



CITY OF  
BAINBRIDGE ISLAND

ISLAND CENTER SUBAREA PLANNING  
STEERING COMMITTEE  
WEDNESDAY, DECEMBER 4, 2019  
6:30-9:00 PM  
COUNCIL CONFERENCE ROOM  
280 MADISON AVE N  
BAINBRIDGE ISLAND, WA 98110

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## AGENDA

- 6:30 PM Call to Order, Agenda Review, Conflict Disclosure
- 6:35 PM Island Center Area Public Space Concepts
- 7:30 PM Framework for Developing Alternatives
- 8:30 PM Discuss Next Mtg. Agenda (no meeting January 1, 2020)
- 8:50 PM Public Comment
- 9:00 PM Adjourn

***\*\* TIMES ARE ESTIMATES\****

Public comment time at meeting may be limited to allow time for Steering Committee deliberation. To provide additional comment to the City outside of this meeting, e-mail us at [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov) or write us at Planning and Community Development, 280 Madison Avenue, Bainbridge Island, WA 98110

**For special accommodations, please contact Jane Rasely, Planning & Community  
Development 206-780-3750 or at [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov)**

# Island Center Subarea Plan

Alternatives Framework

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## Overview

The City of Bainbridge Island through its Comprehensive Plan identified Island Center as a designated center. Designated centers are intended to accommodate increase density and growth:

*The Neighborhood Centers provide Island-wide commercial and service activity outside Winslow. These areas are to be developed at higher densities to reinforce their roles as community centers. The neighborhood centers will help reduce traffic congestion by providing an alternative to shopping in Winslow (City of Bainbridge Island, 2017).*

The Land Use Element describes the relationship between the designated centers and the City's conservation strategy in Goal LU-4:

*As part of a long-term Island-wide Conservation and Development Strategy, focus residential and commercial development in designated centers, increase a network of conservation lands, maximize public access while protecting the shoreline, minimize impacts from the SR 305 corridor and conserve the Island's ecosystems and the green and open character of its landscape (City of Bainbridge Island, 201&).*

The Comprehensive Plan specifically calls for increased housing growth in designated centers relative to the Mixed-Use Town Center in Winslow in Housing Policy 1.06:

*Change today's 89/11% housing split between the Mixed-Use Town Center and Neighborhood Centers to 80/20% by 2036 (City of Bainbridge Island, 2017).*

While the Comprehensive Plan establishes Island Center as a designated center there appears to be a lack of consensus in the community about whether Island Center should be designated a center and if so, the level of development that is

appropriate for both commercial, residential and mixed-use development. Therefore, the alternatives framework is intended to capture the diversity of opinions regarding the future of Island Center and to allow for consideration of a range of factors for the elements of each alternative including public improvements, infrastructure, housing density, commercial zoning, and comprehensive plan amendments. Each alternative should be consistent with the vision statement for Island Center.

## Vision Statement

The following draft vision statement was developed by the Island Center Steering Committee.

*Island Center is an area rich in natural resources that we strive to maintain, enhance and restore. It provides residents and others with an abundance of diverse outdoor activities to enjoy and a small variety of parks, open space and other places to gather as a community. Its ability to provide residents with a sense of community has served its residents well. Proximity to the Grand Forest is a special feature of Island Center and visitors to the Grand Forest often explore the Island Center business community as well.*

*A network of local trails and paths gives its residents and others a safe way to move about without fear of vehicle traffic. Traffic calming measures and improved intersections make roads in Island Center safer and provides pedestrians, cyclists and those using alternative modes of transportation a safe option.*

*Local commerce provides the area with a small diverse option of appropriately scaled businesses that serve the community well and blend into the area.*

*Diverse new housing has been incremental in-fill through the years. Limited zoning changes provide better use of the natural topography and promote safety while keeping the original feel of the small tight knit community of Island Center now and for years to come.*

*Business and residential developments and zoning preserve, enhance and strive to improve and restore the existing beauty of the land and water: Issei and Springbrook Creeks and Fletcher Bay.*

# Designated Centers | Comprehensive Plan

The following graphic and images are from the Comprehensive Plan including the designated centers and the type of development that is typical of a center.

