferries link Bremerton, Kingston, and Southworth with downtown Seattle. Local foot ferries shuttle Puget Sound Naval Shipyard employees and connect South Kitsap residents to Seattle through the Bremerton Fast Ferry service.

### The Kitsap Ferries Fleet

The current Kitsap Transit fleet includes 10 vessels with unique moorage, maintenance, and repair needs—ranging from a 100-year-old wooden ferry to new vessels with state-of-the-art technology.



## Rich Passage 1

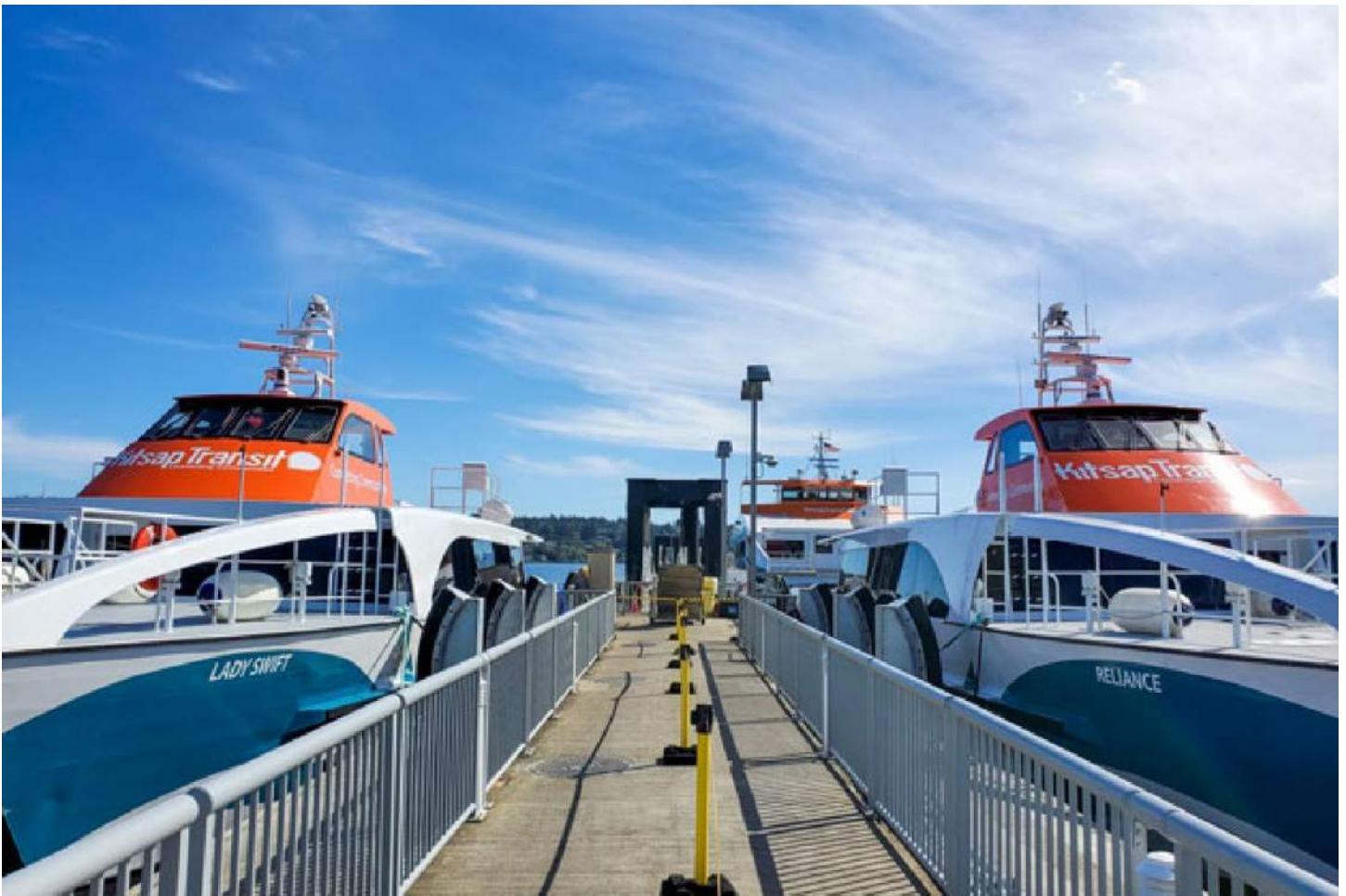
Ultra-low-wake fast ferry featuring a patented hydrofoil-assisted hull design

**Year Built:** 2010

**Capacity:** 118 passengers, 12 bicycles

**Length:** 72'

**Engines:** 4



## Reliance & Lady Swift

Ultra-low-wake fast ferries featuring a patented hydrofoil-assisted hull design

**Year Built:** 2019

**Capacity:** 118 passengers, 12 bicycles

**Length:** 75'

**Engines:** 4



## Finest

Aluminum-hulled catamaran fast ferry

**Year Built/Refurbished:** 1996/2018

**Capacity:** 349 passengers, 10 bicycles

**Length:** 114'

**Engines:** 2



## Enetai and Commander

Bow- and side-loading fast ferries designed to be used in the WSF Southworth dock

**Year Built:** 2020/2021

**Capacity:** 250 passengers, 26 bicycles

**Length:** 128'

**Engines:** 2





## Solano

Bow- and side-loading fast ferry

**Year Built:** 2004

**Capacity:** 350 passengers

**Length:** 126'

**Engines:** 2



## Waterman

The first hybrid-electric ferry to operate in the Puget Sound

**Year Built:** 2019

**Capacity:** 150 passengers, 5 bicycles

**Length:** 70'

**Engines:** 2



## Carlisle II

A century-old wood ferry—the oldest continuously operated ferry in the Puget Sound

**Year Built/Refurbished:** 1917/2021

**Capacity:** 140 passengers, 5 bicycles

**Length:** 60'

**Engines:** 1



## Admiral Pete

Foot ferry with a long history serving the Puget Sound

**Year Built/Refurbished:** 1994/2012

**Capacity:** 120 passengers, 5 bicycles

**Length:** 65'

**Engines:** 2

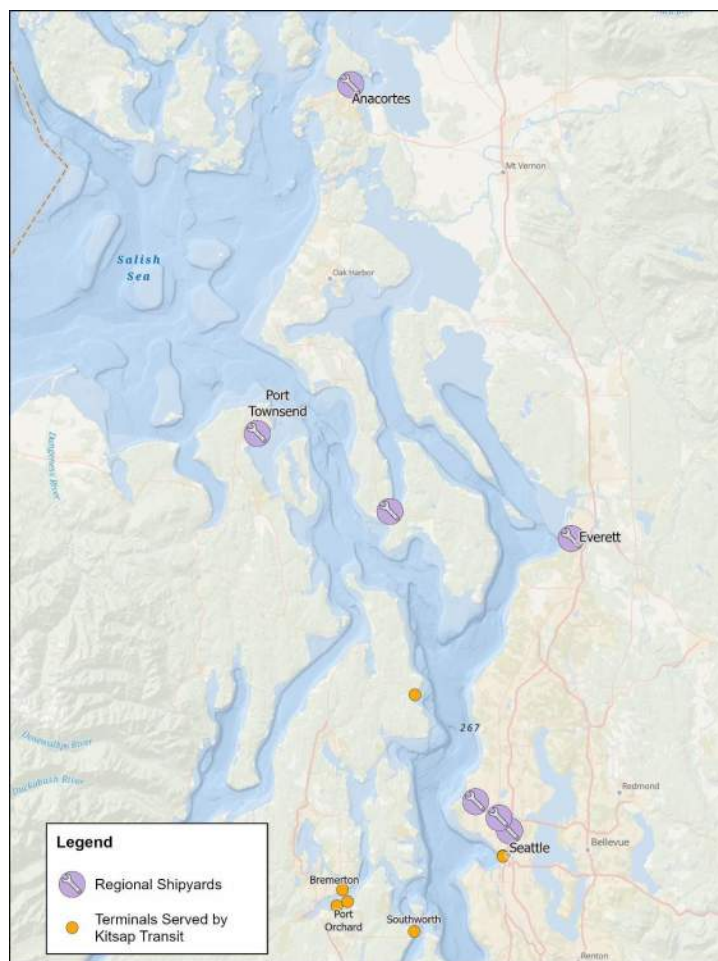
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## RIDER ALERT RIDER ALERT RIDER ALERT RIDER ALERT

### The Challenge of Vessel Maintenance

Without a dedicated maintenance facility, Kitsap Transit faces several challenges:

- Increased costs and time out of service to transport vessels and staff to area shipyards
- Inefficiencies from use of multiple storage locations for vessel equipment and inventory
- High cost of dive contract for underwater inspections
- Reliance on local shipyards' with limited availability



Vessels must be transported to one of these regional shipyards, and when Kitsap Transit is completing the repairs, maintenance staff must travel to and from the shipyard each day.

