



CITY OF
BAINBRIDGE ISLAND

ISLAND CENTER SUBAREA PLANNING
STEERING COMMITTEE SPECIAL MEETING
WEDNESDAY, DECEMBER 16, 2020
6:30-9:00 PM
REMOTE ONLINE MEETING

THE ISLAND CENTER SUBAREA PLANNING STEERING COMMITTEE WILL HOLD THIS MEETING USING A VIRTUAL ZOOM WEBINAR PLATFORM PER GOVERNOR INSLEE'S "STAY HOME, STAY HEALTHY" ORDERS.

Please click the link below to join the webinar:

<https://bainbridgewa.zoom.us/j/93879145483>

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Webinar ID: 930 3667 9638

International numbers available: <https://bainbridgewa.zoom.us/u/ac6DI9na2G>

AGENDA

- | | |
|---------|--|
| 6:30 PM | Call to Order, Agenda Review, Conflict Disclosure |
| 6:40 PM | Review and Approve Minutes
November 23, 2020 |
| 6:45 PM | Public Comment |
| 6:50 PM | Discuss Transportation Improvements for DRAFT Plan |
| 7:30 PM | Confirm DRAFT Development Standards |
| 8:40 PM | DRAFT Chapters for Review Between Dec. & Jan. meetings
(1 st set to be sent Tuesday) |
| 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 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**

CALL TO ORDER, AGENDA REVIEW, CONFLICT DISCLOSURE
REVIEW AND APPROVE MINUTES – October 28, 2020
PUBLIC COMMENT
FUTURE ISLAND CENTER ZONE(S) AND NODES: COMPLETE REVIEW OF DRAFT DEVELOPMENT
STANDARDS
DISCUSS TRANSPORTATION IMPROVEMENTS FOR DRAFT PLAN
CONFIRM DIRECTION ON USES FROM 9/30/& 10/28 MEETINGS
NEXT STEPS IN COMPLETING DRAFT ISLAND CENTER PLAN; REVIEW DRAFT SUBAREA PLAN
OUTLINE
PUBLIC COMMENT
ADJOURN

CALL TO ORDER, AGENDA REVIEW, CONFLICT DISCLOSURE

Chair Maradel Gale called the meeting to order at 6:36 PM. Steering Committee Members in attendance were Vice-chair Micah Strom, Donna Harui, John Decker, Scott Anderson, Asaph Glosner, Michael Loverich, Sam Marshall, Christy Carr (City Council) and Jon Quitslund (Planning Commission). Members absent were Mark Tiernan, Michael Pollock (City Council) and Shawn Parks (Design Review Board). City Staff present were Engineering Manager Mike Michael, Senior Planner Jennifer Sutton and Administrative Specialist Jane Rasely who monitored recording and prepared minutes. City Consultant Jeff Arango (Framework) was also present.

The agenda was reviewed, conflict disclosure read, and each Steering Committee Member disclosed their interest in the Island Center area.

REVIEW AND APPROVE MINUTES – October 28, 2020

Motion: I'll make the motion to approve.

Loverich/Decker: Passed Unanimously

PUBLIC COMMENT

None.

FUTURE ISLAND CENTER ZONE(S) AND NODES: COMPLETE REVIEW OF DRAFT DEVELOPMENT STANDARDS

City Consultant Jeff Arango from Framework provided an overview of the DRAFT development standards.

DISCUSS TRANSPORTATION IMPROVEMENTS FOR DRAFT PLAN

Moved to next agenda.

CONFIRM DIRECTION ON USES FROM 9/30/& 10/28 MEETINGS

Review of some uses occurred, and it was decided that they would revisit the Use Table at the next meeting.

NEXT STEPS IN COMPLETING DRAFT ISLAND CENTER PLAN; REVIEW DRAFT SUBAREA PLAN OUTLINE

Revisit Use Table at next meeting, discuss transportation improvements and confirm draft development standards.

PUBLIC COMMENT

Darlene Abbott Kordonowy – Stated she heard commercial was important to the area and spoke about the benefits of density and asked them to consider allowing some multi-family housing.

Lisa Neal – Stated the community clearly said they did not want density in Island Center at the community meetings earlier in the process.

ADJOURN

Meeting was adjourned at 9:01 PM.

Island Center Committee Meeting
December 16, 2020

Vision Statement + Nodes

VISION STATEMENT

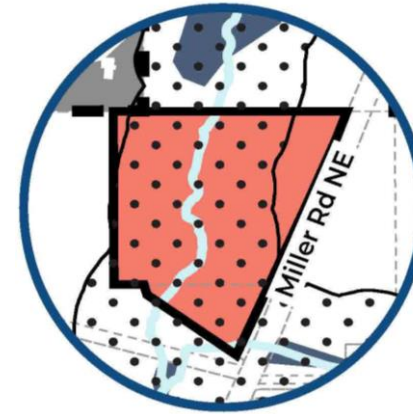
Island Center is an area rich in natural resources that we strive to maintain, enhance and restore. It provides residents and others with an abundance of diverse outdoor activities to enjoy and a small variety of parks, open space and other places to gather as a community. Its ability to provide residents 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.

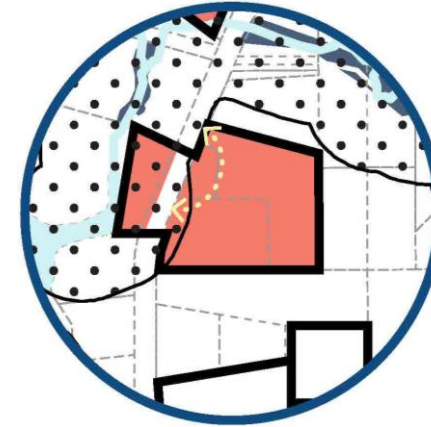
Local commerce provides the area with a small diverse option of appropriately scaled businesses that serve the community well and blend into the area.

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.

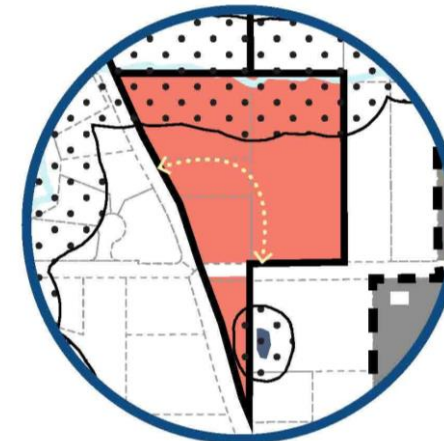
Business and residential developments and zoning preserve, enhance and strive to improve and restore the existing beauty of the land and water: Issei and Springbrook Creeks and Fletcher Bay.



Bainbridge Gardens



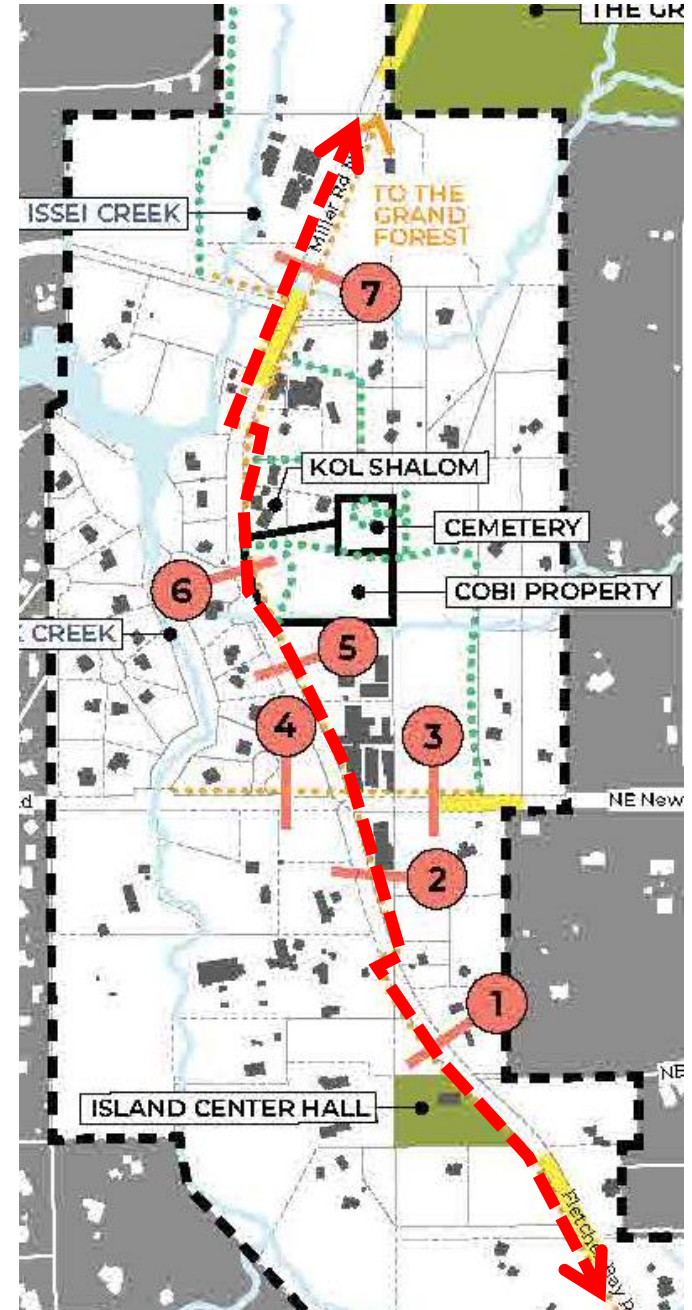
Issei Creek



Four Corners

Network

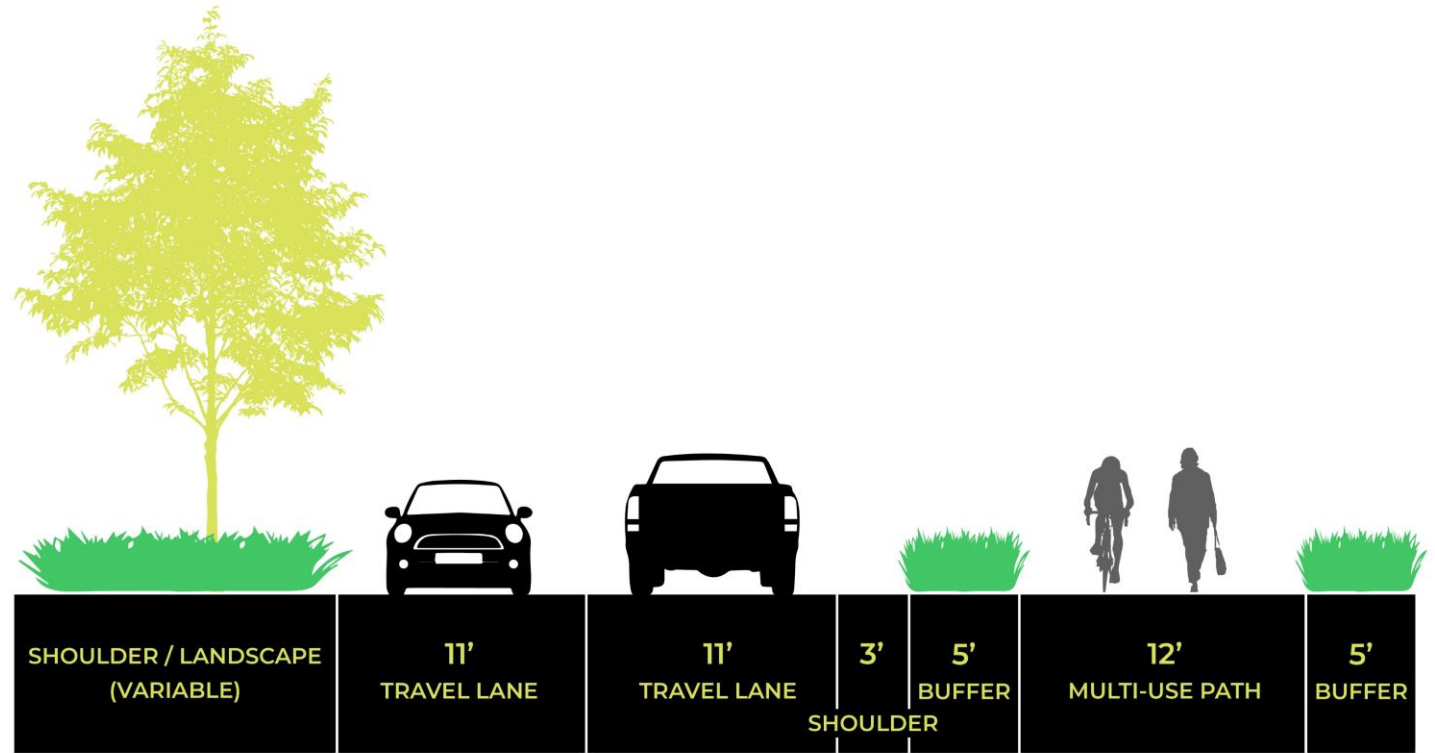
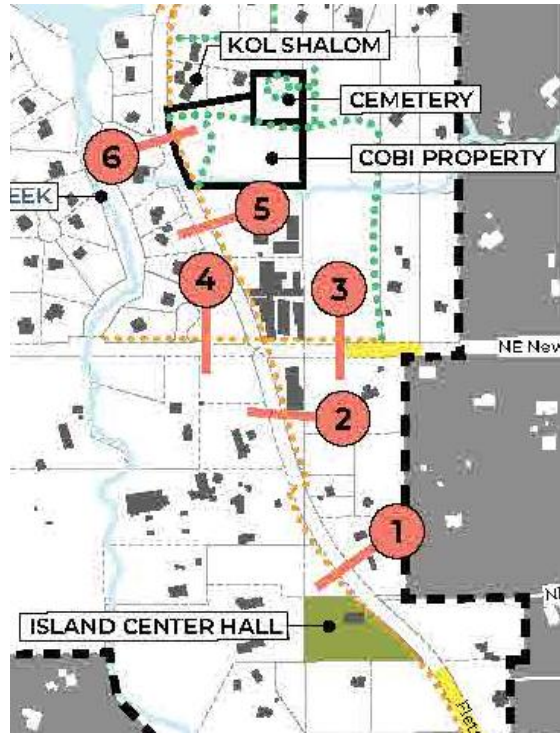
- **Right-of-way constraints in several locations**
 - Impacts the types of facilities that are viable
 - Multi-use path is efficient use of space for walking and biking
- **Facilities vary by node**
 - Different access needs
 - On-street parking options
 - Constraints
- **Maintain flexibility and options**
 - Engineering and survey information will inform design
 - Available funding
 - Timeline
 - Additional outreach