Figure 1. Designated Centers and Level of Development



Fig. LU-1 Typical Island Designated Center

Island Center Today

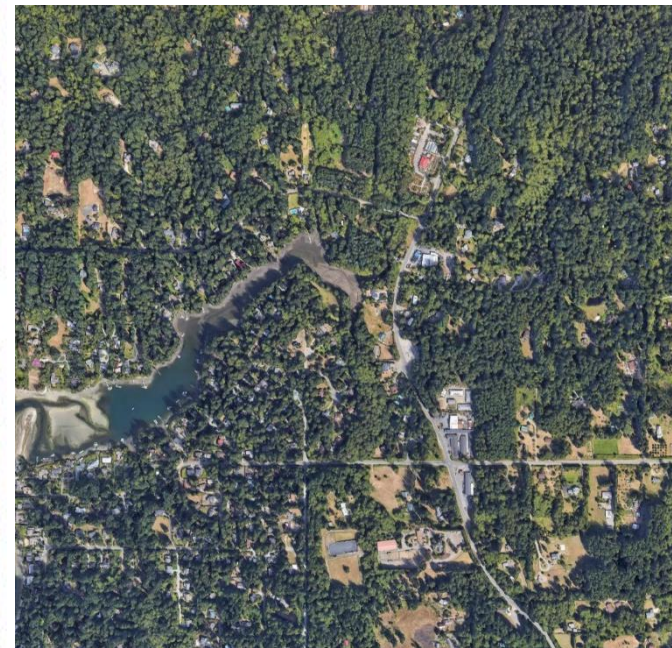


Fig. LU-2 Typical Island Conservation Area

## Alternatives Framework

The following table outlines three potential alternatives for Island Center that are intended to capture the committee's work to date, reflect the range of public input received, and further the committee's discussion regarding plan alternatives. The alternatives range from Alt 1: Modest Change which retains existing land use and zoning but includes improvements to streets and public spaces to Alt 3: Growth Center which expands neighborhood commercial zoning and increases housing density consistent with the currently adopted Comprehensive Plan. Alternative 2: Neighborhood Activity Center would be focused primarily on neighborhood commercial land use and zoning but would not include substantial increases in housing density. Alternatives 2 and 3 would likely require substantial changes to the Comprehensive Plan since they don't include the housing density and growth called for in the Comprehensive Plan.

Figure 2. Alternatives Framework

ALTERNATIVE VARIABLES	SUMMARY	ALT 1 MODEST CHANGE	ALT 2 NEIGHBORHOOD ACTIVITY CENTER	ALTERNATIVE 3 GROWTH CENTER
<p><b>Public Amenities and Improvements</b></p>	<p>Public improvements such as pedestrian and bicycle facilities, public space expansion and improvement, trails, public art, waterfront access, and other improvements may differ between alternatives. Alternatives with greater development potential may require more investments in public amenities and improvements.</p>	<p>Prioritize temporary and low-scale improvements for pedestrian and bicycle facilities</p>	<p>Improvements focused on supporting access to and circulation with the neighborhood center.</p>	<p>Larger scale improvements to support access to neighborhood services and connections to new housing</p>
<p><b>Neighborhood Commercial Zoning</b></p>	<p>The extent and location of neighborhood commercial zoning may differ between alternatives and may include a proposal to create a neighborhood commercial zone that is specific to Island Center.</p>	<p>Existing Zoning</p>	<p>Expanded Neighborhood Center Zoning; Potential for new Island Center zone.</p>	<p>Expanded Neighborhood Center Zoning; Potential for new Island Center zone.</p>