# Planning for a Future Maintenance Facility

## Facility Needs and Capabilities

### In-water Facility Components



- » Boat lift to remove vessels from water for inspections, maintenance, & repairs
- » Slips to provide overnight vessel moorage
- » Charging for future electric vessels

### Shoreline Facility Components



- » Maintenance shop customized to & for ferry fleet
- » Centralized storage for vessel inventory & equipment
- » Office & working space for maintenance staff

### Upland Facility Components



- » Parking Spaces
- » Delivery Access

## Future Ferry Maintenance Program

Kitsap Transit staff currently completes routine vessel maintenance at terminals. A dedicated Ferry Maintenance Facility would expand Kitsap Transit's capabilities to include intermediate maintenance that currently must be completed at a shipyard.

### Routine



Regular vessel upkeep and minor repairs which can be completed at the dock

Routine maintenance would continue to be completed by Kitsap Transit.

### Intermediate



Planned and/or unplanned maintenance and repairs which require the vessel to be taken out of service

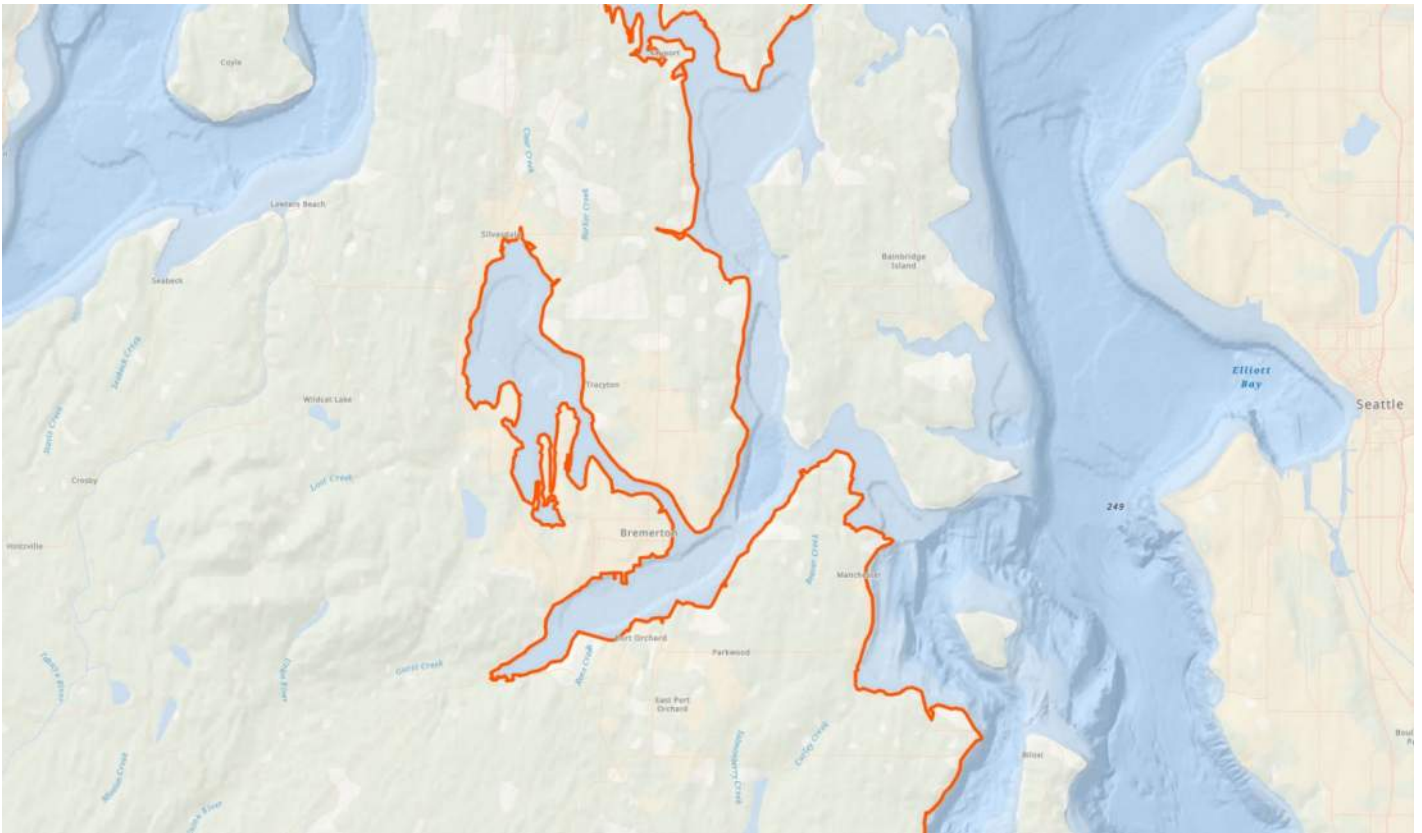
Intermediate maintenance is currently conducted by regional shipyards. With its own maintenance facility, Kitsap Transit would complete this type of work.

### Extensive



Major repairs or maintenance projects requiring specialized equipment or expertise

Extensive maintenance would continue to be completed at regional shipyards.



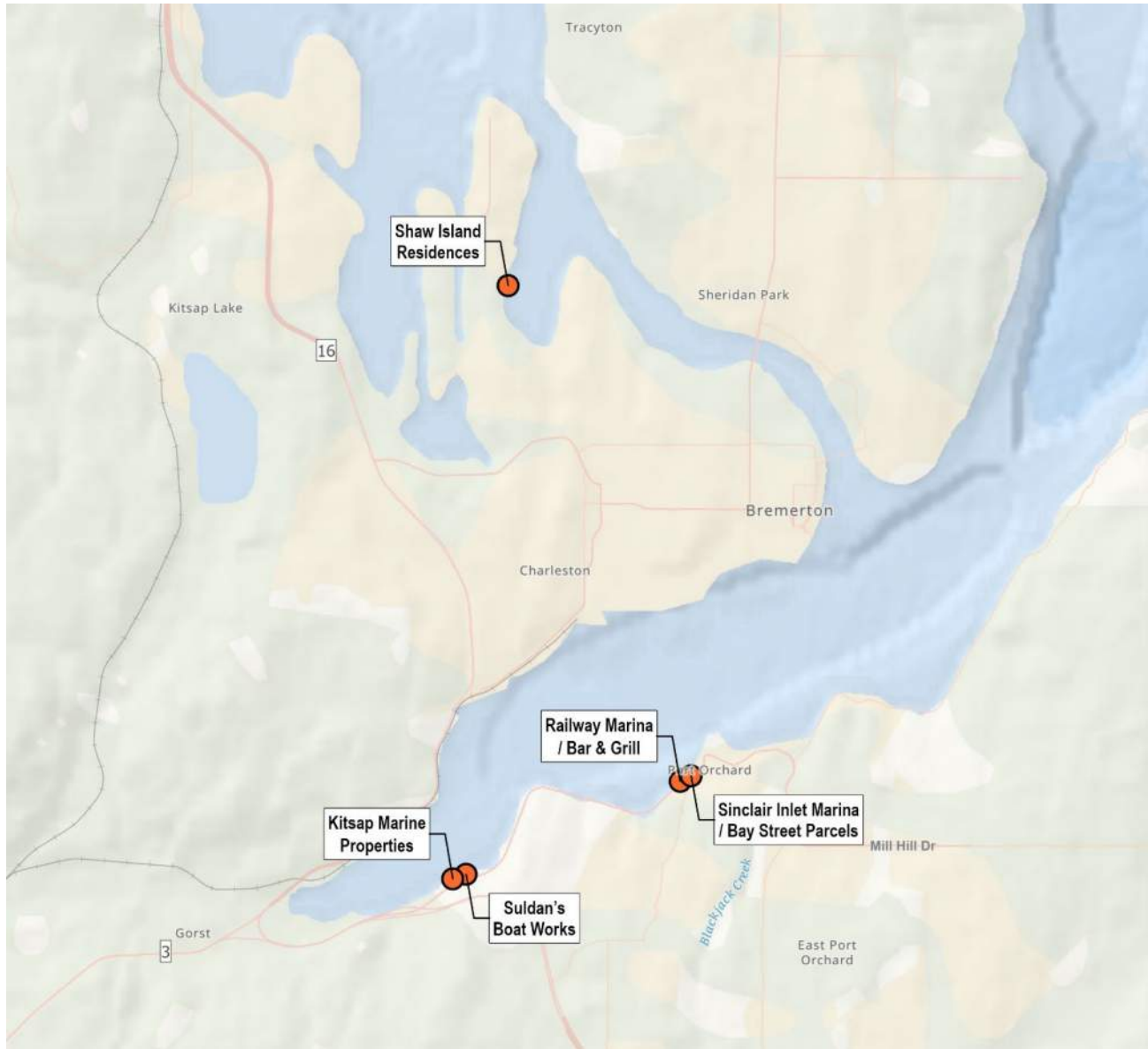
## Initial Site Screening

Kitsap Transit has completed a comprehensive screening process to find suitable locations for a ferry maintenance facility.