Street Sections

#1

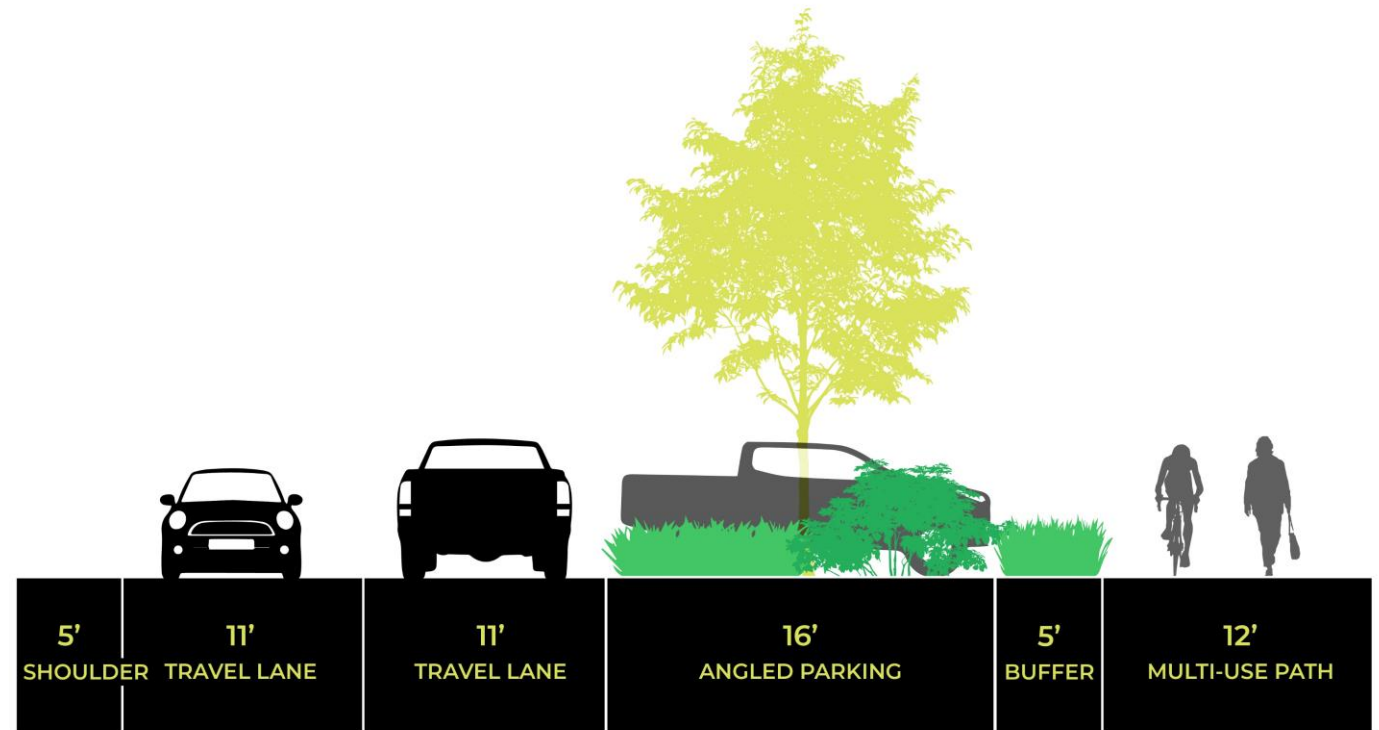
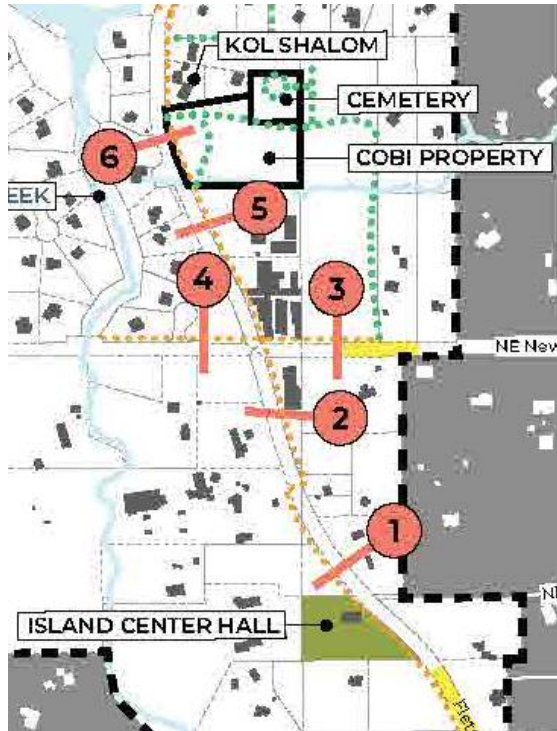
Streetscape Concept - South Fletcher Bay Rd



Street Sections

#2

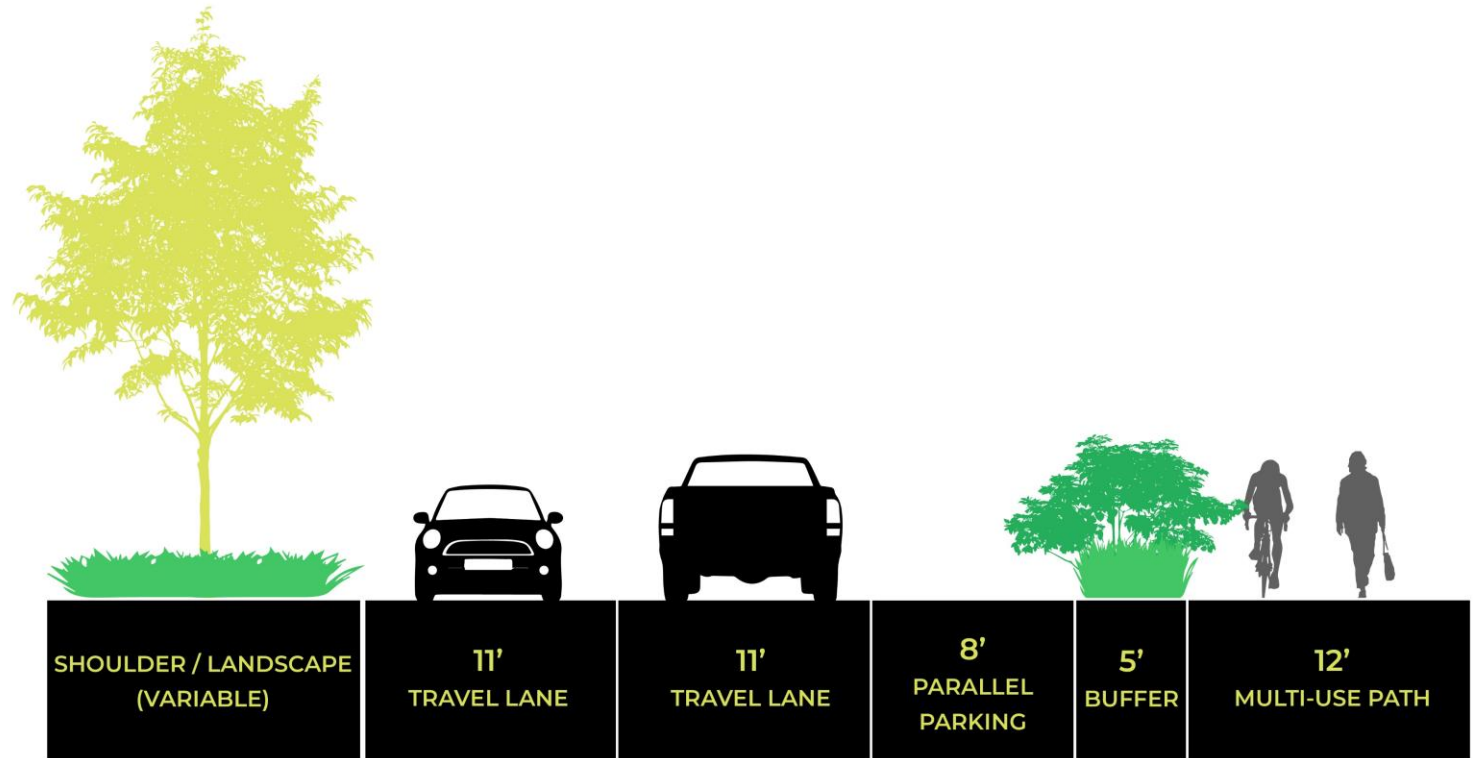
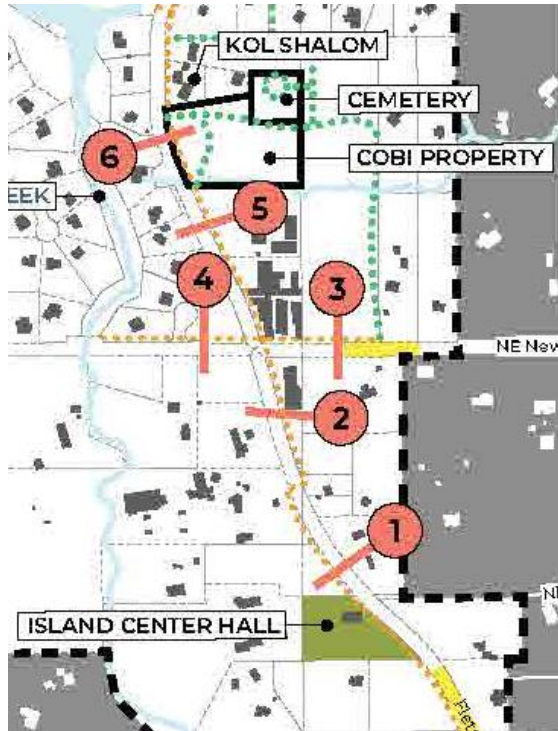
Streetscape Concept with Angled Parking - Miller Rd / Fletcher Bay Rd



Street Sections

#2

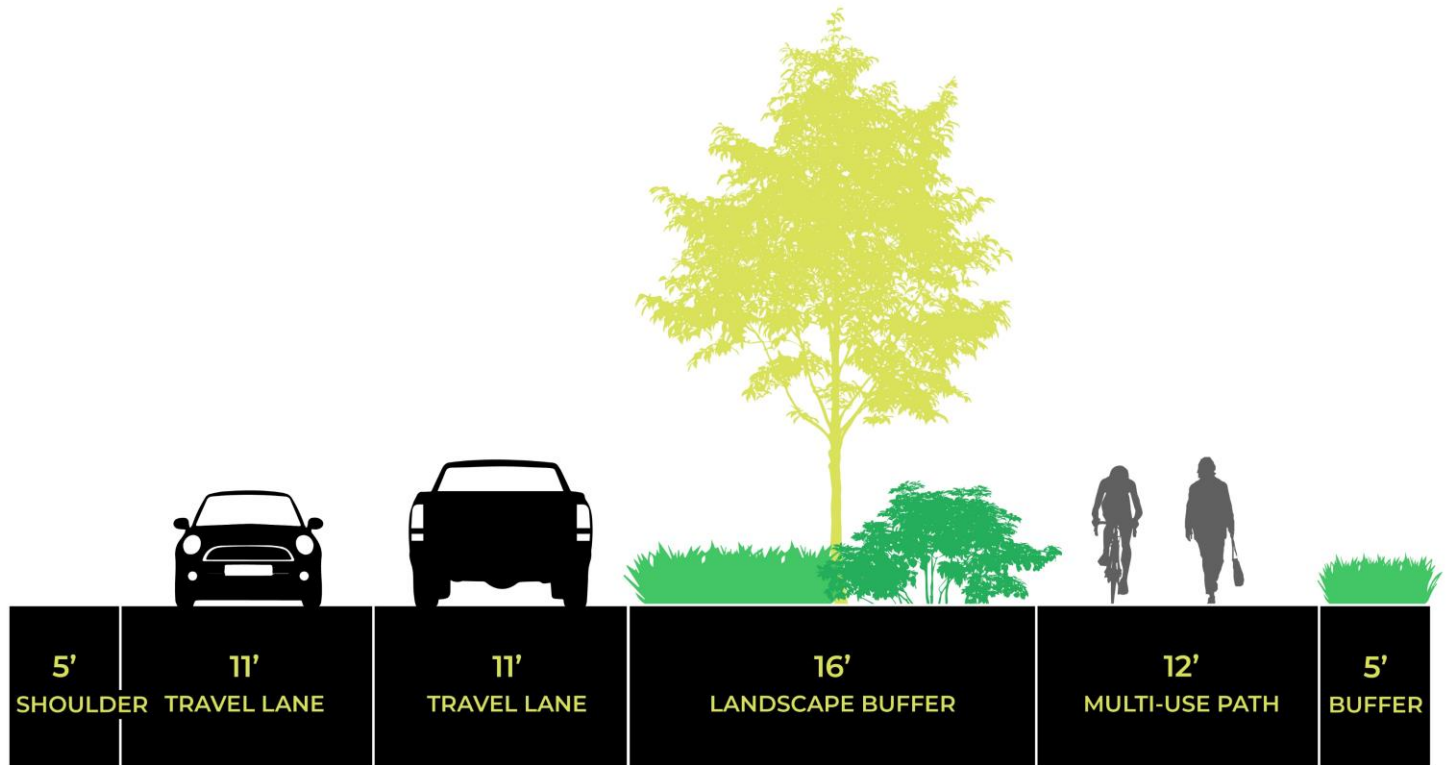
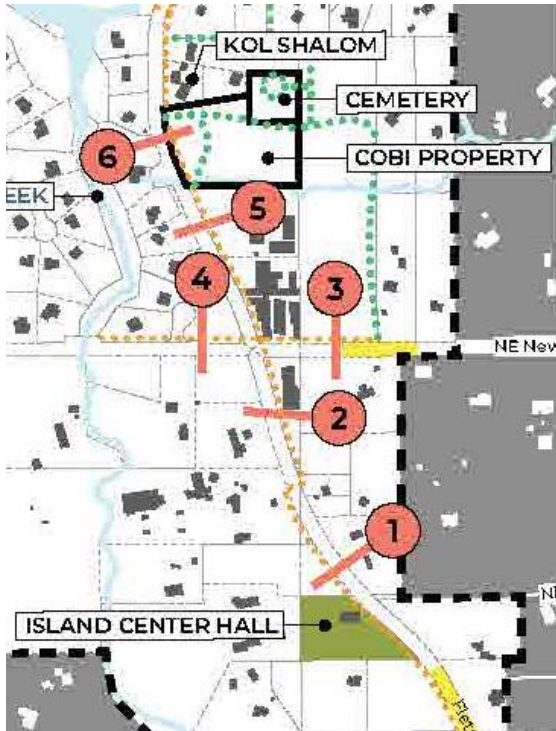
Streetscape Concept with Angled Parking - Miller Rd / Fletcher Bay Rd