ALTERNATIVE VARIABLES	SUMMARY	ALT 1 MODEST CHANGE	ALT 2 NEIGHBORHOOD ACTIVITY CENTER	ALTERNATIVE 3 GROWTH CENTER
<b>Housing Density + Zoning</b>	The extent and type of residential zoning will differ between alternatives. In addition, the Island Center Subarea Plan is an opportunity to better define appropriate residential zoning within designated centers to ensure consistency with Comprehensive Plan policies.	Existing Zoning	Existing Zoning	Increased density on specific Island Center parcels for residential development.
<b>Island Center Designated Boundary</b>	Island Center does not currently have an official mapped boundary. While the current study area will remain the same during the planning period the final designated boundary may need to be modified to ensure consistency with the Comprehensive Plan.	Focused on Neighborhood Commercial Zoning	TBD	TBD
<b>Comprehensive Plan Amendments</b>	Comprehensive plan amendments may be required for the preferred alternative to ensure consistency between the comprehensive plan and the Island Center Subarea Plan.	Likely to require Comprehensive Plan amendments	Likely to require Comprehensive Plan amendments	Generally consistent with the current Comprehensive Plan
<b>Infrastructure</b>	Island Center does not have sewer service and the alternatives may differ in whether sewer service is expanded and in what manner.	Less infrastructure investment	Invest in infrastructure to support neighborhood commercial and services	Substantial investment to support commercial, mixed-use, and residential development.

# Island Center Subarea Plan

## Public Space Concepts

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### Overview

As a designated center in the City's Comprehensive Plan Island Center lacks people-focused amenities in streets and public spaces. Most of the public space in Island Center within existing street rights-of-way and accessible public properties is allocated to vehicles. There are minimal sections of sidewalk near the intersection of Miller Road NE, NE New Brooklyn Road, and Fletcher Bay Road NE that are deteriorating and lack connectivity (See Figure 1).

Figure 1. View North on Fletcher Bay Road NE towards NE New Brooklyn Road



Framework, 2019

## Public Space Concepts

The Island Center Steering Committee has expressed a desire to create a greenway along Miller Bay Road and create an off-street trail network. Figure 2 shows the general layout of sidewalks, green space, crosswalks, and access management to adjacent properties. On-street parking is shown in gray.

Figure 2. Island Center Greenway Concept



Framework, 2019; Google Earth, 2019

Figure 3 shows the concepts for the southern portion of Island Center in more detail. The concepts include sidewalks, painted crosswalks, angled and parallel parking areas, and consolidated curb cuts for access management and to reduce pedestrian and vehicle concepts.

Figure 3. South Island Center Public Space Concept



Framework, 2019; Google Earth, 2019

Figure 4 shows the improvement concept for the intersection of Miller Bay Road and New Brooklyn Road in more detail. Dedicated crosswalks on three legs of the intersection provide safe crossing areas for pedestrians in the heart of Island Center.

Figure 4. Intersection Improvement Concept – Miller Bay Road and New Brooklyn Road



Framework, 2019; Google Earth, 2019

Figure 5 shows improvements to Fletcher Bay Road NE including sidewalks, green spaces, landscaping, back-angle on-street parking and consolidated curb cuts for access management. Some of the existing parking at the shopping center is in the right-of-way and would need to be relocated as on-street parking. There is the potential to increase the total amount of parking along this portion of Fletcher Bay Road NE. The grass area on the right side of the image in the foreground is currently being used for the septic system and any plantings would need to be designed and located to not impact the function of the system unless it were removed in the future.

Figure 5. Fletcher Bay Rd NE Streetscape Concept



Framework, 2019

Low-cost temporary improvements are increasingly being used by cities to provide pedestrian and bicycle facilities without the high-cost and longer timelines required for major construction projects. Figure 6 shows a concept for temporary improvements on Fletcher Bay Road NE that consolidates vehicle access and minimizes pedestrian and bicycle conflicts. Figure 7 shows a concept for low-cost improvements at the intersection of Miller Road NE, NE New Brooklyn Road, and Fletcher Bay Road NE. This concept would require removal of the existing sidewalks.

Figure 6. Temporary Improvement Concept for Miller Rd NE



Framework, 2019; Google Earth, 2019

Figure 7. Temporary Improvement Concept for Miller Rd NE, NE New Brooklyn Rd, and Fletcher Bay Road NE



Framework, 2019; Google Earth, 2019

Figure 8 shows a concept for longer-term capital improvements to the main intersection in Island Center including sidewalks, landscaping, artistic painted crosswalks, on-street parking, and access management. The curbless design concept emphasizes accessibility, integration of green space for aesthetics and stormwater management, and the use of sustainable materials such as porous pavement.