The initial screening criteria included the following:

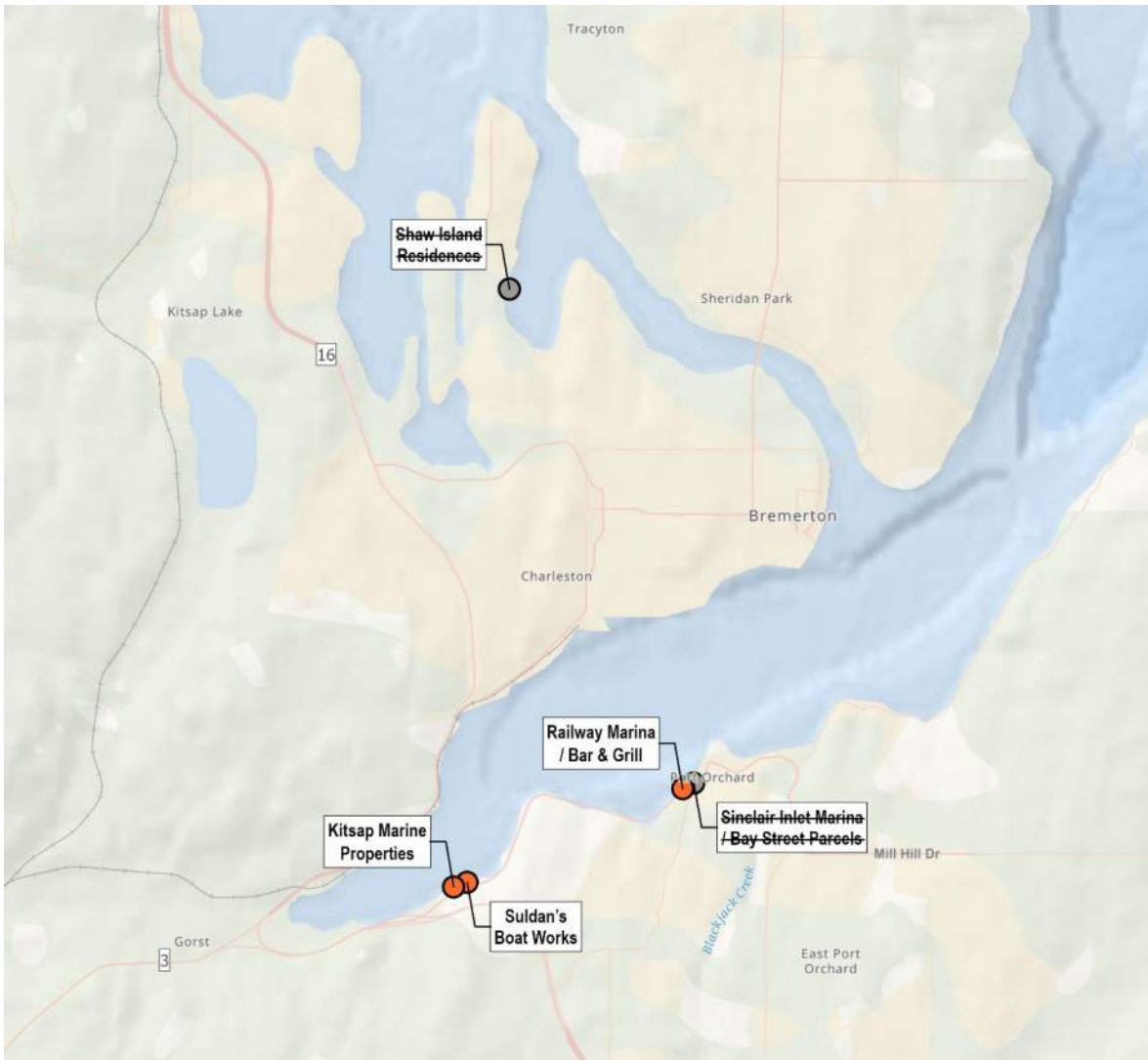
- Must be on the east side of the Kitsap Peninsula to reduce travel time
- Must have zoning compatibility and established shoreline use or context
- Should be accessible by more than one roadway
- Must be large enough to accommodate a ferry maintenance facility





The screening process identified five potential alternatives that met necessary criteria:

- Kitsap Marine properties
- Suldán's Boat Works
- Port Orchard Railway Marina and the Bar & Grill combined parcels
- Sinclair Inlet Marina and the Bay Street combined parcels
- Shaw Island Residences



## Preliminary Site Evaluation

The sites were scored relative to each other with a ranking system of:

- **Acceptable**
- **Better**
- **Best**

Three sites were recommended for further analysis:

- Kitsap Marina properties
  - Kitsap Marina and Suldans Boat Works combined properties
  - Port Orchard Railway Marina and Bar & Grill combined properties
-



## Kitsap Marine Properties

**Owner:** Private (single owner)

**Site Uses:** Private boatyard and marina

**Site Space:**

- Sufficient uplands space for vessel laydown area
- Approximately 52,000 square feet of usable shore space, with room to accommodate vessels ashore but with limited room to place maintenance facilities.

**Site Access:**

- Water depths are sufficient to support safe navigation. There is no commercial or recreational vessel traffic in close proximity.
- Sufficient depths to reasonably accommodate in-water components of a maintenance facility.
- Located off state-owned and maintained Hwy 166 (SW Bay St) in the city of Port Orchard, the site has good roadway access to major thoroughfares.



## Kitsap Marine Properties

### **Built Environment:**

- Major impact to active private boatyard and marina that serves the local population and maritime community.
- Facility would be consistent with existing viewshed.

### **Natural Environment:**

- There is no mapped eel grass and no known eagle's nests at this site but smelt spawning does occur in this area of Sinclair Inlet. A culvert on site identified as a fish passage barrier could be improved and a critical habitat created after correction.



## Kitsap Marine Properties and Suldán's Boat Works Combined Properties

**Owner:** Private (two owners)

**Site Uses:** Private boatyard and marina

**Site Space:**

- Approximately 69,000 square feet of usable shoreline with room to comfortably accommodate both vessels ashore and maintenance facilities.

**Site Access:**

- Water depths are sufficient to support safe navigation. There is no commercial or recreational vessel traffic in close proximity.
- Sufficient depths to reasonably accommodate in-water components of a maintenance facility.
- Located off state-owned and maintained Hwy 166 (SW Bay St) in the city of Port Orchard, the site has good roadway access to major thoroughfares.



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### **Built Environment:**

- Major impact to active private boatyard and marina that serves the local population and maritime community.
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### **Natural Environment:**

- There is no mapped eel grass and no known eagle's nests at this site but smelt spawning does occur in this area of Sinclair Inlet. A culvert on site identified as a fish passage barrier could be improved and a critical habitat created after correction.



## Port Orchard Railway Marina and Bar & Grill Combined Properties

**Owner:** Private (two owners)

**Site Uses:** Private boatyard and marina

**Site Space:**

- Sufficient uplands space for vessel laydown area.
- Approximately 59,000 square feet of usable shore space, with room to accommodate vessels ashore but with limited room to place maintenance facilities.

**Site Access:**

- No navigational restrictions, with no commercial vessel traffic but moderate recreational vessel usage in close proximity.
- Sufficient waterfront and water depths to support the in-water components of a maintenance facility.
- Located off state-owned and maintained Hwy 166 (SW Bay St) in the city of Port Orchard, the site has good roadway access to major thoroughfares, although slightly more distant than other sites.



## Port Orchard Railway Marina and Bar & Grill Combined Properties

### **Built Environment:**

- Acquisition of this site would likely eliminate the Port Orchard Railway Marina that provides recreational vessel moorage. This site would also displace an existing approved proposal for development on the Bar and Grill property.
- Facility would be consistent with existing viewshed.