Street Sections

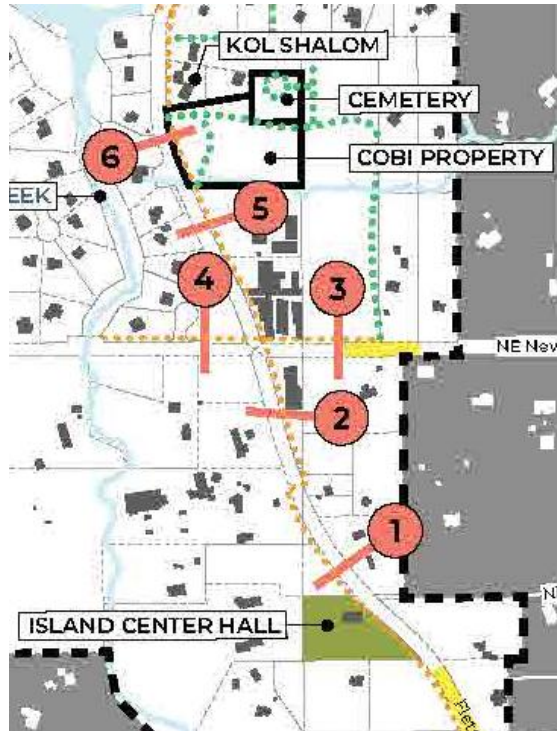
#2

Streetscape Concept with Landscaped Buffer - Miller Rd / Fletcher Bay Rd

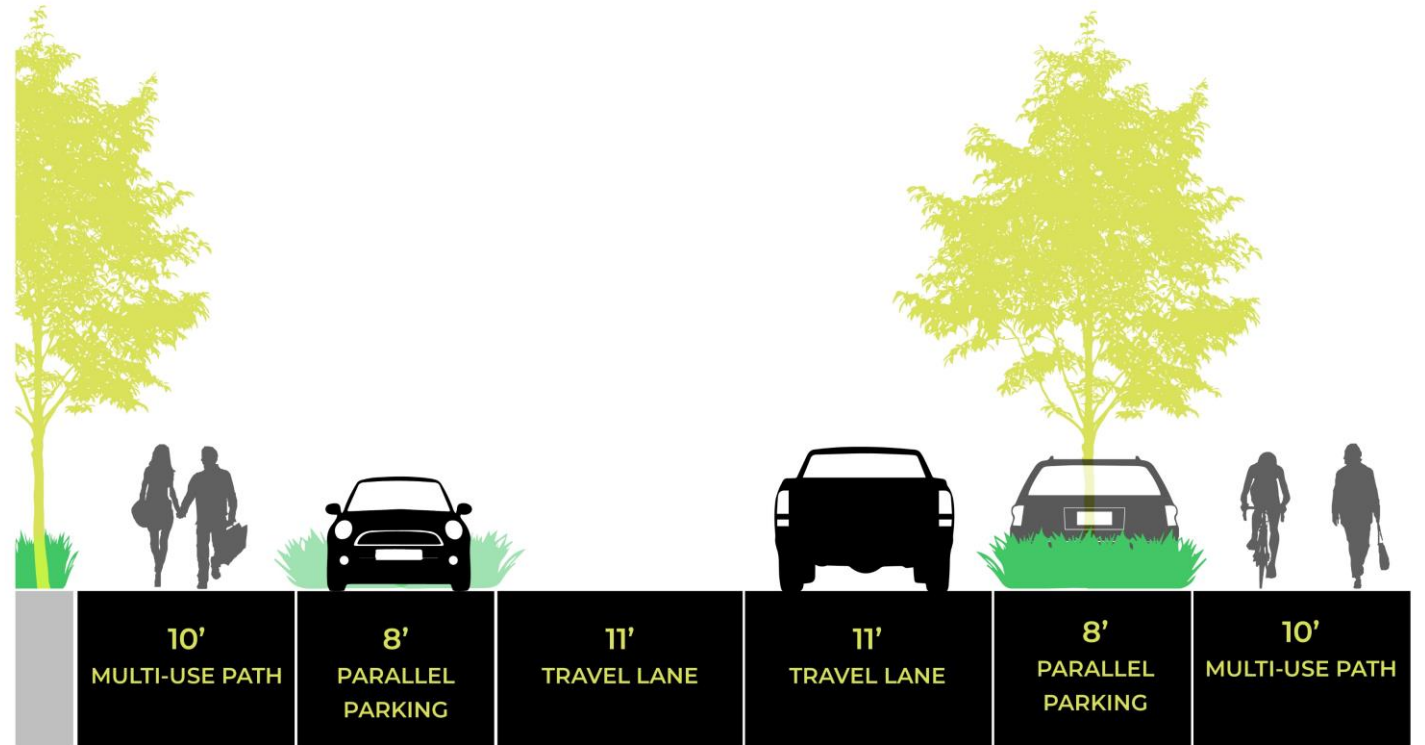


Street Sections

#3



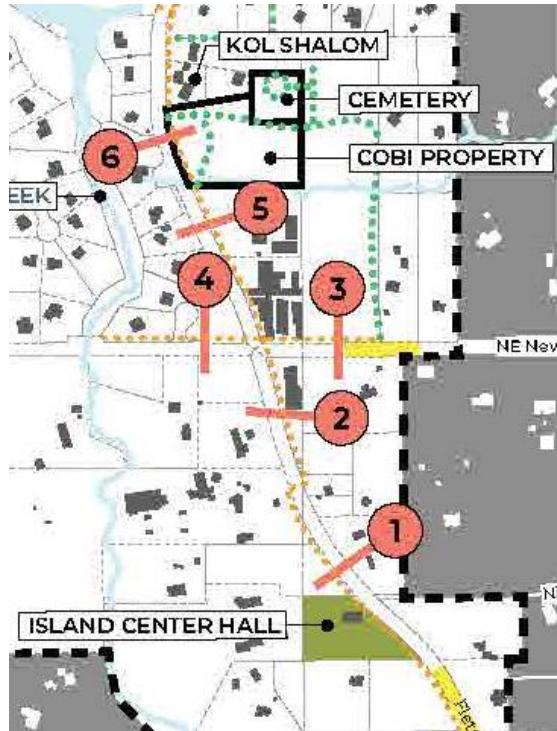
Streetscape Concept - New Brooklyn Rd



Street Sections

#4

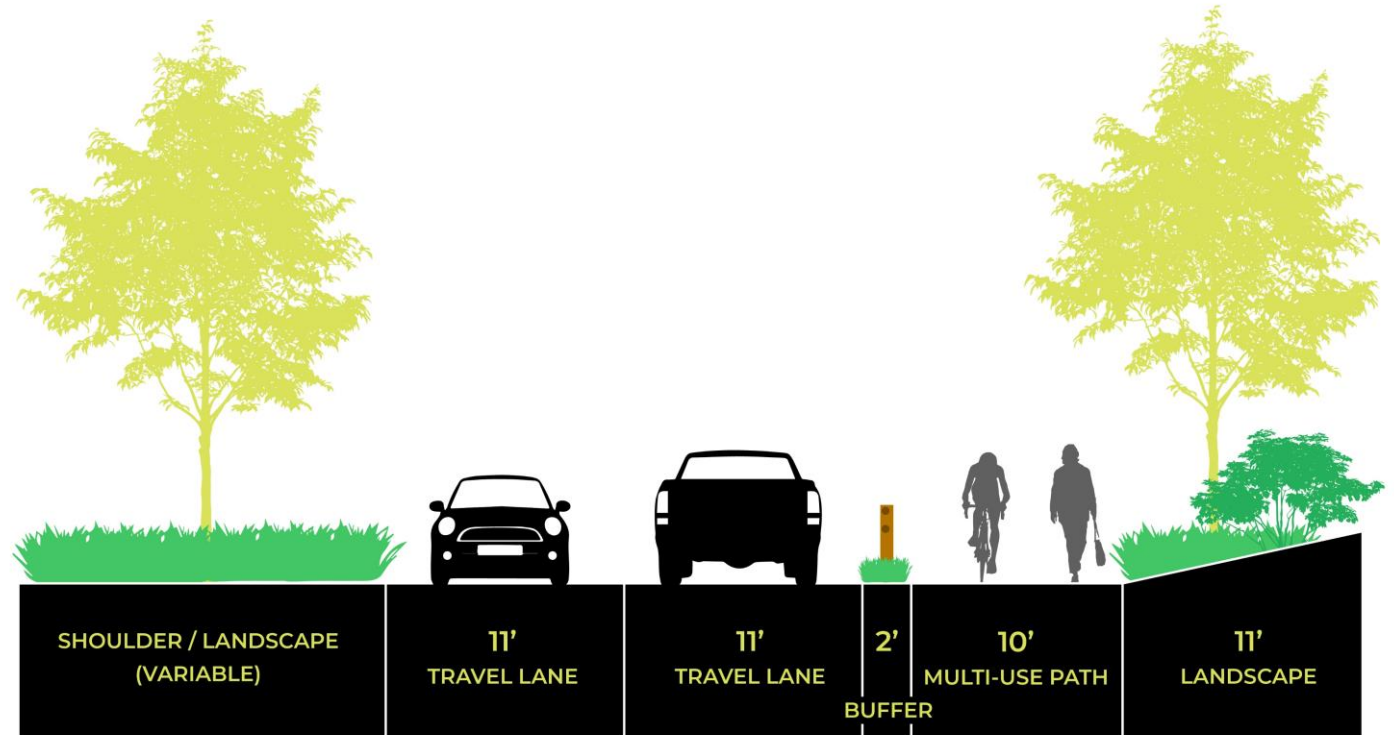
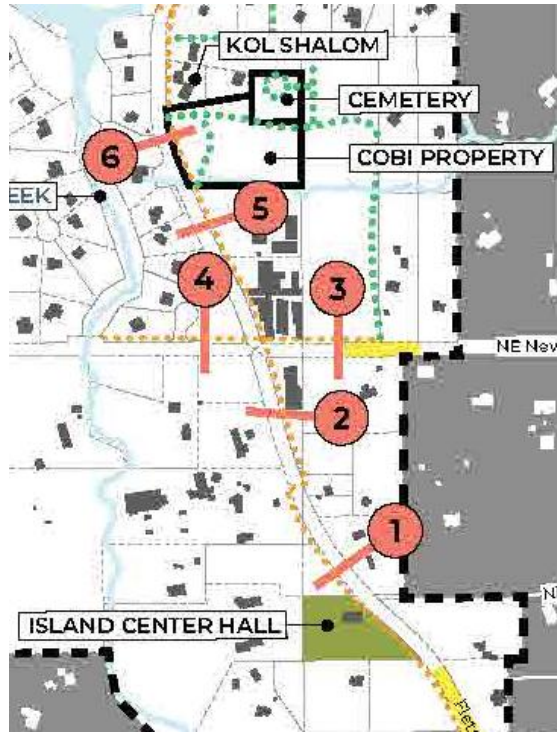
Streetscape Concept - Fletcher Bay Rd Westbound