Figure 8. Long-term Concept for Miller Rd NE, NE New Brooklyn Rd, and Fletcher Bay Road NE



Framework, 2019; Google Earth, 2019

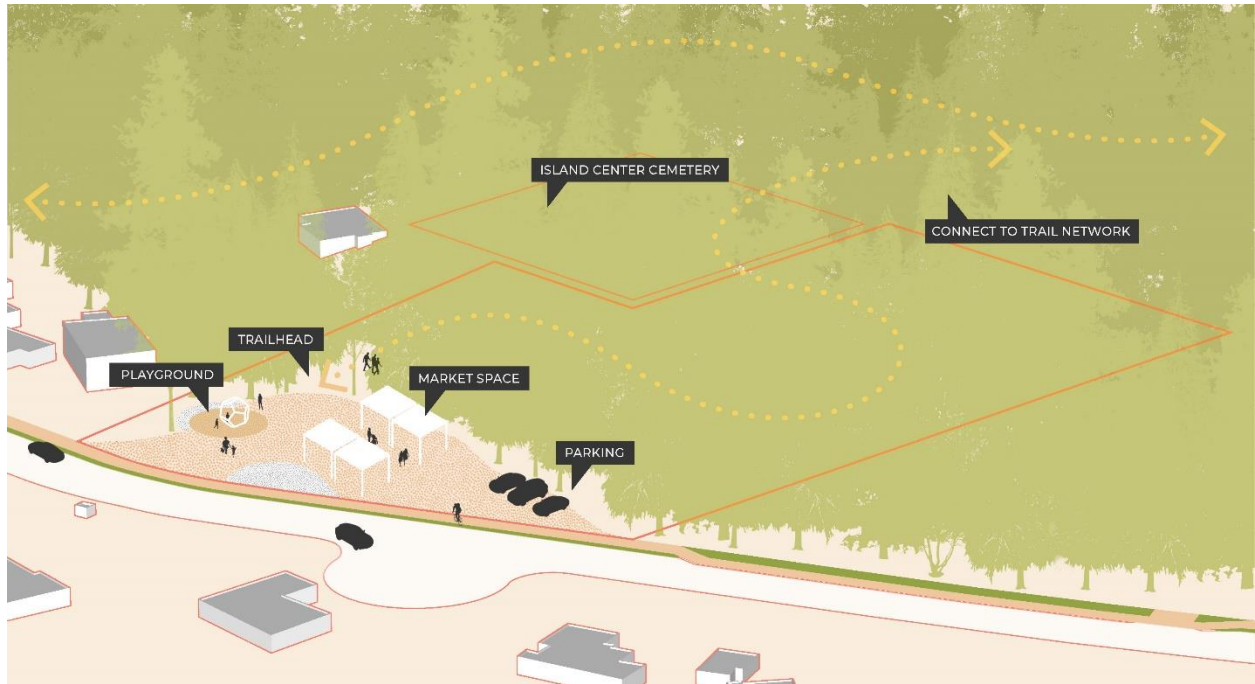
The City-owned property (See Figure 9) on Miller Road NE north of NE New Brooklyn Road has been identified as an opportunity for public space enhancements to serve as flexible space for community gathering, open space, events, and parking. The City currently uses the property for public works functions but has agreed to relocate those functions to accommodate improvements developed as part of this plan.

Figure 9. View of City-owned Property from Miller Road NE



The diagram in Figure 10 illustrates the range of uses that have been discussed by the Island Center Steering Committee and further public input will be sought at the next public meeting for refinement during development of the plan.

Figure 10. Island Center Plaza Diagram



Framework, 2019

Figure 11 shows an example of a flexible plaza space at Bayview Corner on Whidbey Island. The plaza serves as parking on a typical day but is transformed into a community event space for events such as the annual street dance. Adjacent land uses such as the nursery, restaurants, and a series of indoor and outdoor public spaces activate the space during the day and evening.