### **Natural Environment:**

- There is no mapped eel grass and no known eagle's nests at this site but smelt spawning does occur in this area of Sinclair Inlet. There is a fish bearing stream directly adjacent to this site.



## What's Next

Next on the horizon is a detailed design and environmental evaluation of the three site alternatives:

- Kitsap Marina properties
- Kitsap Marina and Suldan's Boat Works combined properties
- Port Orchard Railway Marina and Bar & Grill combined properties

This phase will involve developing conceptual layouts for the facility at each site, developing detailed cost estimates and completing an environmental review. This supports the selection of a site that is operationally, financially, and environmentally feasible.

Evaluation will be informed by feedback from local and regional agencies and interested organizations, Kitsap Transit users, members of the public, and Tribes. Evaluation findings and identification of a proposed preferred alternative is anticipated in early 2024.

## Keep Up To Date!

### Stay in the Loop

Follow the [project website](#) for updates and we'll keep you informed every step of the way.

### We Want Your Feedback!

Survey submissions are now closed, thank you for your participation and feedback as we move forward in this process.

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## Kitsap Transit | Maintenance Facility Survey Results | Summary

### Purpose

Kitsap Transit surveyed Kitsap County residents, business owners, ferry riders and other interested parties to gather input on a proposal to site a vessel maintenance facility in Kitsap County to meet the ongoing needs of the Kitsap Transit ferry fleet.

This survey was part of Kitsap Transit's broader education and engagement about the project. The survey was released along with an interactive StoryMap that explained the necessity and objectives of a new maintenance facility, detailed the siting process undertaken by Kitsap Transit and presented three preferred site options under consideration. The survey provided StoryMap viewers and other interested parties the opportunity to provide feedback on the project, the sites under consideration and project criteria.

### Methodology and Response

Feedback was solicited via a voluntary and anonymous online survey designed by Lund Faucett and the KPFF team in partnership with Kitsap Transit. The survey was intended to be completed following a review of the StoryMap detailing each of the three preferred site alternatives.

The survey consisted of nine questions and was fielded from December 11, 2023, to January 10, 2024, using the Survey Monkey platform.

Kitsap Transit promoted the survey through Kitsap Transit's website, rider alerts, social media channels, the Headways blog and a news release.

Response to the survey was strong—1,078 answered at least some of the survey questions and we received 972 open-ended responses about the proposed sites and project. This summary report highlights the findings.

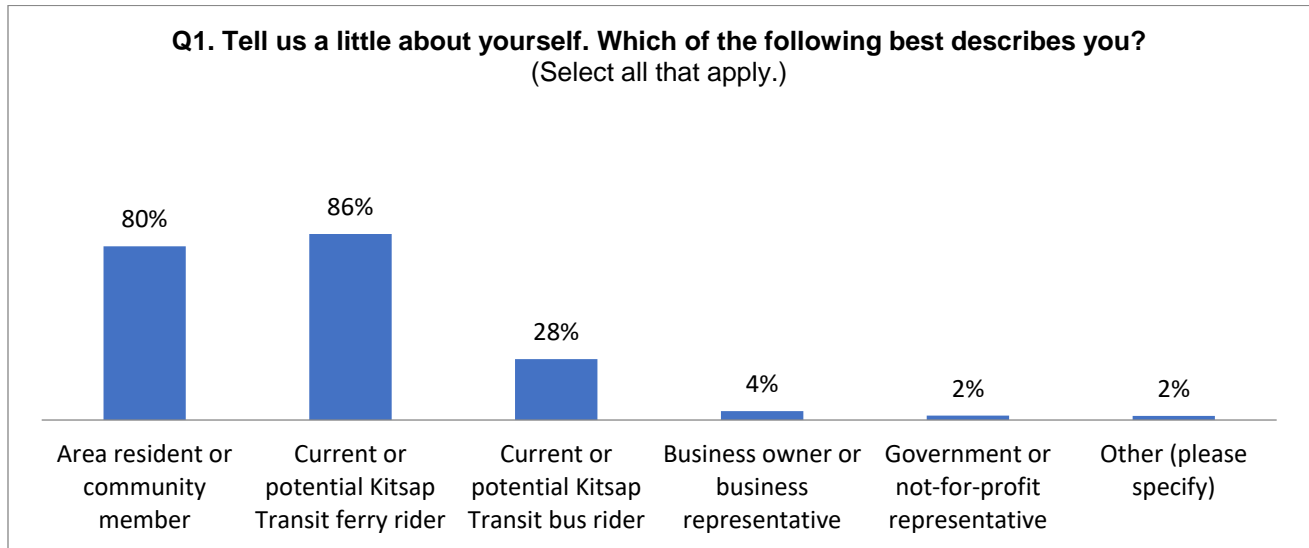
### Key Findings

- The strong response to the survey (n=1,078) was encouraging and we received thoughtful and informed feedback to the open-ended questions.
- Respondents were vocal about the potential economic benefits and drawbacks of the facility, with interest in job creation and the avoidance of business disruption.
- Many comments emphasized the importance of considering environmental impacts, noise pollution, and effects on existing businesses and public moorage facilities.
- There was notable concern over property acquisition, specifically the use of eminent domain, and a clear preference for negotiations with willing sellers.
- Key criteria people would like to see included in additional analysis included accessibility, aesthetics, community engagement/education, costs, environmental impacts, community/economic impacts, reliability, traffic/parking, partnerships/business opportunities and timing.

## Detailed Findings

### Respondent Profile

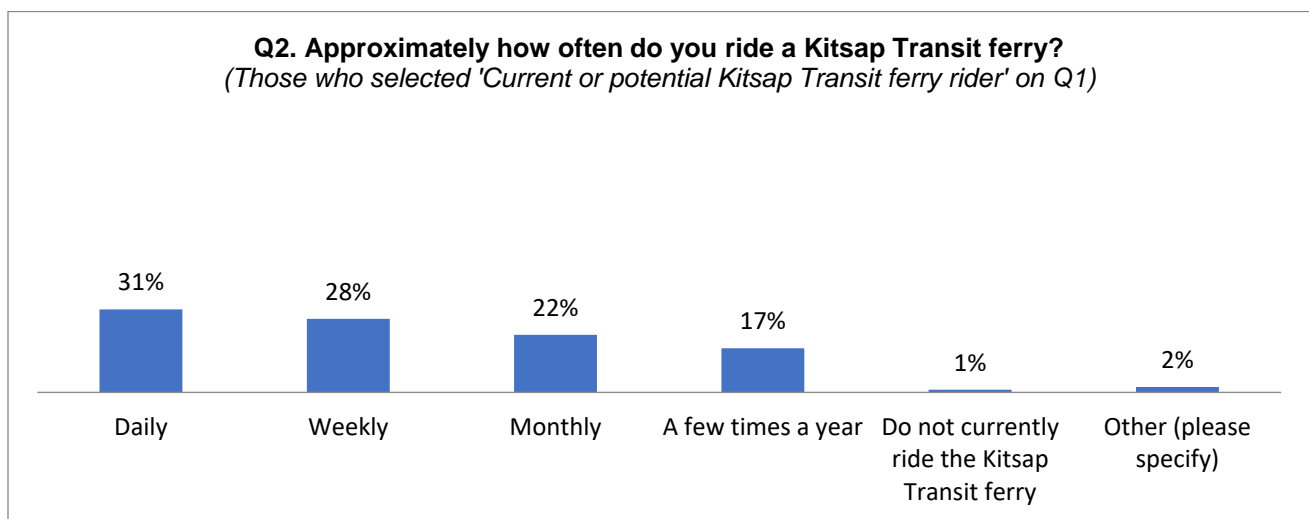
Survey respondents primarily consisted of area residents or community members (80%) and current or potential Kitsap Transit ferry riders (86%). Twenty-eight percent identified themselves as current and potential Kitsap Transit bus riders. A small proportion identified themselves as business owners/representatives (4%) or government or not-for-profit representatives (2%). ‘Other’ responses included a few former Kitsap Transit employees and a Washington State Ferries employee.