Street Sections

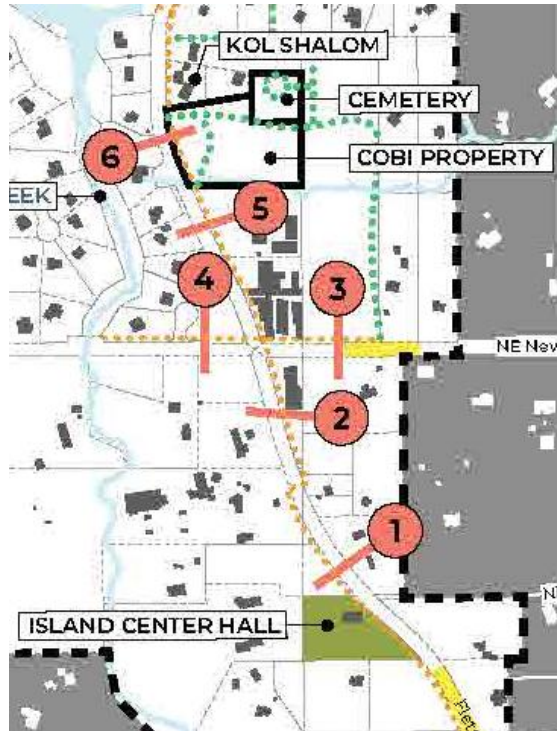
#5

Streetscape Concept - Miller Rd South of DPW Lot

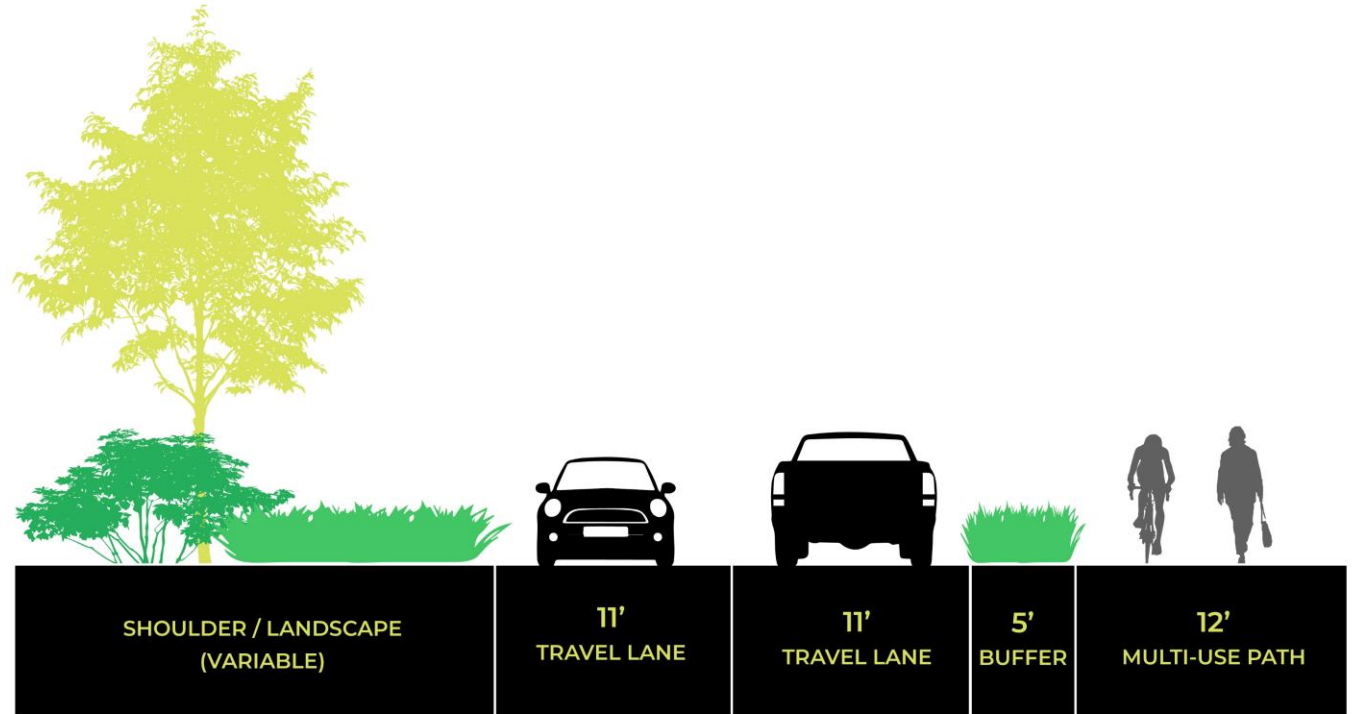


Street Sections

#6



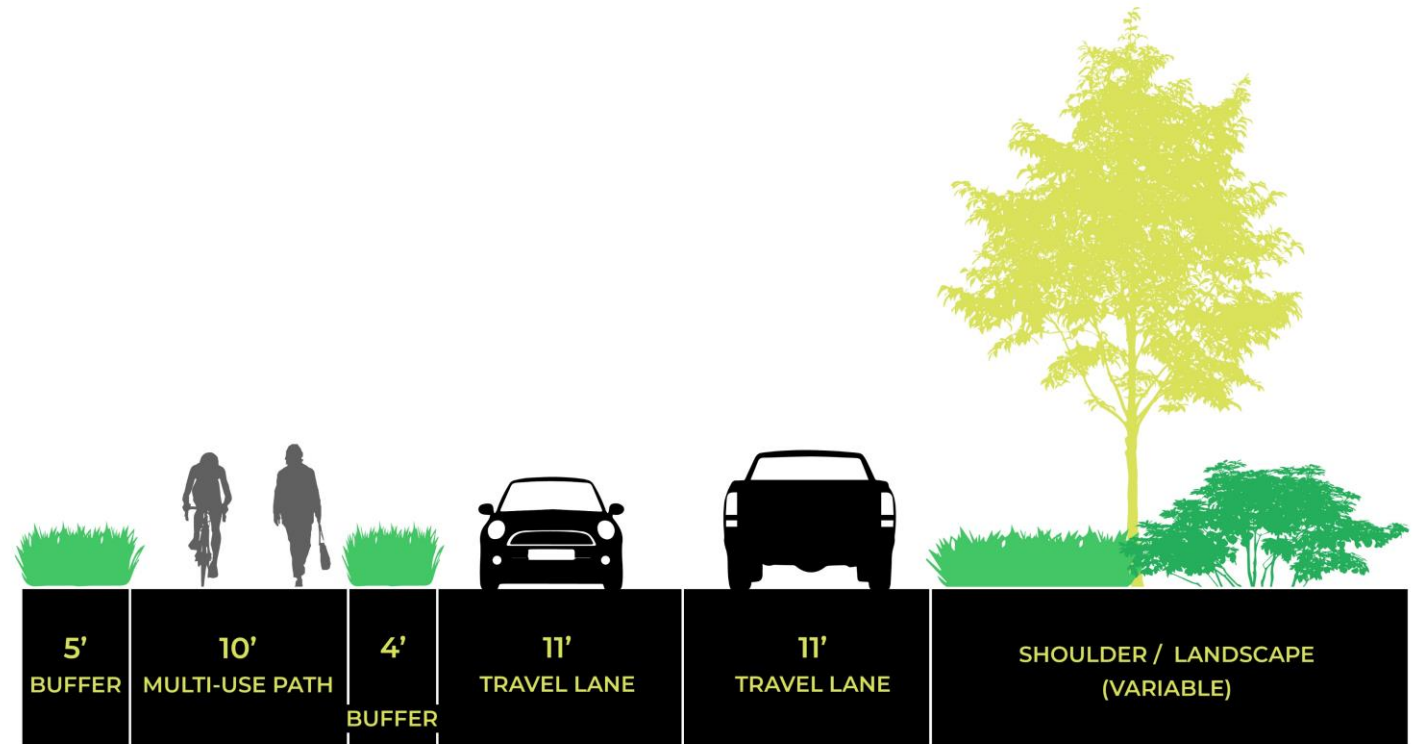
Streetscape Concept - Miller Rd at DPW Lot



Street Sections

#7

Streetscape Concept - Miller Rd Near Battle Point Dr



Island Center Zone – Committee Notes

- Building setback from the street
 - Limit footprint and/or width of buildings at the street edge
 - Limit building height to two stories
 - Address street level uses
 - Landscape between buildings
 - Maintain consistent character based on community preferences
 - Update design guidelines
 - Address larger sites
 - Update land uses
 - Consider on-street parking
 - Reduce off-street parking requirements
- Clarify Bonus Provisions
Affordable Housing TDR
Define affordable and workforce housing

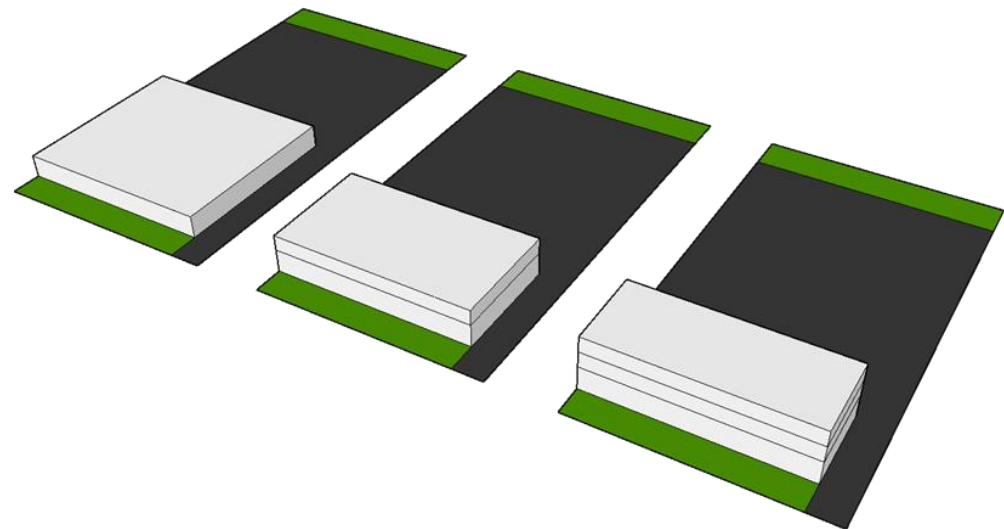
Standard	Existing NC Zone	Bainbridge Gardens	Issei Creek	Four Corners
Max. Lot Coverage	35 %	TBD	TBD	TBD
Max. Building Height	35 ft. (est. 3 stories)	25' (two stories)	25' (two stories)	25' (two stories)
Max Impervious Surface	NA	80%	80%	80%
Base Residential Density	R-2: 1DU /20,000 ft ²	R-2	R-2	R-2
Residential Bonus Density	R-3 /w/ affordable housing, TDR or MU Dev.	R-4; 50% Affordable	R-4; 50% Affordable	R-4; 50% Affordable
*Floor Area Ratio	NA	NO	NO	NO
Front Setback	20' max.	TBD	TBD	TBD
Side & Rear Setbacks	0 ft. between NC; 15' NC to Residential Zones	5'-10' side yard	5'-10' side yard	5'-10' side yard
Max. Building Footprint	NA	4,000 sq ft	4,000 sq ft	4,000 sq ft
Space between buildings	NA	10'	10'	10'
Mixed Use Ratio	NA	Min. 50% commercial	Min. 50% comm.	Min. 50% comm.
Max. Bldg Width at Street	NA	40'	40'	40'
Active Use/design requirements	NA	Required at street level	Required at street level	Required at street level
Max SF Unit Size	NA	Max. 1,800 sq ft SF; 900 sq ft Caretaker	Max 1,800 sq ft SF; 900 sq ft Caretaker	Max 1,800 sq ft SF; 900 sq ft Caretaker

Lot Coverage & Required Parking: Existing NC Zoning

Building Stories	Building Sq Ft	Building Coverage	Parking Coverage
1-Story	15,246	35%	49%
2-Story	19,166	22%	62%
3-Story	20,908	16%	67.2%

Assumptions

- Scenarios based on 1-Acre Site
- Retail Use
- Existing parking requirement of 4 stalls per 1,000 sq ft



Lot Coverage

- 35% Lot Coverage
 - Reduced parking @ 2 stalls per 1,000 sq ft
 - Approximately 40% open space with a one-story building and surface parking
 - Incentivizes two story buildings to maximize development square footage
 - 45% Lot Coverage would allow for one-story development with surface parking to maximize the site

Lot Coverage & Required Parking: DRAFT Island Center Zoning

Building Stories	Building Sq Ft	Building Coverage	Parking Coverage	Impervious Coverage
1-Story	15,246	35%	24.5%	59.5%
2-Story	30,492	35%	49%	84%

Assumptions

- Scenarios based on 1-Acre Site
- Retail Use
- Modified parking requirement of 2 stalls per 1,000 sq ft

Street Frontages + Setbacks



Storefront - 0'-5' Setback



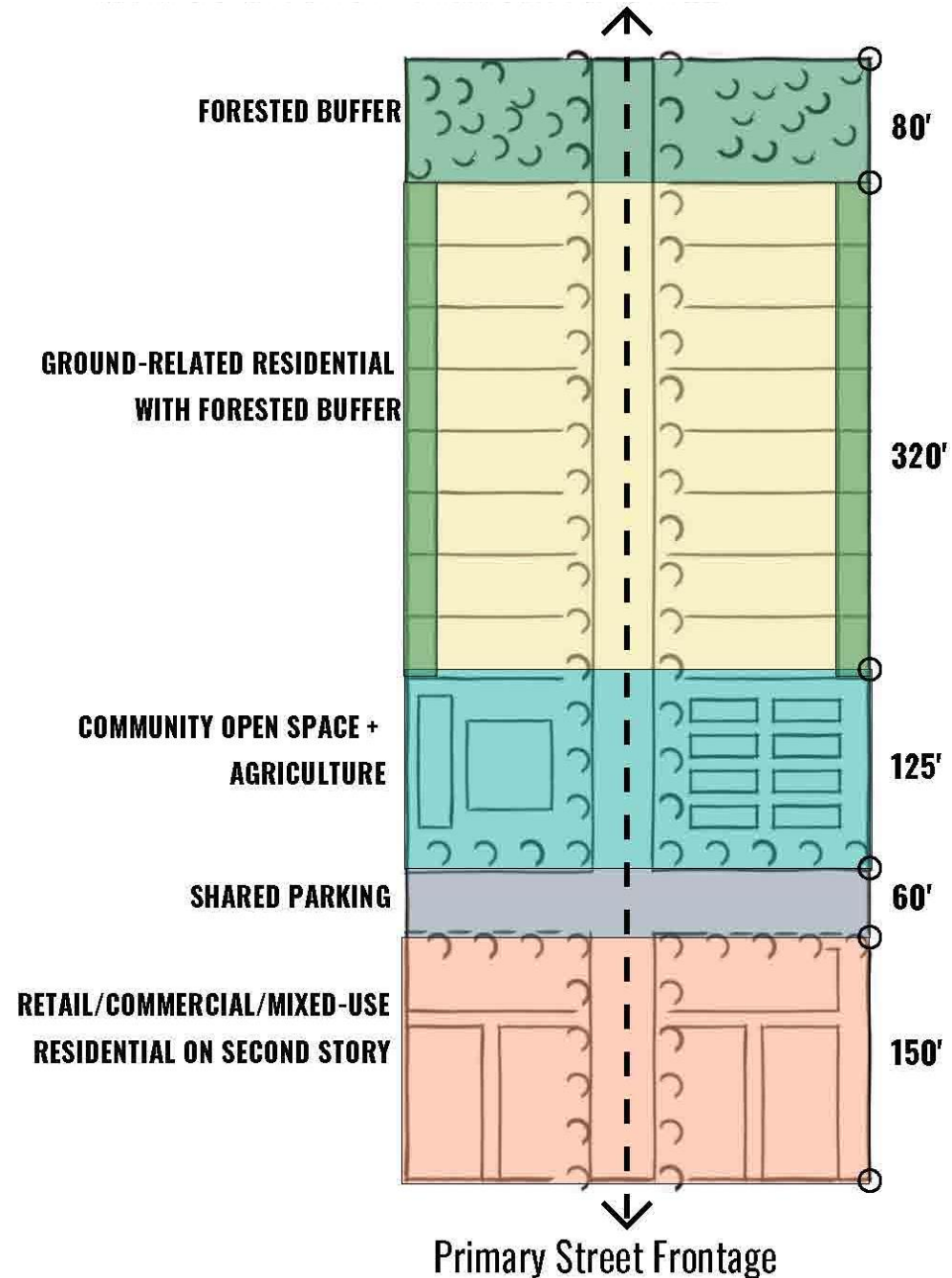
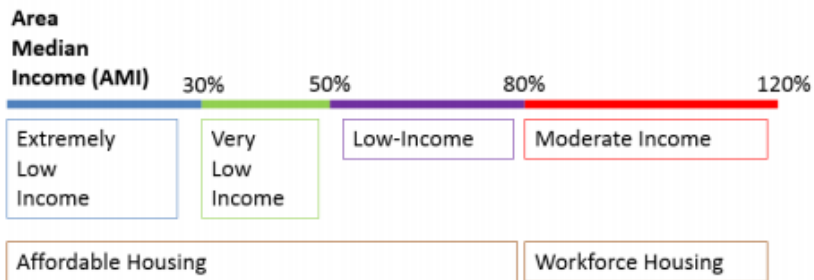
Plaza - 20' Minimum Setback



Landscape - 10' Minimum

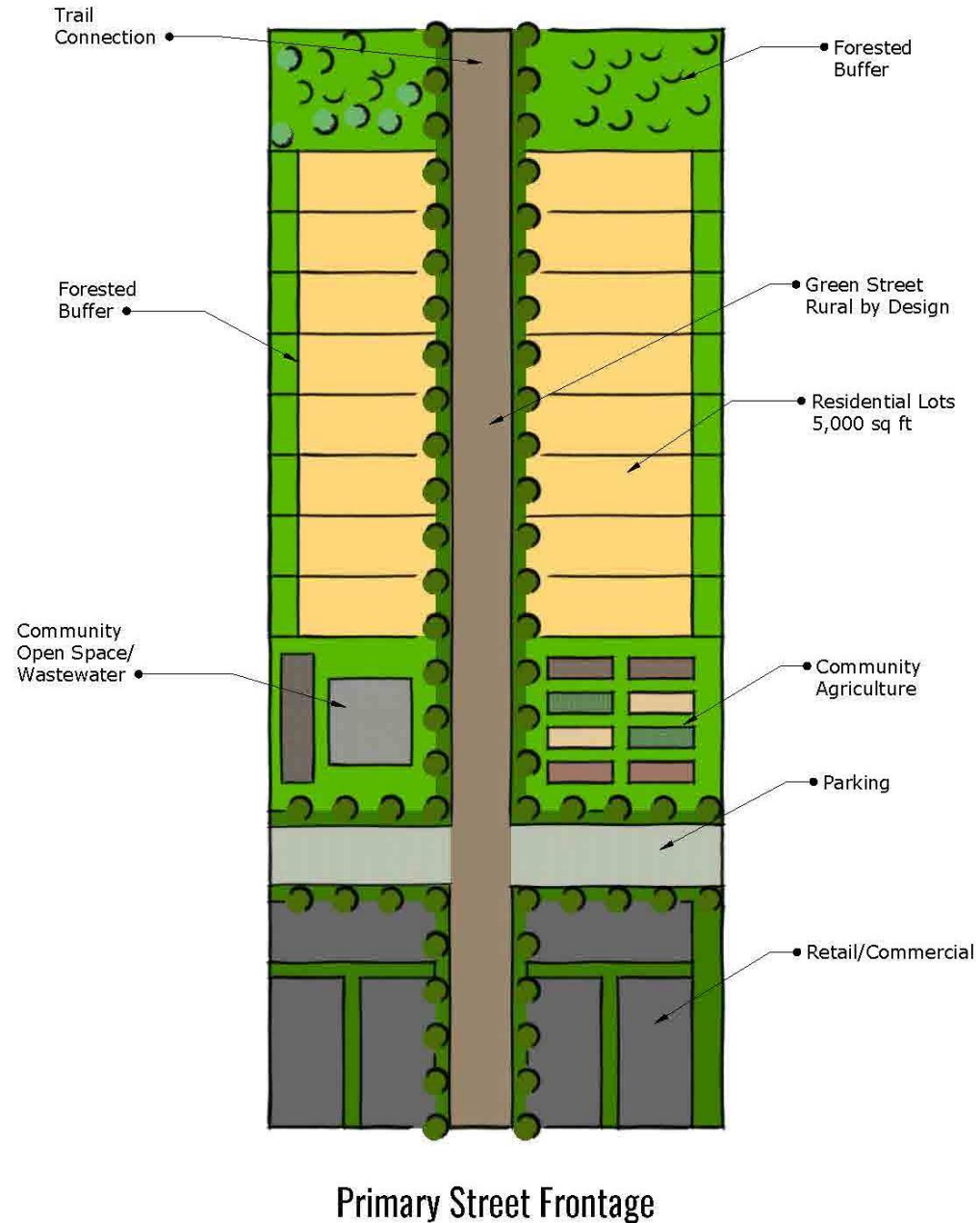
Zoning Diagram

- Establish standards to ensure new buildings are human scale
 - Limit commercial building footprints to 4,000 sq ft
 - Limit commercial buildings width at the street edge to 60'
 - Allow up to 100' for one segment on a corner lot
 - Building height limit of 25'
- Small increase to existing residential density limits
 - Existing zoning: R-2 base zoning. 1 bonus unit for affordable housing or TDR. DRAFT IC Zone would allow 2 bonus units if units are designated affordable housing.
 - Affordable housing and transfer of development rights conversations are ongoing on at the City-level.
 - Cost recovery for sewer service through connection fees appears financially infeasible based on expected development, uses, and connection requirements.