Figure 11. Flexible Plaza Example – Bayview Corner on Whidbey Island



# PLAN TIMELINE

11.06.2019  
Meeting 1



NOV

12.04.2019  
Meeting 2



DEC

12.31.2019  
Plan Alternatives



EARLY JAN  
Meeting 3



JAN

LATE JAN  
Public Meeting



EARLY FEB  
Meeting 4



FEB

LATE FEB  
Meeting 5



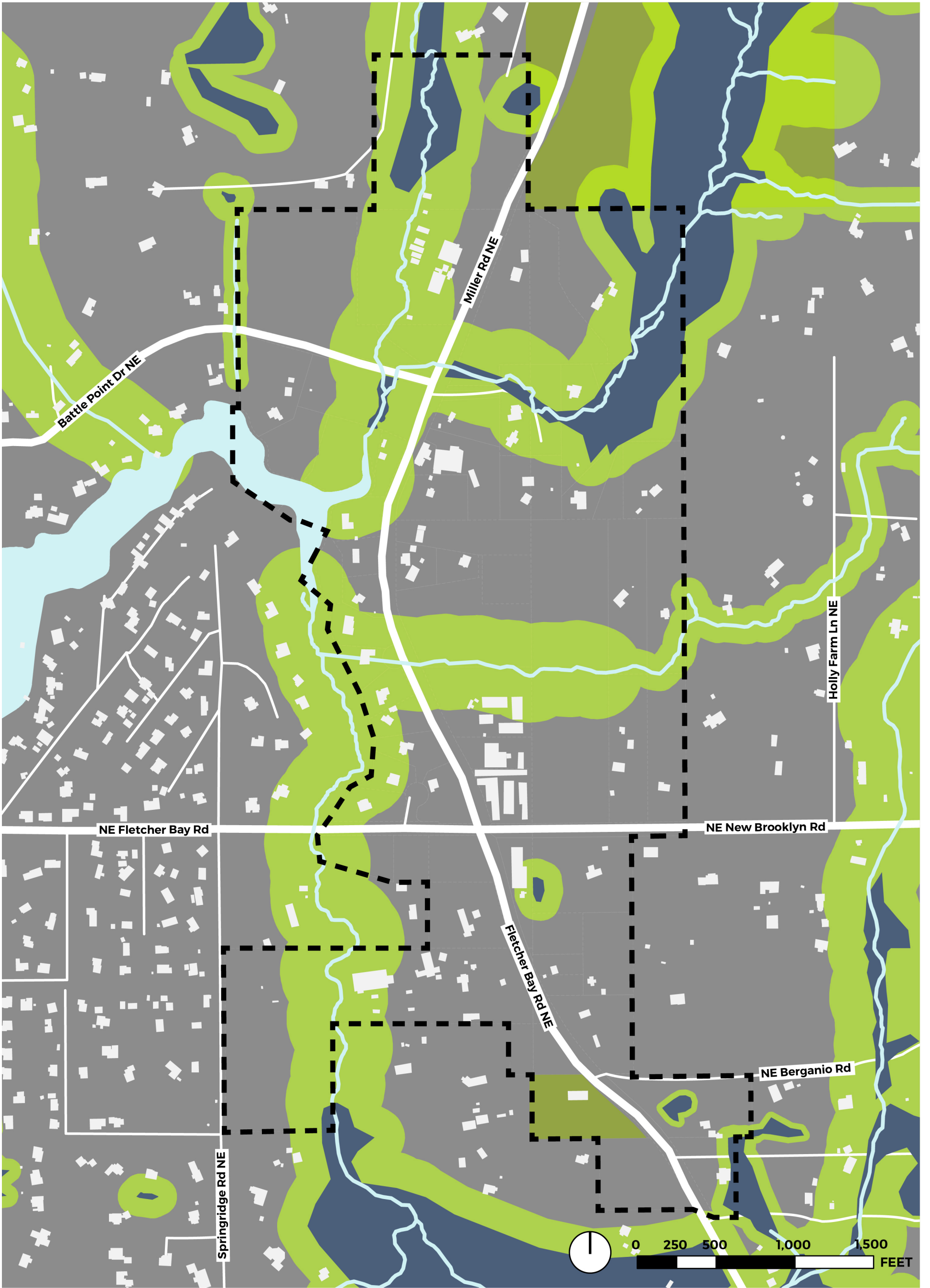
EARLY MAR  
Planning  
Commission  
+ Council  
Briefings