n=1,078

### Ferry Use

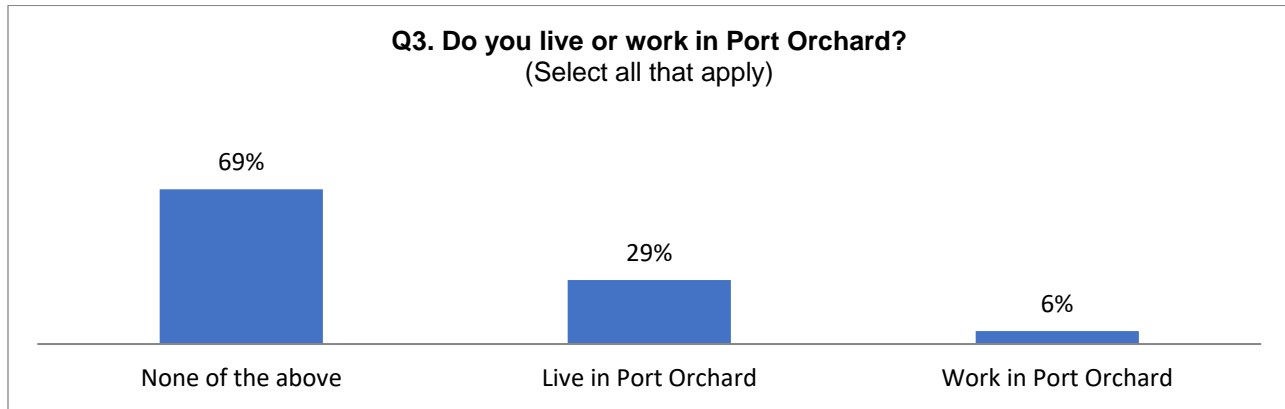
Current and potential Kitsap Transit ferry riders provided additional information about the frequency of their ferry use. More than half (59%) ride a Kitsap Transit ferry on a daily or weekly basis.



n=199

### Geography (Port Orchard)

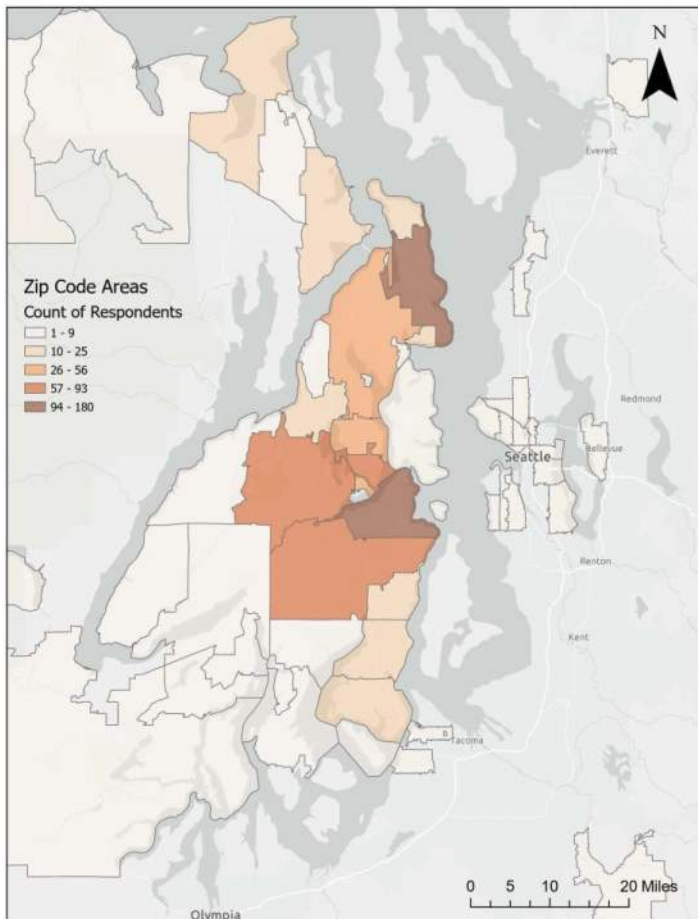
Survey respondents included people who live or work in Port Orchard – 29% indicated they live in the area and 6% said they work in the area. (362 respondents live and/or work in Port Orchard.)



n=1,054

### Geography (Zipcode)

Respondents were primarily in Kitsap County. The top zip code responses were 98366 (Port Orchard area), 98346 (Kingston area), 98367 (Port Orchard area) and 98312 (Bremerton area).



n=972

Respondents were asked to react to the following information:

*Based on Kitsap Transit’s initial screening and preliminary site evaluations, three sites have been recommended for further analysis as potential locations for a Kitsap Transit maintenance facility:*

- *Kitsap Marina*
- *Kitsap Marina and Suldan’s Boat Works*
- *Port Orchard Railway Marina and the Bar & Grill*

*Would you like Kitsap Transit to know anything about these three sites? (For example, are there specific opportunities or challenges they should be aware of?)*

Responses to each of the open-ended questions about the sites resulted in some generic responses (e.g., those who opted out saying ‘don’t know’ or other neutral comments, and nonsubstantive positive or negative comments such as ‘good’ or ‘no.’) Substantive feedback has been organized by themes and issues raised, with illustrative verbatim quotes provided in italics. A full listing of all comments received is available as an attachment.

Words/letters in brackets indicate that we made an edit to improve readability. Proper nouns and location names have been capitalized. Four examples of positive and negative comments for each site are also presented randomly. Comments are presented in no particular order.

#### **Q5. Kitsap Marina Feedback (open-ended responses)**

Total responses: 151

Don’t know or neutral: 47

Generally positive: 41

Generally negative: 5

Generally positive responses:

- *I strongly support Kitsap Marina, but am worried about traffic concerns leaving Port Orchard to Bremerton.*
- *Good location choice, out of greater Port Orchard and not a possible site for more inclusive community use.*
- *Seems like a smart option. I would hope you will address the needs of displaced private boat owners.*
- *Potentially good location but probably not enough space for present needs or future expansion.*

Generally negative responses:

- *I don’t like this option because it creates the risk of the 1 private owner having more leverage than they should. We should proceed with either of the two other options that have at least 2 properties and owners.*
- *Would prefer Kitsap Transit maintenance in an industrial site rather than marina and/or public area.*
- *It’s an active marine business on the water, which there aren’t too many of in the area.*
- *Putting the maintenance facility in the marina will ruin the character of the waterfront area*

Issues/concerns raised and example comments:

- Property acquisition
  - *Are these sites for sale by owner, or will there be forced seizure of properties through Eminent Domain?*
  - *One owner so may be easier to negotiate sale of property.*

- Traffic and/or parking
  - *Only recommendation is keeping it close to vessels home ports to minimize engineer team travel, minimize traffic jams (Gorst).*
  - *Bay Street is already congested, particularly during commuting timeframes, will these 3 sites make it worse?*
- Economic impact
  - *Downtown jobs would help revive the PO downtown.*
  - *Go for it. Port Orchard's downtown needs lots of change and development. It would add more bustling to the staid area.*
  - *Support area work opportunities and Navy Shipyard hire and training for future Marina professionals.*
- Impact on boating community/impact on business community
  - *I hope this wouldn't shut down their existing sales and repair facilities.*
  - *Takes away a nice service for recreational boat owners.*
  - *Would remove a viable Port Orchard business with existing demands and service to the community. No similar business exists in Sinclair Inlet serving boaters.*
- Nearby homes
  - *My concern would be the same for all. What location impacts the general public (residential homes) the least while also allowing to maximize any logistics needed for vessel repair and maintenance. Also which sites tides are most conducive to maintenance operations. Will this site be ideal for future proposed vessels?*
- Environment and noise
  - *Some concern over potentially affecting wildlife habitat on the section further inland.*
  - *Looks like part of the property is treed. So land would need to be cleared? It seems to me there are enough open/underused areas that could be utilized so land would not have to be cleared. There is enough urbanization already.*
  - *Our feedback in general for all sites: currently the Bremerton-Seattle Fast Ferry is extremely noisy for BI residents as it Passes the south end of the island. If any of these locations increases fast ferry traffic through an already noisy route, it would be even more unbearable. The fast ferry noise is excessive to residents. Our hope was that the Bremerton-Seattle Fast Ferry was temporary while the [WSF] repairs/service restoration was underway but sadly it's delayed. The fast ferry noise must be [even] worse for sea life. We ask that you conduct an environmental and sound study!*
- Lot size, future expansion and scale
  - *Limited footprint means limited scalability. I hope the ferry service continues to expand, so planning here must include future growth.*
  - *Limited space. Doesn't address all requirements.*
  - *This makes sense as a fallback if negotiating with Suldan and [Kitsap Marina] becomes too hard-just using [Kitsap Marina].*
- Tribal considerations
  - *Located in the Suquamish Tribe's U&A. If an overwater structure is constructed, mitigation will be required. Additionally, if the construction falls within the Tribe's fishing season they may require additional logistics coordination and/or compensation for a boat/barge movement.*
  - *This site is closer than the Railway Marina to the Sinclair Inlet Olympia oyster restoration project, led by the Puget Sound Restoration Fund in partnership with USDA NRCS, Suquamish Tribe, Kitsap County, USDA NRCS, Suquamish Tribe, and Patagonia (see <https://storymaps.arcgis.com/stories/3cc3dcfecf95412a8f4c1f9ec15a7e4d>). Work at this site could jeopardize shellfish recovery.*
- Questions