Zoning Concept

Concept demonstrates major elements of the proposed IC Zone and is intended to further discussion about land use, parking, and design and development standards.



DRAFT

Island Center Subarea Plan

City of Bainbridge Island

Contents

Introduction	4
Comprehensive Plan	5
Island Center History + Context	6
History of Island Center	6
Island Center Today	7
Land Use	8
What we Heard – the Community Input Process	11
Planning Process	11
Steering Committee	11
Community Meetings	11
Public Meeting – February 10, 2020	11
Live Polling	13
Community Survey	15
Vision + Goals	16
Vision Statement	16
Goals	16
A. Place / Identity	16
B. Business / Economy	17
C. Transportation	17
D. Housing	17
E. Environment	17
Island Center Plan	18
Land Use and Zoning	18
Public Improvements	22
COBI Owned Property	23
Waterfront Access	24
Policies	25
Strategies	25
Infrastructure	26
Transportation	26
Non-motorized Improvements	26
Policies	31
Strategies	31

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Action Plan.....32
Action Strategy Matrix32

Figures

Figure 1. Island Center Planning Area (Map to be updated)..... 5
Figure 2. Historic Images of Island Center 6
Figure 3. Current Images of Island Center 7
Figure 4. Island Center Existing Zoning Map..... 8
Figure 5. Agriculture Uses in Island Center 9
Figure 6. Island Center Critical Areas.....10
Figure 7. Island Center Planning Process11
Figure 8. Open House at the February 10, 2010 Public Meeting12
Figure 9. Four Corners Node Zoning.....18
Figure 10. Issei Creek Node Zoning.....19
Figure 11. Bainbridge Gardens Node Zoning19
Figure 12. Island Center Zone Development Standards (DRAFT).....21
Figure 13. Proposed Public Improvements.....23
Figure 14. Public Space Concept Plan for COBI Property24
Figure 15. Non-Motorized Transportation Improvements27
Figure 16. Street Improvement Concepts – Short and Long-Term28
Figure 17. Street Section Locations29
Figure 18. Street Section Concepts.....30

Appendices

Water Resources Summary and Fletcher Bay *XIθ/ka* Watershed Overview

June 2018 Community Survey

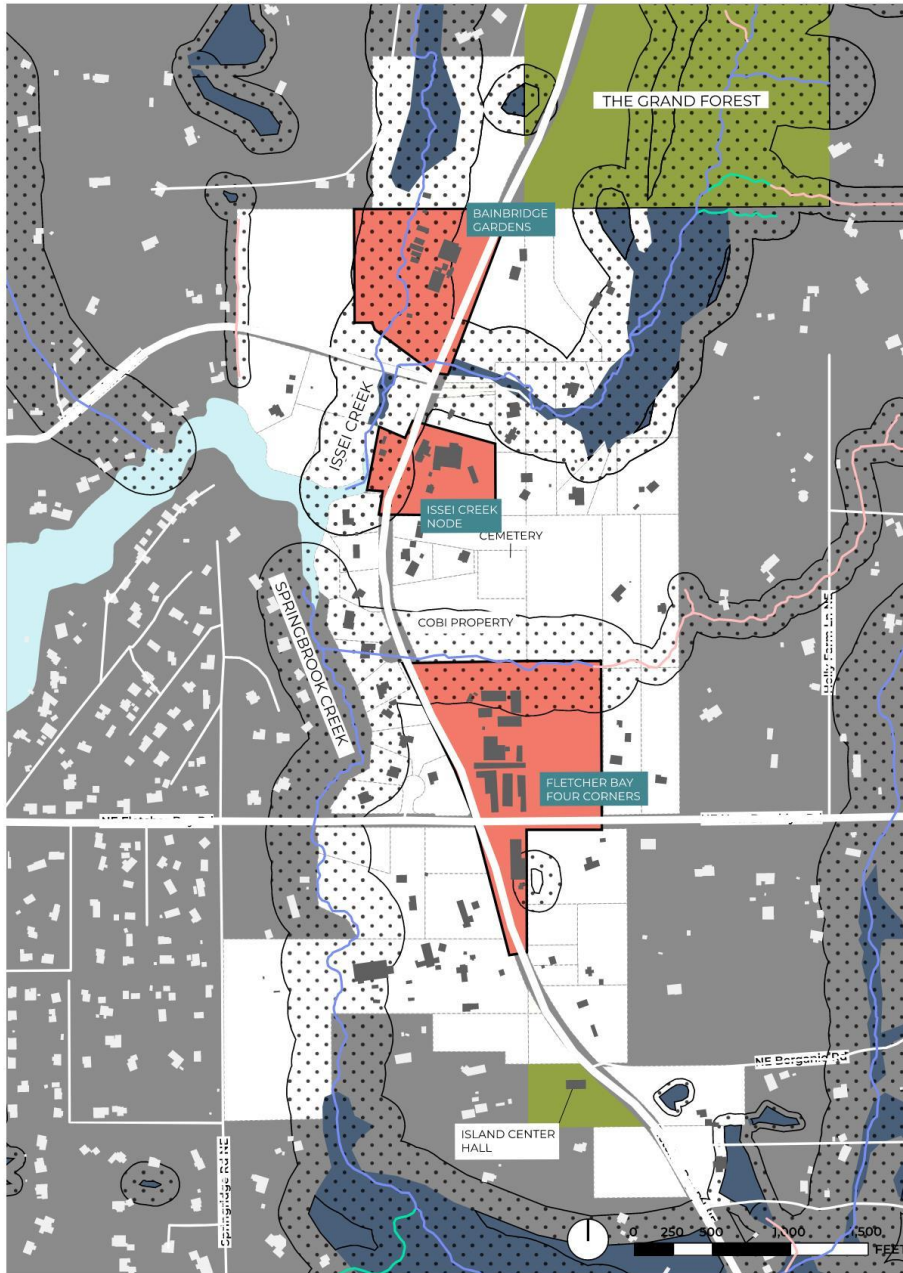
Public feedback at Community Meetings

Introduction

Island Center is a designated neighborhood center in the City's Comprehensive Plan and located northwest of Downtown Winslow along Fletcher Bay and Issei Creek. The area includes a mix of commercial, agricultural, recreational, and residential uses with a rural character defined in large part by natural features consisting of forests, habitat, and connections to the water. Neighborhood Center zoning, which allows for a mix of land uses including commercial and residential is relatively unique on the Island where most land is zoned primarily for residential uses and this zoning along with the area's natural features warrant more focused planning efforts such as a new subarea plan for Island Center. The Island Center Plan reflects a multi-year planning process led by the Island Center Steering Committee including members appointed by the City Council and representatives from the Planning Commission, Design Review Board, and the City Council. The planning process also included significant opportunities for public input which has been incorporated into the plan vision, goals, policies, and strategies. Figure 1 shows the Island Center Planning area including the three nodes of development that were the focus of planning efforts and the concentration of critical areas in Island Center such as streams and wetlands.

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Figure 1. Island Center Planning Area (Map to be updated)



NODES

Comprehensive Plan
[To be added by the City Staff]

Island Center History + Context

History of Island Center

Bainbridge Island was a historic center of logging and shipbuilding in the 19th century, a history that Island Center shares with many of the communities on the Island. After old growth forests in the area were cleared, Island Center emerged as an agricultural community with a shipping route connecting Fletcher Bay to Seattle, Manzanita, and Brownsville. The Kitsap County Transportation began operating steamboat service along the route in 1917, as Fletcher Bay was becoming a resort destination. Foster's Resort, later taken over by the Hamilton family and renamed Hamilton's was established on Fletcher Bay in 1912 and a post office began operating out of the resort in 1915. Island Center Hall which remains a focal point for the community to this day was donated to the Island Center Improvement Club in 1913.

Many Island Center's historic buildings and sites, many of which remain to this day tell the story of the whole Island. Island Center Hall which remains a focal point for the community to this day was donated to the Island Center Improvement Club in 1913 by W.L. Gazzam, president of the Kitsap County Transportation Company, and his wife Lulu. Bainbridge Island's current historical museum in Winslow, was the Island Center community's original one-room schoolhouse, constructed in 1908, and was moved to Winslow after serving as the Bainbridge Island High School's band and choir room from 1923 on. Bainbridge Gardens, which is still operated by the Harui family, was a local nursery and grocery store in Island Center frequented by Japanese-Americans in the area. Nearby, the Kodama family farmed berries on Fletcher Bay with the help of the Felix Narte and others, who maintained the farm while the family was interned during the Second World War.

Figure 2. Historic Images of Island Center



Island Center Today

Island Center is still a center of agricultural land in Kitsap County, with some working farms and agricultural uses within and around the study area. Although the Study Area is a hub for local commercial services, single family homes are the predominant form of development. There are limited commercial, civic, and cultural uses along Fletcher Bay Rd NE and Miller Rd NE, with clusters of commercial uses near the intersection with NE New Brooklyn Rd and the intersection with Battle Point Road. There is a City-owned approximately 4-acre parcel between these two intersections that is used as a staging area for public works projects, and intermittently as parking for Congregation Kol Shalom, located just north of the lot. Island Center Cemetery abuts this municipal property to the northeast, east of Kol Shalom. Much of the current development in Island Center came in during the latter half of the 20th century. Island Center Hall, a 90-year-old meeting hall is the only historic building in the Study Area on its southern end.

Much of the land around Fletcher Bay is within a critical aquifer recharge area. There are two creeks that run through Island Center into Fletcher Bay: Springbrook Creek and Issei Creek. These streams are surrounded by critical areas and connect wetlands around Fletcher Bay. Fletcher Bay is under 250 feet from Miller Point Rd and there is no direct connection to the waterfront along Fletcher Bay. The section of Fletcher Bay on which several properties in the Study Area are located is primarily intertidal area, where Issei and Springbrook Creeks deposit sediment on the eastern end of the Bay.

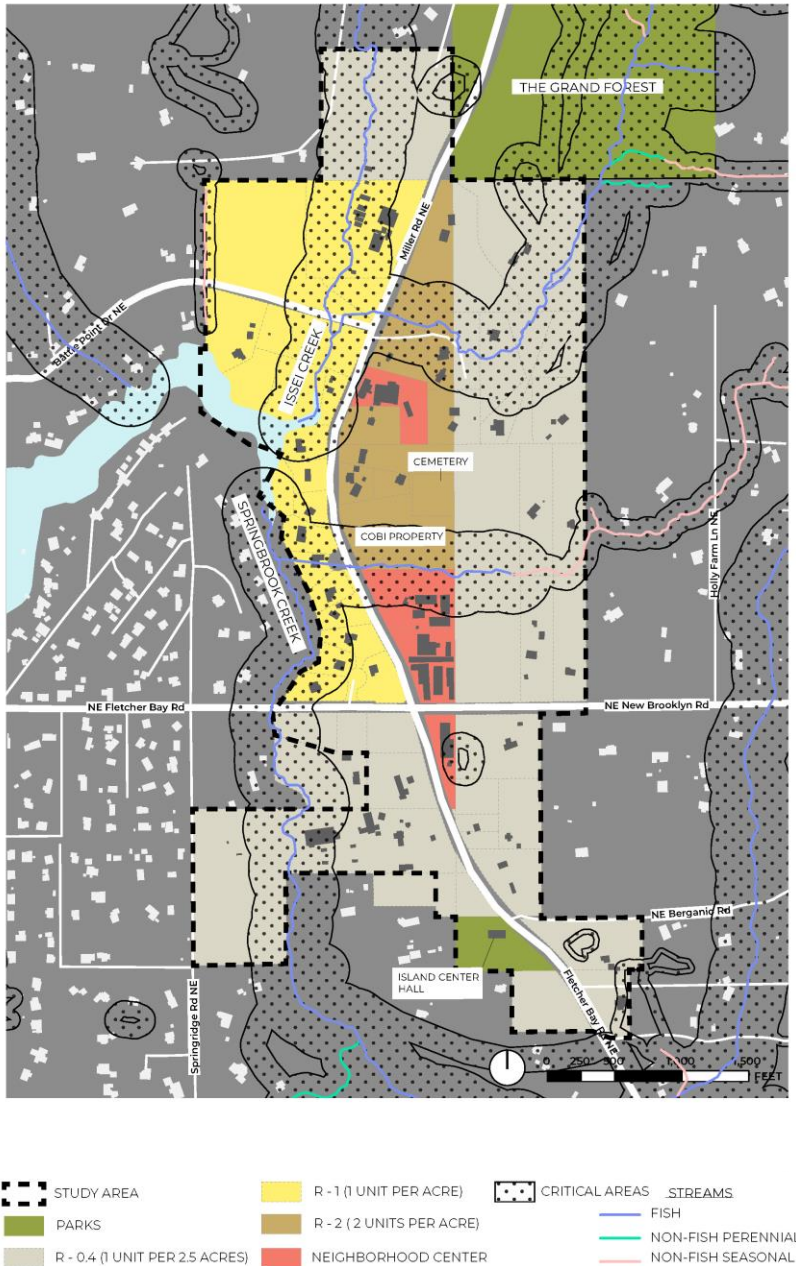
Figure 3. Current Images of Island Center



Land Use

The Island Center planning area consists of mostly single-family homes, agriculture uses, and neighborhood commercial uses. Figure 4 shows the existing zoning for Island Center including the neighborhood commercial zone shown in red.