MAR

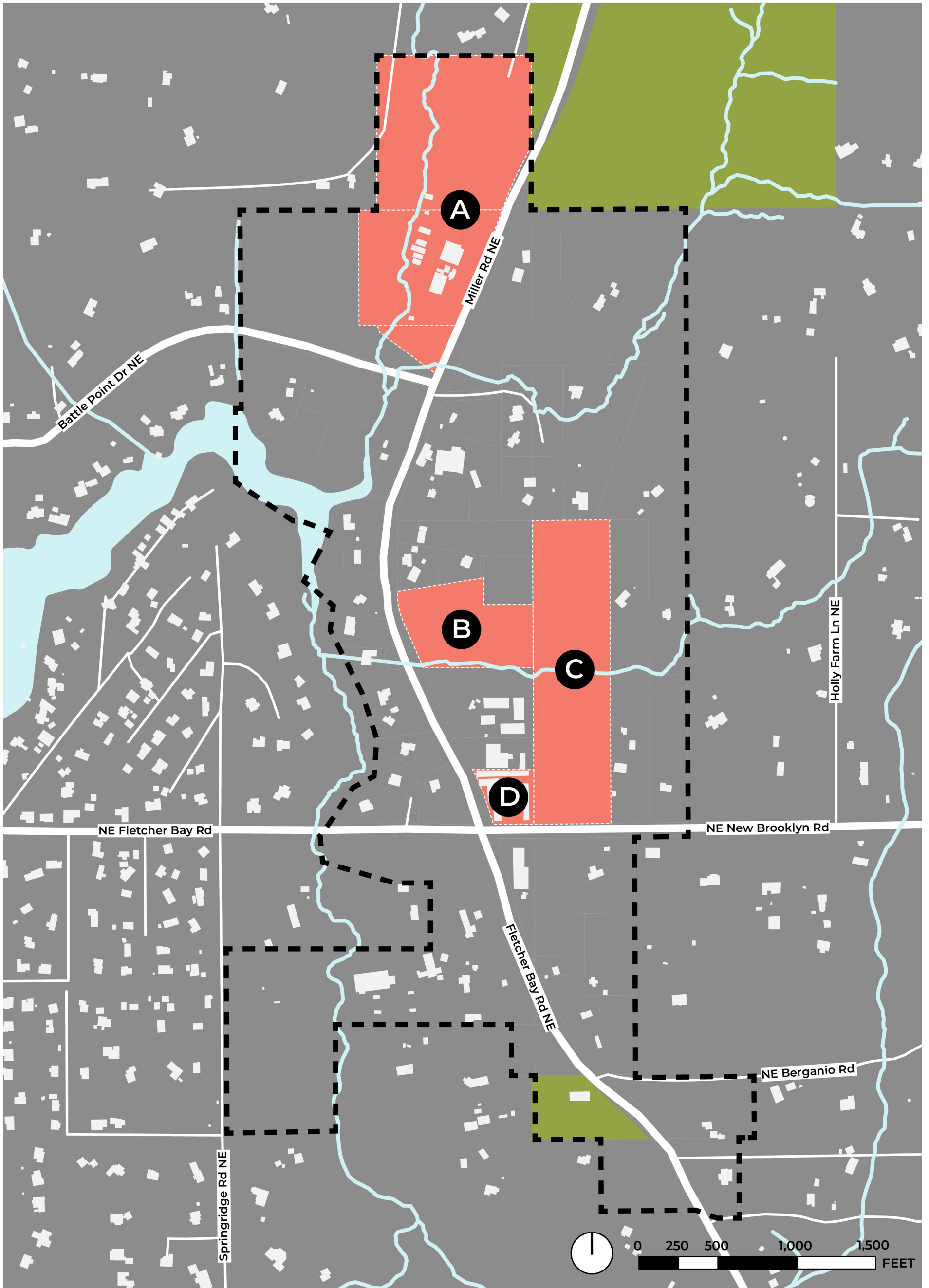
LATE MARCH  
FINAL DRAFT PLAN &  
LEGISLATIVE REVIEW





# ISLAND CENTER

- STUDY AREA
- PARKS
- CRITICAL AREAS
- STREAMS
- WETLANDS



# CONSENSUS SITES

 STUDY AREA

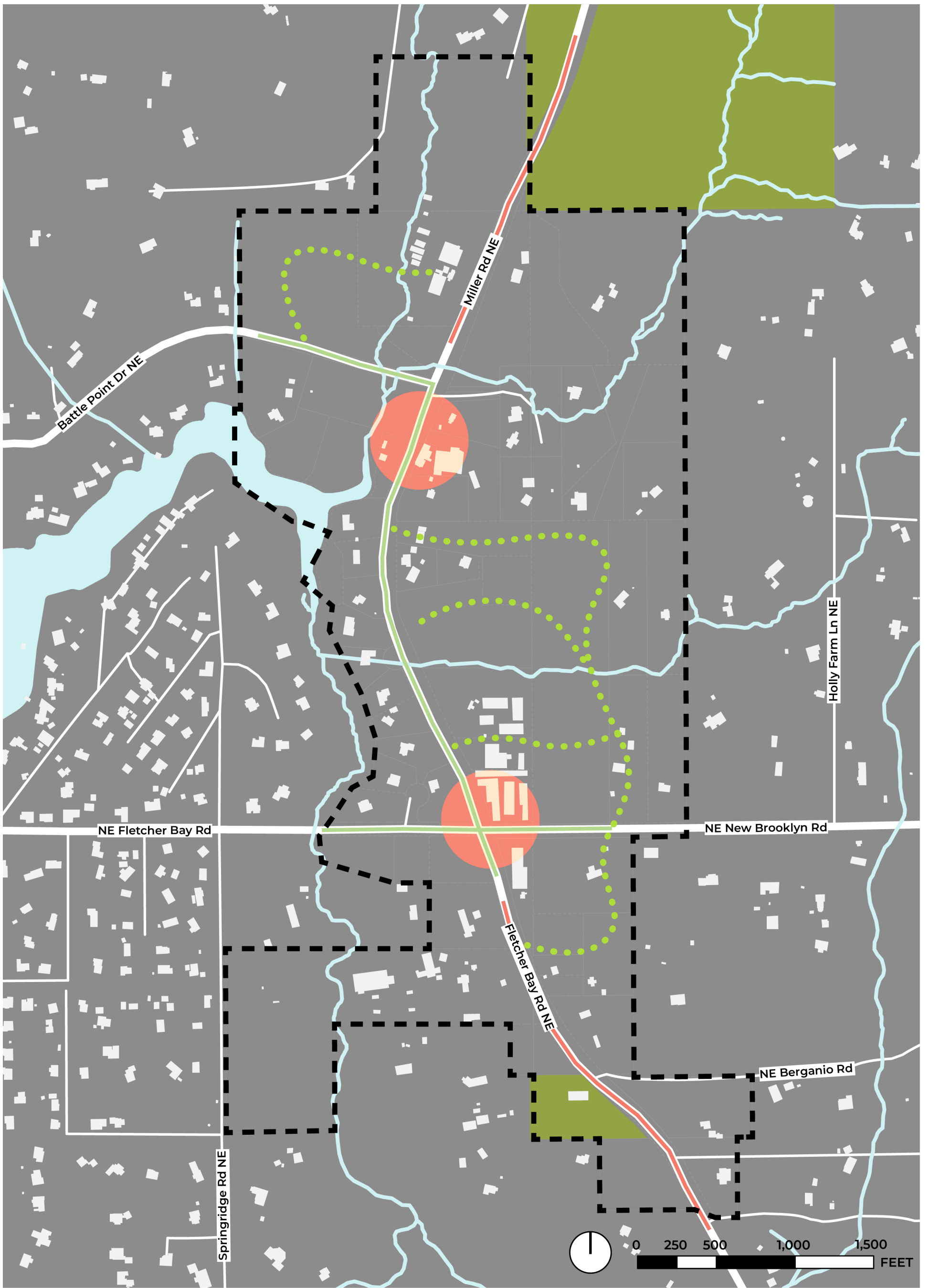
 CONSENSUS PARCELS

**A** Zoning changes to support existing & future commercial uses

**B** City-owned property to be preserved for public use

**C** Currently vacant property is an opportunity for new development

**D** Consolidate access to commercial property away from the corner



# STREET IMPROVEMENTS

 STUDY AREA

 LACK OF SAFE ROUTES FOR PEOPLE WALKING AND BIKING

 PROPOSED TRAIL NETWORK

 PARKING + ACCESS SAFETY ISSUES

 ROADWAY SAFETY & VISIBILITY CONCERNS