- *Seems small, but good that it has the land across the highway. I wonder how this location will impact traffic on that road. It's not a huge road, and how will the boats cross the freeway to get to the upland part?*
- *[H]ow does this affect current plans for the area?*
- *Bay Street is already congested, particularly during commuting timeframes, will these 3 sites make it worse?*
- *Does someone live in boats parked there where will they go or park instead?*
- *How much money total do you need? Will you raise fares? Will you use taxpayers dollars?*
- *How will it affect the local residence?*

#### **Q6. Kitsap Marina and Suldan's Boat Works Feedback (open-ended responses)**

Total responses: 172

Don't know or neutral: 48

Generally positive: 77

Generally negative: 13

Generally positive responses:

- *This appears to be the best location due to the s.f. and accessibility to the inlet.*
- *This appears to have the largest footprint and already serves as a commercial business. This appears to be one of the best options based on size alone.*
- *Seems like a good spot, but bigger, obviously. I'll combine my comments here, since it's the same place as the first one. I assume that bigger would be better if the budget allows. As a non-boat owner, I know I won't be affected by the loss of the marina/boat works. This location is along a relatively quiet stretch of road, though it does get somewhat busy at commuter times. I don't know how much the new facility would add to the existing traffic, but I know that the goal was to have better access to the facility than just being on one road. Still, I think this is the best of the 3 options I see. It's [out] of the way of expanding commercial pedestrian heavy zones like downtown Port Orchard, but has easy access to the highway.*
- *Better choice but potentially needing vessels to cross road for maintenance or staff crossing road could cause severe safety issues on a highly traveled road.*

Generally negative responses:

- *You should choose a site closer to downtown Port Orchard. This property is a mess.*
- *Seems like a good spot, but bigger, obviously. I'll combine my comments here, since it's the same place as the first one. I assume that bigger would be better if the budget allows. As a non-boat owner, I know I won't be affected by the loss of the marina/boat works. This location is along a relatively quiet stretch of road, though it does get somewhat busy at commuter times. I don't know how much the new facility would add to the existing traffic, but I know that the goal was to have better access to the facility than just being on one road. Still, I think this is the best of the 3 options I see. It's [out] of the way of expanding commercial pedestrian heavy zones like downtown Port Orchard, but has easy access to the highway.*
- *Suldan's is popular with the boating community. I think many would be sad to lose their service for the sake of a ferry maintenance facility.*
- *Traffic for work commute*

Issues/concerns raised and example comments:

- Property acquisition
  - *Look into the risk of two separate owners/ higher risk of claims & possible legal action due to two owners?*
  - *Two owners to negotiate with.*

- *Are these sites for sale by owner, or will there be forced seizure of properties through Eminent Domain?*
- **Traffic and/or parking**
  - *I strongly support Kitsap Marina and Suldán's Boat Works, but am worried about traffic concerns leaving Port Orchard to Bremerton.*
  - *Seems bigger, but good that [it] has the land across the highway. I wonder how this location will impact traffic on that road. It's not a huge road, and how will the boats cross the freeway to get to the upland part? I would love to hear about the traffic impact.*
  - *Road and timing access for workers driving to these facilities, especially with shipyard traffic during certain times of day and no alternate route from Bremerton to Port Orchard area*
  - *This is best option away from local traffic*
  - *These properties combined should be far enough down the road that you're not messing much with traffic patterns downtown, and that whole area's kind of- not dead, but certainly not active right now. Wouldn't be sad to see that marina get- well, upgraded? turned into something a bit more useful?*
- **Economic impact**
  - *I think Suldán's makes the most sense because it has been for sale for a long time. It probably isn't a viable business in the long term if nobody wants to purchase it. Also, it would be good to see boatwork being done there again.*
  - *I would thin[k] this property would be the least expensive to develop.*
  - *This option may provide work opportunities for local residents*
  - *This seems like the best option and although it would displace two active businesses the overall impact would be less than the railway and bar location. It seems like the best way to control the future maintenance costs and service reliability of the ferry system, which is a huge benefit to our community.*
- **Impact on boating community**
  - *My first thought is the needs of private boat owners- not a lot of other options locally for maintenance yards*
  - *Suldán's is popular with the boating community. I think many would be sad to lose their service for the sake of a ferry maintenance facility.*
  - *Marina impact for local boaters not favorable.*
- **Environment and noise**
  - *Best amount of space Potential for additional slide mitigation along route 166 benefiting regional transportation*
  - *I think this is the best option of the three, to be honest those properties are pretty ugly and I am willing to [bet] [it] contributes pretty heavily to polluting the bay.*
  - *[H]ave you accounted for the way the king tides impacts this area?*
  - *This is my #1 vote on where to put the maintenance area for fast ferries. There are already areas here where boats are being worked on and it makes sense to group them together and keep loud machinery and noise away from downtown.*
- **Nearby homes**
  - *How will it affect the local residence?*
- **Lot size, future expansion and scale**
  - *This appears to have the largest footprint and already serves as a commercial business. This appears to be one of the best options based on size alone.*
  - *Larger is probably better when planning for [the] future.*
  - *would seem to offer the most flexibility and space for future needs.*



- *This is also site a good site, but it might be larger than Kitsap Transit needs. If it can be shared with other fast and foot ferry operators in the region (King County, Victoria Clipper, etc.), then the large size would make more sense.*
- *I would say this is the best option for long term growth, it also has space to grow an even bigger facility with ease as it's on the outside of downtown Port Orchard*
- Distance from downtown
  - *Seems like a good location & outside the downtown, tourist area*
  - *Absolutely, already industrial and away from public and downtown Port Orchard.*
  - *Away from downtown is ideal. Ample potential parking options. Downside: dangerous street crosses between properties.*
  - *You should choose a site closer to downtown Port Orchard. This property is a mess.*
  - *Not occupied, but a little out of way, unless that is, a positive*

#### **Q7. Port Orchard Railway Marina and the Bar & Grill Feedback (open-ended responses)**

Total responses: 175

Don't know or neutral: 41

Generally positive: 29

Generally negative: 59

Generally positive responses:

- *Probably far enough from main Bay Street commercial district that it would not be disruptive*
- *I believe this site would be the best, open area that requires less initial construction setup*
- *It seems to be the best spot. Removal of marina is unfortunate, maybe there is a way to keep it next to the new ship yard*
- *I do know there are some major developments happening in Port Orchard in the near future. I don't think adding the maintenance facility would be a deterrent however. I know Port Orchard is building a community space soon downtown, and I'm all for new developments and more money flowing through the city, of course!*

Generally negative responses:

- *Too close to downtown PO area. That area is best suited for business & multi purpose residential development.*
- *The housing that has already been permitted for this site would help to revitalize that end of town and make the town dock more attractive to everyone. A maintenance yard with the necessary fencing or walls would make that area seem industrial and not as usable, especially at night when the maintenance facility is closed.*
- *Downtown Port Orchard needs to be developed with businesses that bring people downtown, not have a ferry maintenance facility at such a central location.*
- *Port Orchard has a charming downtown community. In my opinion, this is the least preferred location as it would negatively impact the community the most.*

Issues/concerns raised and example comments:

- Other development on the site
  - *What about the proposed use for the bar property already planned?*
  - *The housing that has already been permitted for this site would help to revitalize that end of town and make the town dock more attractive to everyone. A maintenance yard with the necessary fencing or walls would make that area seem industrial and not as usable, especially at night when the maintenance facility is closed.*