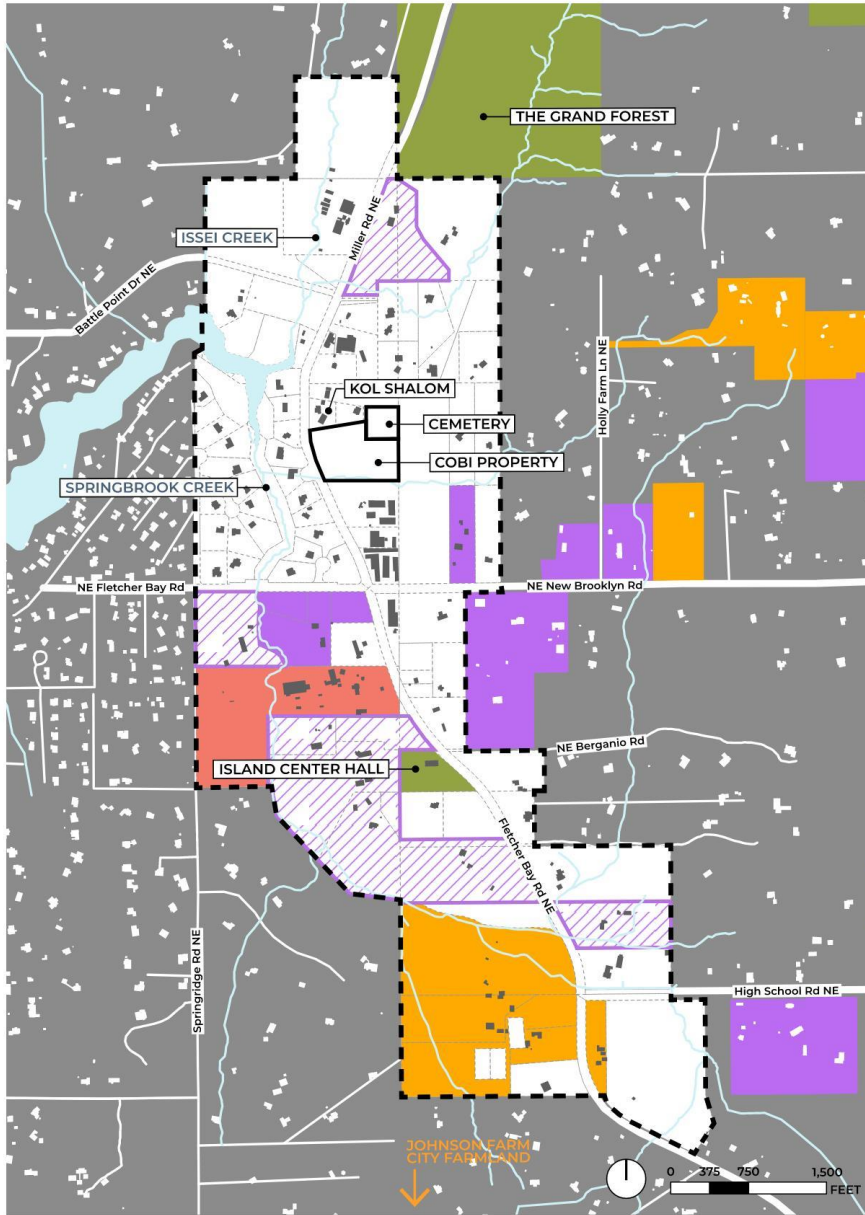
Figure 4. Island Center Planning Area Existing Zoning Map



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Island Center has a high concentration of agriculture and equestrian related uses as shown in Figure 5.

Figure 5. Agriculture Uses in Island Center



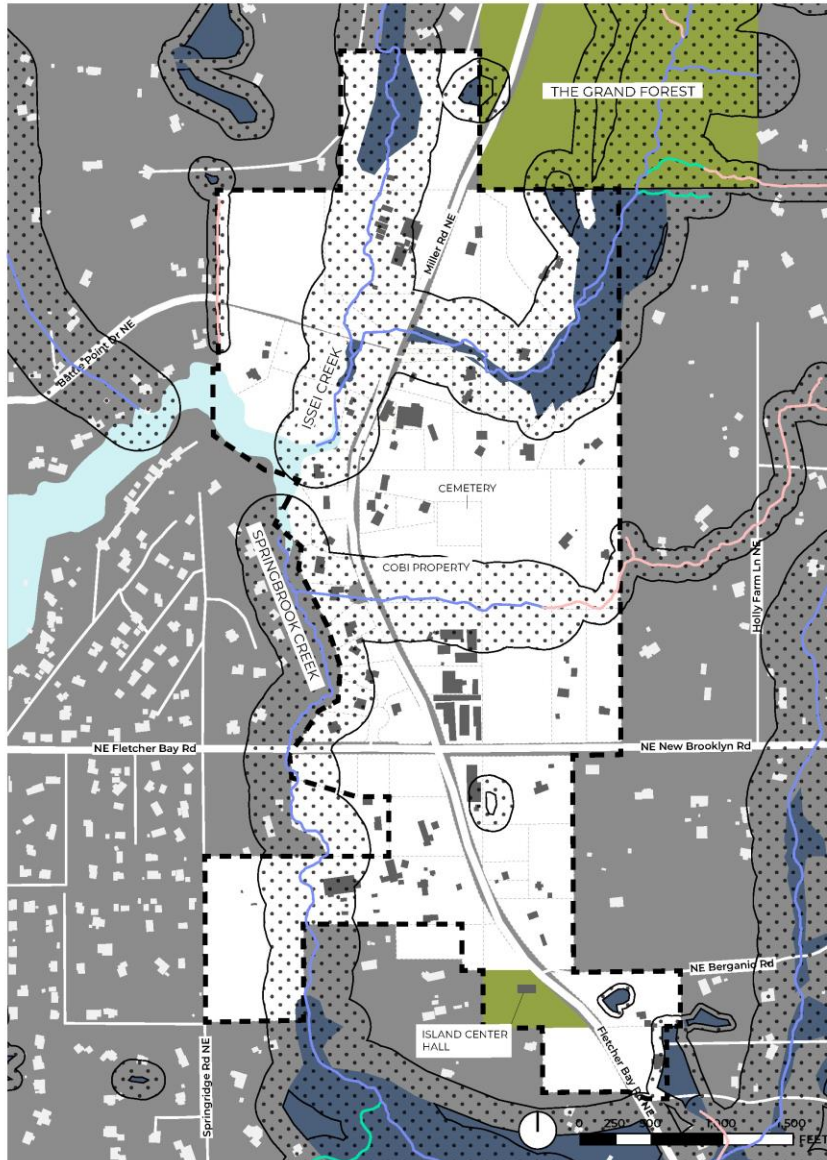
AGRICULTURE & EQUESTRIAN LAND

-  STUDY AREA
-  PARKS
-  STREAMS
-  AGRICULTURE ACTIVITY
-  EQUESTRIAN ACTIVITY
-  POTENTIAL AGRICULTURE
-  POTENTIAL AGRICULTURE WITH CONSTRAINTS

DRAFT

Island Center has a high concentration of critical areas including fish bearing streams, wetlands, and steep slopes that limit development potential on several parcels.

Figure 6. Island Center Critical Areas



CRITICAL AREAS



What we Heard – the Community Input Process

Planning Process

This Island Center Subarea Plan is called for by the Bainbridge Island Comprehensive Plan's Land Use Policy 4.2 (LU 4.2) which specifies a "multi-year work program to undertake subarea planning for the designated centers", including Island Center. The subarea planning process is further outlined in Bainbridge Island Municipal Code (BIMC) Section 2.16.210. A previous Island Center subarea planning process took place between 2000 and 2002. A draft Island Subarea Plan was developed, but not adopted by City Council.

In 2017, the City Council identified Island Center subarea planning as a priority. The Council then appointed a steering committee, which has been meeting and gathering information and developing ideas for the future of Island Center. Subarea planning for Island Center in 2018 with an "Envision Island Center" community kick-off and a survey to gather input from the public on identity and sense of place, environment, business and economy, and transportation and circulation. The steering committee met regularly since the project kick-off in 2018 until plan adoption in 2021.

Figure 7. Island Center Planning Process

Steering Committee

The Island Center Steering Committee, appointed by the City Council formed in 2018, is composed mostly of residents and business owners in or near Island Center, has held over 40 meetings between since then, including one public workshop. The public was able to attend and comment at steering committee meetings, and members of the public have offered input at each meeting through the process, and at the public workshop where they were able to offer written feedback on potential roadway improvements and land use alternatives. The committee has helped assess existing conditions and development project goals, a vision statement that address land use, public space, environmental resources, and waterfront access.

Community Meetings

[first public meeting information to be added]

Public Meeting – February 10, 2020

A public meeting was hosted by the Island Center Steering Committee and held at City Hall on February 10, 2020. Over 100 people attended, and the meeting include an open house for the first half hour with project information boards followed by a presentation from the committee on the plan alternatives followed by questions and discussion with the public. The meeting was recorded, and is available to watch on the City's website:

<https://www.bainbridgewa.gov/950/Island-Center-Subarea-Planning-Process>

Additional materials and notes from the public meeting are **in Appendix X.**

DRAFT

Figure 8. Open House at the February 10, 2010 Public Meeting



Framework, 2020

Community Survey

The Island Center community survey opened for public response shortly before the community kick-off in June 2018 and was open for one month before results were tabulated in July. 652 people completed the survey online and 14 completed hard copies of the survey, which were included in the overall results. During the time the survey was open, the planning team received 393 emails from the public related to the planning effort. Many respondents lived in the Island Center area (59%), and the vast majority (91%) were homeowners.

The survey asked the public to rank different elements of a vision for Island Center that fell under four broader categories: environment, identity and sense of place, business and economy and transportation. The highest ranked response for each of these subject areas are listed below along with the percent of respondents who ranked that goal as the most important:

- Environment: Preserve, protect, and restore natural features—forests, vegetation, streams and the bay. (68%)
- Identity & Sense of Place: Enhance the sense of community at Island Center and make it a place where people want to meet and spend time. (42%)
- Business & Economy: Recognize the importance of the existing business community and help it thrive. (47%)
- Transportation & Circulation: Add sidewalks, trails and pedestrian-scaled amenities to make the area a safer, enjoyable place for pedestrians, equestrians, and cyclists. Encourage public transit and alternative modes (58%)

In many cases these highest ranked goals ranked closely to other, sometimes closely related priorities for the community, which included:

- Environment: Protect and preserve surface and groundwater, wildlife and wooded areas;
- Identity & Sense of Place: Recognize and honoring the history of Island Center;
- Business and Economy: The creation of new, sustainable businesses that benefit the community and are appropriate in scale and design; and
- Transportation & Circulation: Improve pedestrian mobility, traffic circulation, and safety.

By far the category that ranked as most important among the general public was environment, with 42.3% of respondents ranking it “most important”, followed by identity and sense of place with 26.1%, business and economy with 17.5%, and finally transportation and circulation with 11.5%. Each of these priorities and goals for the plan have been incorporated in the vision for Island Center developed by the steering committee and the elements of this plan help further that vision.

Vision + Goals

The Steering Committee, advised City staff and consultants, developed a vision for the Island Center Subarea which emphasizes environmental sustainability, as well enhancing and highlighting Island Center's natural setting. This vision is captured in the statement articulated by the Committee in 2018, which has shaped the planning process, goals and guiding principles for the Island Center Subarea Plan. The goals developed together with through the planning and engagement process draw heavily from this statement and are included in this section.

Vision Statement

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.

Goals

A. Place / Identity

- Enhance Island Center's sense of community and make it a place where people want to visit and spend time
- Recognize and encourage continued agricultural and horticultural uses
- Link and celebrate the parks, open spaces, services and attractions in and near Island Center
- Ensure new development reinforces physical character and social connections
- Guide built environment by incorporating existing/historic character and fostering a diverse design aesthetic featuring a mix of small-scale buildings
- Preserve and enhance Island Center's natural environment and landscape character

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B. Business / Economy

- Recognize and help the existing business community thrive and diversify
- Encourage creation of new, independent, economically and environmentally sustainable businesses that benefit community and align with Design Guidelines & Standards

C. Transportation

- Improve mobility, circulation, and safety for all transportation modes
- Ensure available parking is aligned with housing, business and community needs while minimizing its impact on the environment

D. Housing

- Integrate a diverse range of low, moderate and middle income housing availability
- Allow increased density when accompanied by sufficient public benefit
- Utilize approaches aligned with the Comprehensive Plan

E. Environment

- Preserve, protect, and restore natural features including salt water bodies, shorelines, stream corridors, open spaces and stands of mature trees
- Provide better visual and public access between Fletcher Bay, the Grand Forest and other local open spaces & attractions
- Protect watershed viability, surface and groundwater, including aquifer recharge, and take steps to ensure that water quality and natural shoreline conditions on Fletcher Bay are maintained, if not improved
- Emphasize the maintenance and protection of habitat for fish & wildlife
- Ensure that development minimizes and mitigates significant impacts on natural systems to prevent net loss of ecological function and/or any increase to air, noise, and light pollution

Island Center Plan

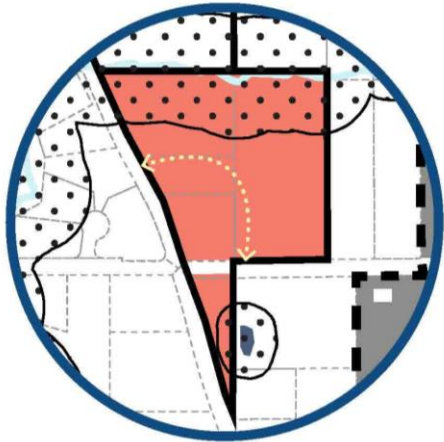
Land Use and Zoning

Island Center Zone

The Island Center Plan focuses on three nodes of neighborhood center zoning within the study area. The residential zoning for all areas outside of the three nodes will remain the same and no changes are proposed. A new zoning district called the Island Center Zone is an Island Center specific neighborhood commercial zone that modifies the standards of the existing Neighborhood Center Zone. The neighborhood center zoning is proposed to be expanded in all three nodes.

The Four Corners node expands neighborhood commercial zoning to the east to include the approximately 5 acres north of NE New Brooklyn Rd. The properties shown in red in Figure 10 through Figure 11 are proposed for inclusion in the Island Center Zone.

Figure 9. Four Corners Node Zoning



COBI, Framework, 2020

In the Issei Creek node neighborhood commercial zoning is proposed to be expanded to the west of Miller Bay Rd NE and south of the existing neighborhood commercial on the east side of Miller Bay Rd NE. The properties shown in red in Figure 10 are proposed for inclusion in the Island Center Zone.

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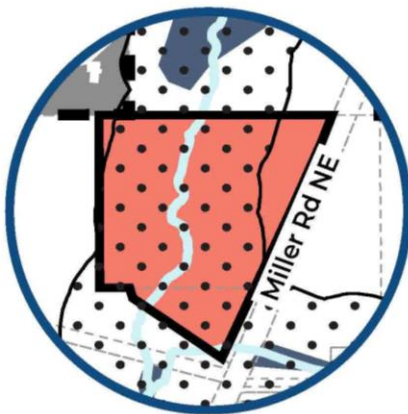
Figure 10. Issei Creek Node Zoning



COBI, Framework, 2020

The Bainbridge Gardens Node is proposed for inclusion in the Island Center Zone to reflect the existing commercial use.