- *It would be sad to lose the bar and grill property where there are proposed residences to the marine facility, UNLESS the living spaces can be built above.*
- *If this can be used for commercial instead of government, please leave it alone.*
- *Isn't this site being turned into a mixed use development? I could have sworn that it was being redeveloped.*
- *Only concern here is the current proposal for the bar and grill expansion. Would they seriously object to Kitsap Transit moving in, which could potentially add more time to the project being completed due to appeals.*
- **Impact on boating community**
  - *Removing the recreational moorage site will not sit well [with the] Bremerton public. Many people are here because of the access to water in this way.*
  - *It seems to be the best spot. Removal of [the] marina is unfortunate, maybe there is a way to keep it next to the new ship yard*
  - *Would prefer Kitsap Transit maintenance in an industrial site rather than marina and/or public area.*
  - *The map looks like it requires the most disruption to existing boats in the marina. Is/are there plans to compensate for the disruption? be a good neighbor.*
  - *The negative impact to the local private boat community would be huge.*
- **Proximity to downtown Port Orchard**
  - *I would NOT want the ferry maintenance in this location. It's too close to town, the yacht club, and I feel would cause noise pollution and detract from the quant, authentic small-town look and feel of downtown Port Orchard. I highly suggest all boat yard and ferry repair areas are grouped together near/at Suldan's Boat Work[s]*
  - *Too close to downtown PO area. That area is best suited for business & multi purpose residential development.*
  - *Downtown Port Orchard needs to be developed with businesses that bring people downtown, not have a ferry maintenance facility at such a central location.*
  - *Probably far enough from main Bay Street commercial district that it would not be disruptive*
  - *Port Orchard has a charming downtown community. In my opinion, this is the least preferred location as it would negatively impact the community the most.*
  - *Port Orchard has struggled to maintain [a] restaurant presence here, but with downtown projects building up access, activities, and restoration of buildings, this would remove a valuable location for maintaining tourism and community support.*
  - *Awful!! A maintenance facility is not town-friendly and needs to be farther away from the heart of 'downtown' Port Orchard*
  - *Don't mess w Port O's great waterfront. Don't shut down a restaurant. You'd be inviting protest.*
- **Economic impact**
  - *[M]ay bring more work to Port Orchard*
  - *I do know there are some major developments happening in port orchard in the near future. I don't think adding the maintenance facility would be a deterrent however. I know Port Orchard is building a community space soon downtown, and I'm all for new developments and more money flowing through the city of course!*
  - *Perfect. This could help boost downtown's economy and infrastructure.*
  - *This would disrupt boat owners and many tourist[s] the businesses rely on.*
  - *Love this; seems like a great location, and could add a few jobs in the Port Orchard area.*
- **Traffic and/or parking**
  - *Too busy of an intersection.*

- *I don't like that this is closer to the downtown, but it seems good that everything is on one side of the road. Again, I wonder about traffic in that area as well, there are a lot of ways in, but that area is already pretty [wonky] with how the roads are laid out.*
- *Bay Street is already congested, particularly during commuting timeframes, will these 3 sites make it worse?*
- *Opportunity: Shipments & Delivery options work out great here along with quicker access to the Port Orchard dock and better options for traffic during working hours.*
- *Traffic management considerations regarding the intersection of Bay St/Hwy 166 and Port Orchard Blvd.*
- *This seems the most obstructive to current traffic and flow of Port Orchard. The other locations seem more out of the way and only one property rather than multiple*
- **Environment and/or noise**
  - *No this option is disruptive to the community and too close to a fish spawning site*
  - *Seems least plausible of the three. Fish stream more important.*
  - *Probably more restricted with current and future traffic growth at the intersection. Noise and light pollution in an area where apartment/residential growth is coming. Would expect more expense to prepare this site for operations. The other two options are more promising.*
- **Questions**
  - *[H]ow does this affect current plans for the area*
  - *Your (excellent) storymap claims conversion of this site would impact/eliminate the entire marina, even though the area indicated in orange only affects a portion of the upland footprint. Is it not possible to shift the upland marina access to preserve some of this community-serving facility?*
  - *Would there ever be interference getting boats back to Bremerton/Kingston/Southworth from ferry?*
  - *How much money total do you need? Will you raise fares? Will use use [taxpayers] dollars?*
  - *Wondering if Kitsap retail growth would be better suited for this area?*
  - *Would the Bar & Grill be included in the cost or would it be privately owned?*

**Q8. As Kitsap Transit continues to evaluate sites for a maintenance facility by looking at factors such as space, access, and environmental considerations, are there any other criteria you'd like to see considered? If so, please describe (open-ended responses)**

Total responses: 265

Don't know, none, no comment: 22

Criteria suggested:

- **Accessible for ferries and staff**
  - *Well-located to easily serve the northern Kingston run, the southern Southworth run, as well as the Bremerton-Seattle and Bremerton-Port Orchard ferries.*
  - *the location should be such that all Kitsap ferries, no matter what route, have easy access to ensure quick turnaround on minor repairs*
  - *Rail access*
  - *Ensure that anyone working at the facility has easy access to either use public transit to get to work, or enough parking.*
  - *I hope that the boring daily logistical stuff is factored into this decision—can the crew and employees get there? Is there a place to go get lunch? Can the electric infrastructure get upgraded? How far do you have to go for printer paper? More paint?*
  - *Transportation of needed parts, equipment, other personnel/experts. Ability to get through Gorst, frequent traffic issues*

- Aesthetics
  - *As stated above, please include public art as part of the plan. Art will help integrate the facility within the community so that it's not just another ugly parking lot/ industrial building.*
  - *Aesthetics!*
  - *I expect downtown Port Orchard will grow. I would like to see the maintenance site be in sync with aesthetics and uses is adjacent properties*
  - *Can you make a pier outside the facility so the boats are in some way visible for the nerds and looky-loos?*
  - *Would like it to be in a place people could walk by and see the boats being worked on in some capacity*
  - *Keeping the facility looking clean and orderly from the public view. The waterfront in Port Orchard has so much potential to look clean and quaint and the last thing I feel residents would want is our shoreline looking as mechanical and brightly illuminated as the Naval Shipyard across the water in Bremerton. Please keep Port Orchard quaint!*
- Community engagement and education
  - *Local Staff access. How does the community support operations? Also, student field trips to see the facility at work would be great to plan from the beginning! Make it a learning opportunity for future shipbuilders and good community support.*
  - *The public has very little understanding of the need. Continue public education.*
  - *anything with an educational component in mind to allow tours and teaching for the next generation of ferry operators*
  - *Consider making this a regional resource that provides training programs or other learning opportunities. Bolster public engagement through the facility's design and operation.*
  - *There's a technical HS in Bremerton. Maybe an apprentice program?*
- Cost/fiscal
  - *Obviously both initial and long term costs*
  - *Cost as always, but CONSISTANT maintenance is the priority, as we can see by the Wa. State Ferry system as a total collapse.*
  - *Ferry pricing to and from Seattle.*
  - *Pay for this out of existing revenues*
  - *Costs. I would hate for this to result in a large increase to ferry rates for consumers.*
  - *Facilities financial statements: Real Estate ad Site Operations Operating Profit Cost of Goods Sold Working Capital (to determine its resiliency in case of a recession or depression) State taxes paid (to determine how much of their income is reinvested in WA state vs elsewhere)*
  - *It seems cost prohibitive to develop a dedicated facility for Kitsap Transit. What are the alternatives? Port Townsend? Lake Union shipyards? These examples are within a [commutable] distance. I'd like to see cost comparisons looking at other existing options. What would Kitsap save if we continued to use available shipyards but provided temporary lodging for employees at the distant site?*
  - *Cost of maintaining vessels in [the] current method, construction cost of new maintenance facility, projected maintenance costs using new facility.*
  - *Consider whether having your own facility is really cost effective - the [capital] costs might be better spent on more boats if you can utilize existing shipyards.*
- Environmental
  - *Protect the environment at all costs.*
  - *What [would] the environmental [effects] be? We already have enough coming from the shipyard, seems like we already have taken a hit from them.*
  - *Possible noise pollution to marine life.*
  - *Not disrupting what is still rural, such as Harper Dock and Southworth Dock or Annapolis.*