Figure 11. Bainbridge Gardens Node Zoning



COBI, Framework, 2020

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Land Use

Significant changes to the land uses that are currently allowed in the Neighborhood Commercial Zone are proposed to focus on community priorities for Island Center. Because neighborhood commercial zoning is very limited on Bainbridge Island properties must have a primarily commercial use with specific opportunities for mixed-use development that includes residential uses.

[add or reference land use chart]

Development Standards

The development standards shown in Figure 12 are proposed to implement the vision and goals for Island Center and vary by node.

Figure 12. Island Center Zone Development Standards (DRAFT)

Standard	Existing NC Zone	Bainbridge Gardens Node	Issei Creek Node	Four Corners Node
Max. Lot Coverage	35 %	TBD	TBD	TBD
Max. Building Height	35 ft. (est. 3 stories)	25' (two stories)	25' (two stories)	25' (two stories)
Max Impervious Surface	n/a	80%	80%	80%
Max. Height with CUP for Nonresidential Uses	45 ft.	Eliminate	Eliminate	Eliminate
Base Residential Density	R-2: one unit/20,000 ft ²	R-2	R-2	R-2
Residential Density with Bonus	R-3 with affordable housing, TDR or in mixed-use development	R-4; 50% Affordable	R-4; 50% Affordable	R-4; 50% Affordable
Front Setback (vary by node)	20 ft. max.	Vary by node/frontage types	Vary by node/frontage types	Vary by node/frontage types
Side & Rear Setbacks	0 ft. between NC properties; 15 ft. to Residential Zones	5'-10' side yard	5'-10' side yard	5'-10' side yard
Max. Building Footprint	NA	4,000 sq ft	4,000 sq ft	4,000 sq ft
Space between buildings	n/a	10'	10'	10'
Commercial/Residential Mix		Minimum 50% commercial	Minimum 50% commercial	Minimum 50% commercial
Max. Bldg Width at Street		40'	40'	40'
Active Use/design requirements	n/a	Active uses or features at street at level	Active uses or features at street at level	Active uses or features at street at level
*Floor Area Ratio	NA	TBD	TBD	TBD
Max SF Unit Size		Max 1,800 sq ft SF; 900 sq ft Caretaker	Max 1,800 sq ft; 900 sq ft Caretaker	Max 1,800 sq ft 900 sq ft Caretaker

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Policies

- Require a principal commercial use for development in Island Center.
- Prioritize land uses that serve the surrounding Island Center area.
- Consider changes to residential densities as part of a City-wide strategy for affordable housing and land conservation.
- Allow residential uses when part of a mixed-use development including single-family when not located along primary street frontages.
- Encourage the development affordable housing in Island Center for a range of household incomes.
- Ensure new development is small-scale, has a rural character, and prioritizes places for people in public spaces.
- Minimize negative impacts from vehicles in the design of new development including access, the location and design of parking, and street frontages.
- Require active street level uses in the Island Center Zone.
- Encourage agricultural and supporting uses in Island Center.

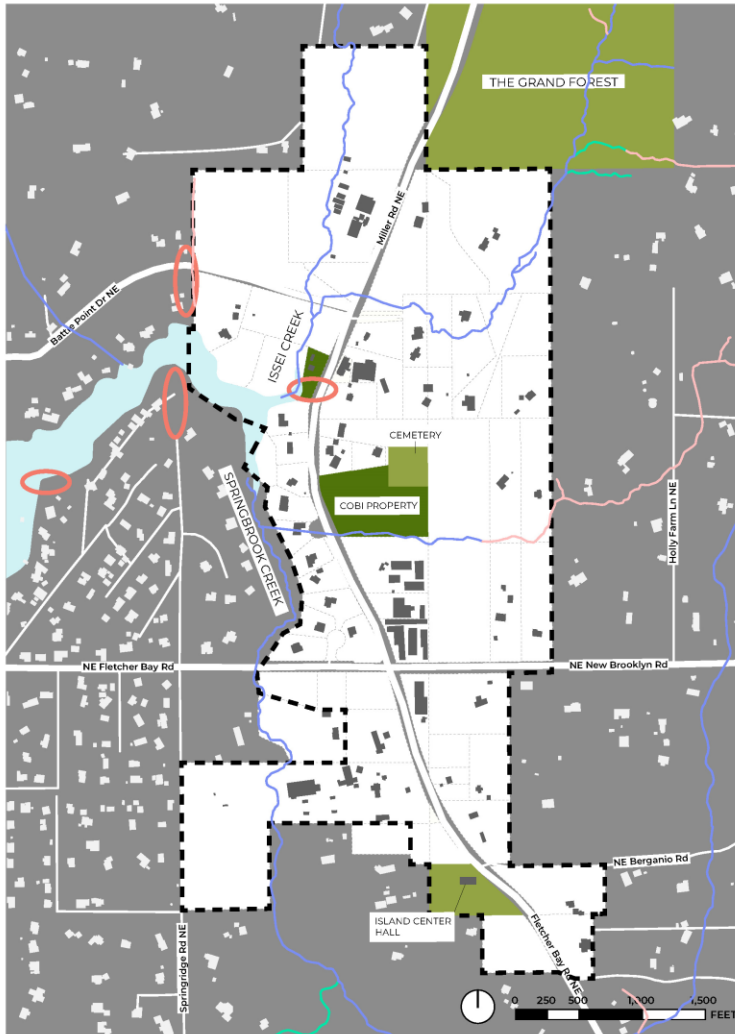
Strategies

- Update the City's Zoning Map and Municipal Code to establish the Island Center Zone
- Update the City's Municipal Code to establish development standards for the Island Center Zone
- Update the City's Design Review Manual *Design for Bainbridge* for consistency with the Island Center Zone land uses and development standards **TBD IF NECESSARY AFTER STANDARDS & TRANSPORTATION STANDARDS COMPLETE**

Public Improvements

Multimodal access, trails connections, and public spaces benefit neighborhood residents and the broader public and are an integral part of the plan for the future of Island Center. Although the planning area is immediately adjacent to Fletcher Bay, there is limited public access to the waterfront, and the streams that flow into the Bay. There are several options for near public access points to the bay in and around the subarea, some of which could be integrated into future redevelopment. Figure 13 shows opportunities for waterfront public access and public spaces in Island Center.

Figure 13. Proposed Public Improvements



PUBLIC SPACE AND WATERFRONT ACCESS

- STUDY AREA
- WATERFRONT ACCESS (POTENTIAL)
- PARKS (EXISTING)
- PARKS (PROPOSED)
- STREAMS
- FISH
- NON-FISH PERENNIAL
- NON-FISH SEASONAL

COBI, Framework, 2020

COBI Owned Property

At the Center of the Island Center is an undeveloped 4-acre City-owned parcel the Department of Public Works uses for staging and storage and otherwise serves as informal parking for adjacent uses. The property is largely wooded, with only the first hundred or so feet nearest to the roadway cleared and stabilized with gravel. The parcel is immediately south of Congregation Kol Shalom and the Island Center Cemetery that is just east of the Synagogue, farther back from Miller Rd NE, and could serve as a more prominent access point to the cemetery, with connections to a trail network separated from the roadway that could run through the eastern portion of the Island Center subarea.

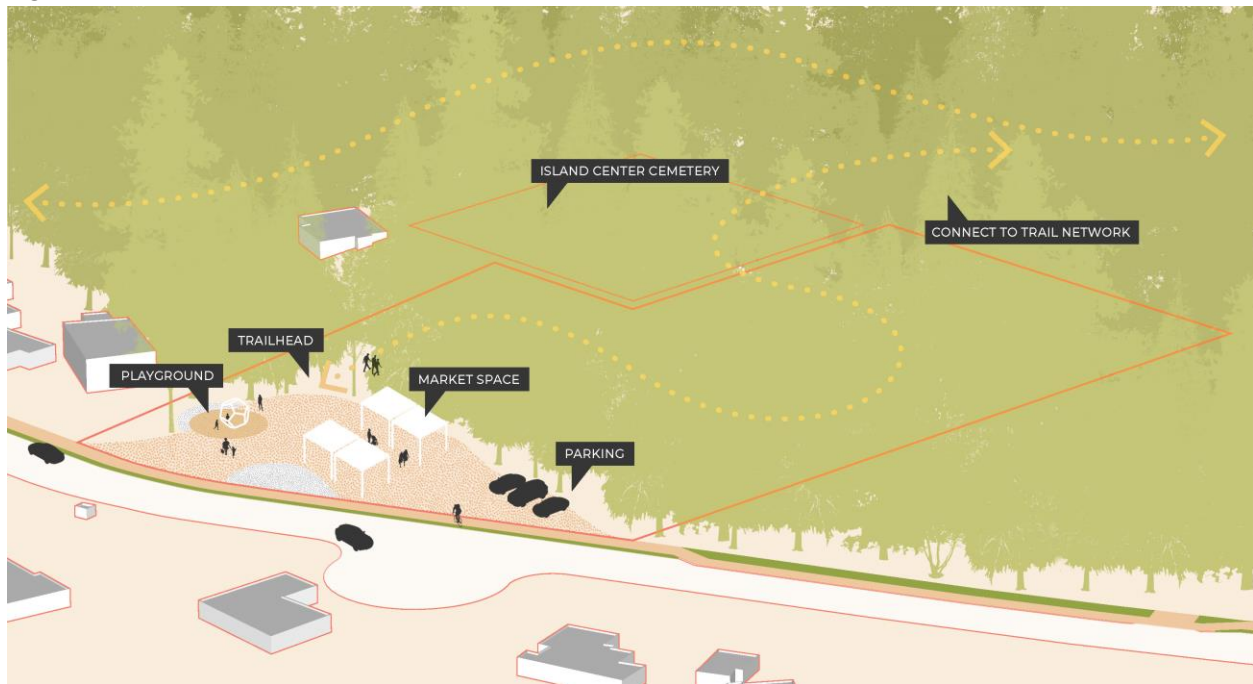
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There is substantial change in elevation of roughly XX feet between the rear of the lot, farther from Miller Rd and the front of the lot, which is at grade with the roadway. Throughout the planning process, there has been interest in upland portions of the property that may be able to capitalize on this change in elevation to create a viewpoint to the Fletcher Bay. Any viewpoint feature, however, should be designed around natural features and wooded areas so that views are unobstructed and may require the construction of a viewing platform or tower.

This property presents an opportunity to create new public space in Island Center for community gatherings and events that can complement the historic Island Center Hall. A flexible outdoor public space can incorporate some permanent recreational elements such as seating and play areas and allow for different uses and different times of day and in different seasons with parking available for nearby uses and events. New public spaces, and any parking on the property intended support nearby uses should use low-impact design strategies, environmentally sound materials, minimal impervious surface, and incorporate green stormwater infrastructure. This parcel should also be integrated into plans for a trail network, that would create pedestrian connections off Miller road that connect different properties and uses in Island Center.

The potential for parking on this site has implications for land use on the surrounding parcels. As the property will offer some degree of public parking, this can help make more design choices that better reflect the vision for Island Center more feasible, absorbing some of the required parking from nearby uses.

Figure 14. Public Space Concept Plan for COBI Property



Framework, 2020

Waterfront Access

Waterfront access on Fletcher Bay can help re-establish a connection with the waterfront for people living and visiting Island Center. Most of the land with direct waterfront access to Fletcher Bay is developed, with single family residences along the easternmost part of the Bay, and along

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Springbrook Creek, primarily built in the 1990's. However, there are opportunities to create new visual and physical access to Fletcher Bay and the creeks that flow into it.

The properties that offer the clearest opportunities to create new publicly accessible spaces on Fletcher Bay along Miller Road are all owned by longtime residents of Bainbridge Island. One developed property at the point where Fletcher Bay comes closest to Miller Rd is a small .56 acres property with a private residence that has been included in the Issei Creek node with Island Center Automotive. Despite its location in a critical area, this property may offer an opportunity for future non-residential like a small restaurant or cafe that highlight Fletcher Bay as a natural feature, if any new uses occupy the same footprint as the existing home.

Apart from this property, which may redevelop over time, there are three undeveloped parcels on Issei Creek at the corner of Battle Point Dr and Miller Rd NE. The 5.87 acres of land and riparian area is owned by the Kodama family who operated a berry farm on Fletcher Bay and live on the adjacent property to the west. These properties are severely constrained by critical areas, with one property entirely within the critical area surrounding Issei Creek. As any future development would have to adhere to state and local protections for critical areas and shorelines, these properties could offer an opportunity to create new open space along Fletcher Bay that honors the history of Kodama and Narte families and of Japanese immigrants and berry farmers on the Island.

There are other opportunities for new connections to Fletcher Bay creating public amenities in the street ends on the edge of or just outside the planning area. The end of the Springbrook Rd NE and Bay Rd NE rights-of-way could dedicate to public waterfront access with limited improvements designed to serve local residents and the surrounding neighborhood.

Policies

- Expand and enhance public access to the waterfront in Island Center.
- Prioritize the COBI property for public access, use and enjoyment as a flexible public space. The property should be designed to support community priorities including parking, a trailhead, events, public art, children's play, and similar uses.
- Maintain and enhance existing public spaces for public use and enjoyment.

Strategies

- Pursue waterfront public access in partnership with private property owners and recreation and conservation organizations.
- Pursue development of the COBI property for public access, use and enjoyment including additional public engagement as plans are refined.

Infrastructure

Island Center is not currently served by sanitary sewer service. As part of the Island Center planning process the cost estimates developed as part of the 2015 General Sewer Plan to serve Island Center were updated. The updated cost estimates were then compared to the land use and zoning alternatives to understand the financial feasibility of serving the area. The results of this analysis indicated that there will not be enough customers in Island Center to pay for the costs of serving the area and additional density would be required for the system to pay for itself through connection and ongoing service charges. In addition, the City does not require properties to connect to sewer service if it becomes available unless the septic system fails which limits the potential number of new customers.

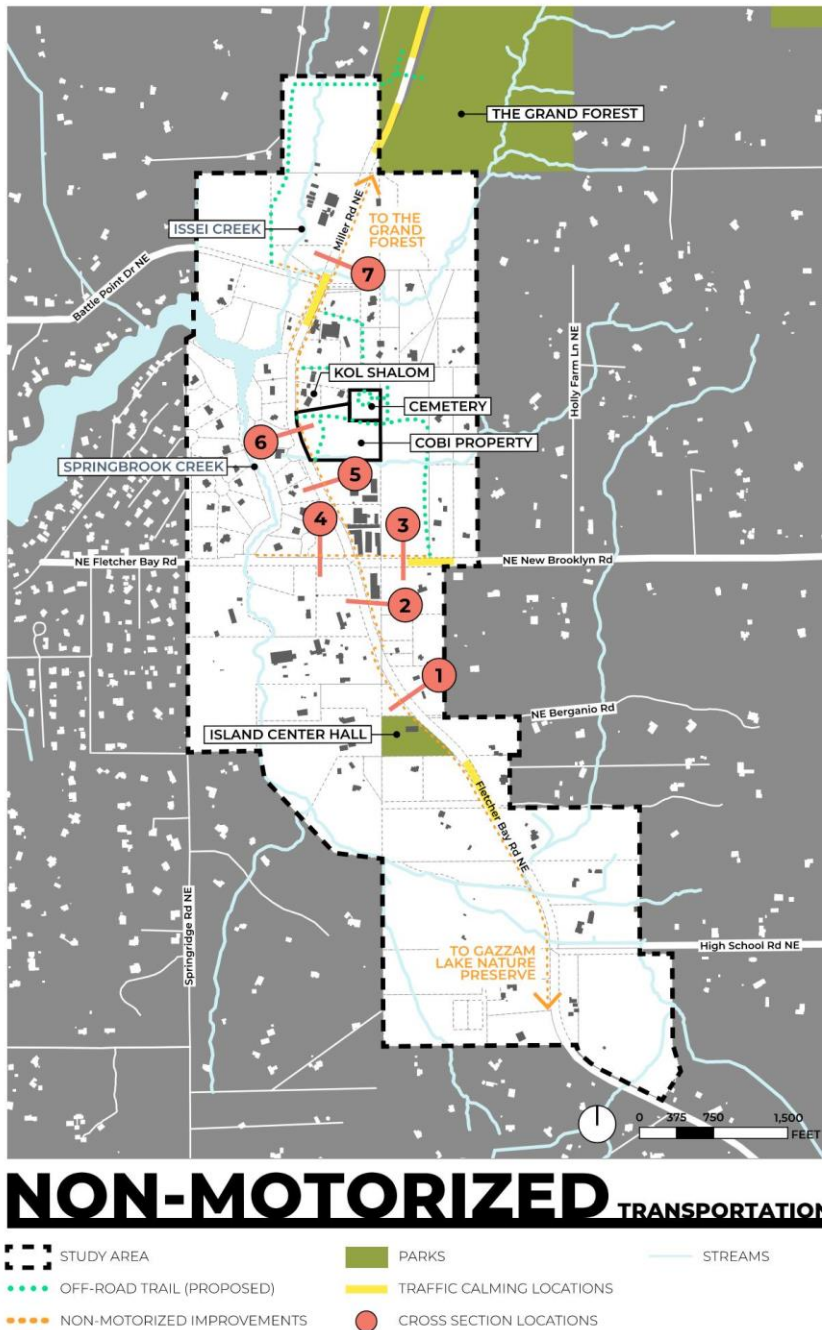
Transportation

With relatively high traffic volumes and speeds along Fletcher Bay Rd NE and Miller Rd NE, safe and comfortable access for people walking and rolling will require investments in bike and pedestrian infrastructure. New facilities along the north-south corridor will require negotiating steep topography, particularly to the east of the roadway, and right-of-way space that is inconsistently allocated between different sides of the roadway.

Non-motorized Improvements

Island Center currently lacks safe facilities for walking and biking and the Island Center Plan calls for both on and off-street improvements to allow people to access Island Center on foot or bike (See Figure 15). A trail system is proposed to connect areas within the planning area and provide additional recreational opportunities while on-street concepts are focused on providing separated bike and walking facilities, incorporating traffic calming measures, and addressing physical constraints. The specific design for new facilities will be subject to additional planning, engineering, and design work as well as opportunities for further public engagement. The Island Center process did not include detailed physical, engineering, or fiscal analysis and therefore should be further considered in the future.

Figure 15. Non-Motorized Transportation Improvements



Streets

Existing streets in Island Center have limited sidewalk and pedestrian facilities, with relatively narrow shoulders extending north along Miller Rd, NE and sidewalks only at the corner of Miller Rd NE, NE New Brooklyn Rd and Fletcher Bay Rd NE. One of the priorities of this plan is to create safe, dedicated facilities for people walking and biking, particularly along the north-south portion Fletcher Bay Rd and Miller Rd NE between Island Center Hall and the Grand Forest, and

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safer crossings at the busy intersection of Miller Rd NE, NE New Brooklyn Rd and Fletcher Bay Rd NE. Figure 16 shows concept plans for potential short- and long-term improvements. The short-term concepts would be relatively inexpensive to implement and would allow for testing to ensure the concepts are effective at providing safe places to walk and bike. The long-term option would require further design and engineering work along with a capital investment for implementation.

Figure 16. Street Improvement Concepts – Short and Long-Term

SHORT TERM



LONG TERM



Framework, 2020

The physical conditions along the major streets in Island Center are highly variable and in some cases are challenging for adding facilities for walking and biking. To address the varying conditions several street section concepts were developed at the locations shown in Figure 17. Physical constraints along with poor access management to adjacent properties makes it difficult to add dedicated sidewalks and bike facilities on both sides of the street such as on portions of Miller Rd NE north of NE New Brooklyn Rd and NE Fletcher Bay Rd. Therefore, a multi-use path is proposed as one option for addressing they physical constraints since it allows for bi-directional travel for pedestrians and bicyclists and is the most efficient use of limited space.

Figure 17. Street Section Locations

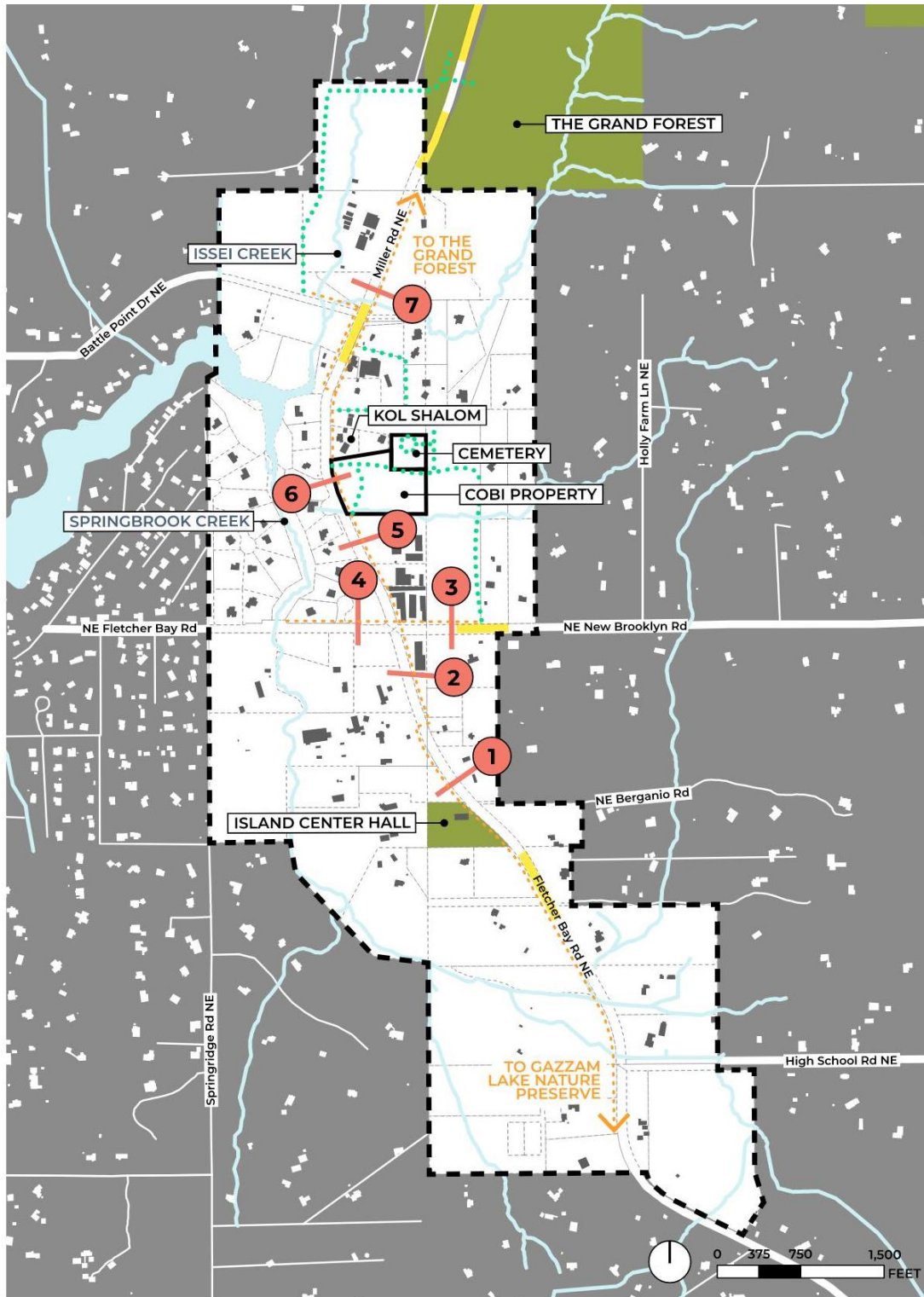
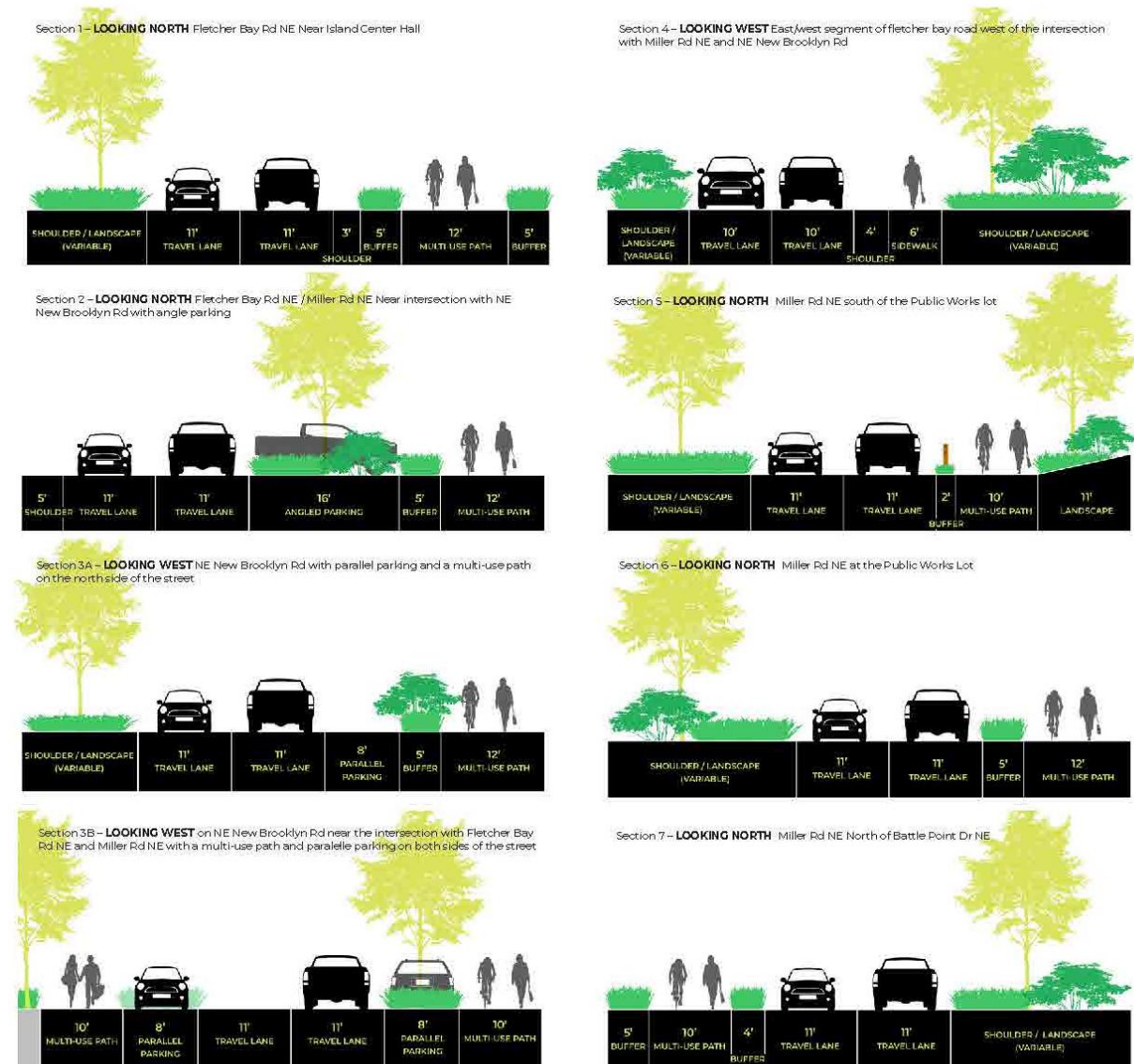


Figure 18. Street Section Concepts



Framework, 2020

Trail System

With potential redevelopment of properties along Fletcher Bay Rd NE and Miller Rd NE, there is an opportunity to create a substantial trail network with off-road pedestrian connections between properties, public spaces and natural areas in Island Center. A potential trailhead from Miller Rd NE beginning at the City property south of Congregation Kol Shalom, could connect Island Center Cemetery, and a potential viewpoint on the uphill portion of the City's property, and the rear of a long undeveloped property that fronts on NE New Brooklyn Rd. A trail connection to NE New Brooklyn Road could offer a quiet, wooded route to businesses and new development in Island Center separated from the busy intersection of NE New Brooklyn Rd, Fletcher Bay Rd NE, and Miller Rd NE. Trail connections to surrounding properties can also offer access between potential parking on the site and local businesses that is more pedestrian friendly.

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This trail system is primarily intended for local access and recreation but could connect with more the expansive trail system on the west side of Bainbridge Island via pedestrian facilities that extend to the Grand Forest to the north and toward Gazzam Lake Nature Preserve to the south. Future development or open space in the northern part of the study area in and around the Bainbridge Gardens node could also include trails that could be integrated into this network.

Traffic Calming

Island Center is subject to significant pass-through traffic and to mitigate the impacts from traffic volumes and speeds traffic calming measures should be incorporated into all future street improvements to slow speeds and improve safety for people on foot and bike. Specific traffic calming measures will be subject to future engineering analysis to understand the best opportunities to reduce vehicle speeds and improve safety.

Policies

- Provide safe multi-modal transportation facilities in Island Center that accommodate vehicles and people walking and biking.
- Provide safe on- and off-street facilities for walking and biking that connect all areas within Island Center.
- Incorporate appropriate traffic calming measures into street improvements to reduce vehicle speeds and improve safety.
- Transportation improvements should be subject to additional public engagement efforts during the design and engineering process including direct outreach to residents and property owners that will be directly affected.
- Minimize the number and size of curb cuts along major streets in Island Center to avoid conflicts between vehicles and pedestrians and bicyclists.
- Avoid widening streets to increase vehicle capacity in Island Center and emphasis local access.

Strategies

- Actively pursue an off-street trail network in Island Center in partnership with private property owners and conservation and recreation organizations
- Consider implementing temporary transportation improvements to enhance opportunities for walking and biking in the near term while testing potential long-term improvements
- Further plan for street improvements in Island Center with additional design and engineering work in collaboration with community stakeholders.

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Action Plan

[to be added]

Action Strategy Matrix

STRATEGY	SUMMARY	TIMELINE	DEPARTMENT	COST/ FUNDING
ZONING AND LAND USE				
TRANSPORTATION				
PUBLIC IMPROVEMENTS				
INFRASTRUCTURE				