- *[B]ay pollution could be an issue. Destruction of sea grasses*
- *I'd love to avoid tree removal; the Railway Marina is the only option that is sited on already developed land.*
- *I like the idea of a culvert for the spawning fish*
- *If impacts to eelgrass or other marine or shoreline resources Kitsap Transit should offer maximal mitigation. Also since all options [are] in [a] Shoreline zone, subject to rising sea level and intensifying storm surge effects, the analysis of adaptation to changing shoreline conditions for the whole facility (existing facilities and future infrastructure) as well as adequate storage and potential upgrade(add [water quality] treatment) for adjacent Stormwater infrastructure*
- **Community and economic impact**
  - *As I mentioned in my comments, when looking in the Port Orchard area, please consider that Downtown Port Orchard has big plans for expanding and creating a more walkable, pedestrian friendly area that's more pleasant to be in. This is one of the things I'm most excited about seeing develop in this area, and I would hate to see that disrupted by the placement of an industrial facility too close. If Downtown Port Orchard does develop into the beautiful tree lined, pedestrian focused area they're planning, I can imagine a situation where there is some pressure to disguise, quiet, or otherwise conceal this maintenance facility if it is build too close to that center. By building this facility a little further out, it could avoid those messy meetings and potential added costs.*
  - *Will these sites have an adverse impact on trying to promote Port Orchard to tourists.*
  - *Impacts, positive or negative with locating downtown PO. Will there be a reduction in marina space due to the project, and if so, have you communicated that there will undoubtedly be price impacts to current marina users.*
  - *I live near the WSF maintenance facility on BI. It is an exceptional neighbor with regard to noise, work schedule, access, and employee parking. There is surely much to be learned from how that facility has been integrated into this area of BI.*
  - *What would provide overall benefit to the community- i.e. public access.*
- **Impact on ferry reliability**
  - *I would like very much to have a reliable transit to Seattle/Bremerton. It's very frustrating constantly being late for work because of mechanical problems.*
  - *Move quickly, this service is already unreliable.*
  - *What is going to ensure we maximize ferry uptime and availability.*
- **Traffic and/or parking**
  - *Ensure that anyone working at the facility has easy access to either use public transit to get to work, or enough parking.*
  - *Low impact to current road traffic, away from potential civilian waterfront developments.*
  - *Parking for employees and contractors/vendors.*
  - *Parking & facilities for staff needs to be considered. Safety for staff entering and leaving facilities and safety for vehicle traffic on a highway used extensively by vehicles of all kinds needs consideration. Turn lanes, expanded shoulders and knowing ahead of time how often staff would need to cross the road so not to affect traffic flow. Also knowledge on potential landslides as the area is known for shifting.*
- **Construction timeline**
  - *Timeliness to construct. Kitsap Transit has a real need for this facility so it seems like how long it would take to develop and the put facility into service on each respective site should be considered.*
  - *The design and permitting process for a marine repair facility in Kitsap County is onerous, time consuming and very expensive.*
  - *Quick to build/retrofit so maintenance can happen ASAP*

- Non-criteria-related feedback
  - *Kitsap County is a large county to traverse. I wonder if you've considered more than one location. North Kingston or South Southworth. There is a former lumberyard in Southworth that offers 8000sf laydown area. For Lease. Loopnet Listing #23750604 Gina Schulz-Broker*
  - *An alternate repair site for the Kingston Boats, not as extensive, but able to make quick fixes and keep them running without having to go all of the way to Port Orchard*
  - *Bremerton marina*
  - *Consider other location so you don't add traffic to Rich Passage. Kingston?*
  - *There is a giant shipyard in Bremerton, can't Kitsap Transit Authority negotiate usage of the shipyard territory to maintain ferries? It can be a fair contribution of the shipyard to the local community*
  - *Thank you for eliminating Harper Pier from the list of considerations. Southworth Drive would be unable to accommodate the additional traffic and as a resident - we need and love our community pier and local coffee shop.*
  - *You should look at the site by the Hansville Grocery! This was an old Norwegian Marina now abandoned with a bunch of outbuildings. Perfect location.*
  - *Have you thought of contracting a local tug and barge company until a new location is created? My hubby works for Centerline Logistics, basic maintenance could be contracted out.*
  - *Co-Lo with an existing commercial yard, whether their site or partnership that brings their skill/expertise to Kitsap with guaranteed access shares throughout [the] year with less risk/overhead to Kitsap Transit?*
  - *Why can't this work be done by a company rather than building yet more infrastructure? Why does Kitsap Transit think you can do it better and cheaper?*
  - *Partner with WSF repair facility on Bainbridge for colocation needs? Cost savings to [the] public might be substantial.*
- Other
  - *I know you eliminated other options outside of Kitsap County that did not meet the right criteria, but we should ultimately keep this work within Kitsap County for any additional future considerations.*
  - *Make sure that you have the required ferry boat engineers, mechanics and maintenance staff, to not fall again into poorly maintained ferrys spiral.*
  - *Private property rights. Nowhere in this otherwise well-produced rationale (this survey) was there a mention of the existing or potential issues in respect of acquisition of a chosen facility site. No mention was made, for example, of the status of talks with the bar & grill site's owner, and their willingness to sell if chosen. No mention was made of the possibility of the use of eminent domain if the owner might be unwilling to sell. And no mention was made of the potential costs and funding mechanism(s), including any likely bond measures which might likely (understandably) be heatedly opposed by voters.*
  - *If private vessels can use the same facilities there is always demand and it's another source of revenue.*

**Q9. Do you have any other questions or comments about a potential Kitsap Transit maintenance facility? (open-ended responses)**

Total responses: 221

None, no comment, etc.: 40

Themes

- Cost

- *Considering the cost of the proposed properties and building a facility on them, and then the ongoing cost of staff and operations I am surprised that a cost analysis would favor having a dedicated Kitsap Transit facility rather than a long term contract for [maintenance] and repair. While I favor having a facility in Kitsap County, I also wonder if this can be justified based on cost analysis if there are existing opportunities in King or Pierce County but no [existing] opportunity in Kitsap County.*
- *Will prices increase to accommodate these updates/new locations?*
- *Sounds necessary but very expensive, ! Best of luck, and thank you for asking for riders' opinions.*
- *WA/Kitsap County should [not] go into debt to build these facilities. How is this being paid for? Will taxes just end up paying interest on an unmanageable loan?*
- *What is the expected return on this investment? Odds are the facility would not have vessels being worked on 24/7 nor would a vessel even be there all the time. What will the facility be used for when no vessels are under maintenance? Will other uses be found like training facilities, storage, meeting rooms or other uses?*
- **Site selection**
  - *[Why] are all the proposed sites in Port Orchard?*
  - *What is the estimated timeline on site decision-making? What is the estimated capital cost and the projected M&O of a future maintenance facility? What are some estimated taxing proposals that we should anticipate needing to consider to pay for the facility and its services.*
  - *Will the evaluation of the the sites be posted for review and input publicly before a decision is made?*
  - *Find it interesting that the site way up ..the shaw site was already crossed off. It's not like we've ever been served well but now they want to disrupt our [ecosystem]. How about up at Bainbridge, they get the better service so let them hold the facility. We have a shipyard already in our neighborhood and even so we are always the run they take boats from or cancel. I've lived here and always supported using the Bremerton run but believe me they don't seem to value the people who use it.*
- **Ferry reliability**
  - *How soon can we start to expect improved service times? How will this allow us to grow our fleet?*
  - *Will this maintenance prevent fast boats constantly being canceled because of a mechanical issues/problem? Maybe have a reserved boat that will cover a broken one.*
  - *Wouldn't mind an increase to tickets to support the building of the facility as long as rides are available and reliable.*
  - *I think a maintenance facility is needed especially if it increases the reliability of the fast ferry service*
- **Kitsap Transit appreciation**
  - *Kitsap Transit ferry system is such a shining star at a time when WSDOT ferries are the worst they've ever been. The fast ferries are always on-time, are comfortable, always have capacity, and rarely have maintenance issues. I will support any proposal that ensures the longevity and reliability of this operation and will encourage my friends, family, and community members in the area to do the same.*
  - *I'm excited to see this happening and hope it goes as smoothly as possible for you and the community. Kitsap ferries are the greatest!*
  - *No questions or concerns. I understand the complexity of siting a maintenance facility and wanted to record my support for whatever option best meets the needs of the project and the agency. I appreciate the fast ferry service and all those who work hard to keep it functioning at full capacity. Thank you!*
  - *My spouse and I value the fast ferry service from Kingston and fully support your plans*

- Other
  - *Imagine the future in terms of growth and the changes to the infrastructure of the Transportation industry. Can technology keep up with transportation?*
  - *Maybe I'm overestimating how much noise and visual "ugliness" would be entailed in this facility, but I can't imagine that it would ever be something I would want to be standing next to when I'm walking around getting coffee and enjoying the waterfront.*
  - *Just hoping it creates good jobs*
  - *[Don't] do it, make a long-term deal with a private contractor*
  - *Depending on haul-out capacity (if, for example, there is a large Travelift) the idea of offering space and service to larger vessels (private or public) when dedicated KT service and repair time allows could help offset the cost for the project construction as well as operating expenses. The service and capacity of Yachtfish Marine is very limited and very expensive. A facility for larger vessels would be a benefit for the West Sound.*
  - *This could be a great opportunity for a job training program*