



CITY OF  
BAINBRIDGE ISLAND

ISLAND CENTER SUBAREA PLANNING  
STEERING COMMITTEE SPECIAL MEETING  
WEDNESDAY, MAY 5, 2021  
6:30-9:00 PM  
REMOTE ONLINE MEETING

The Island Center Subarea Planning Steering Committee will hold this meeting using a virtual Zoom online platform.

Please click the link below to join the webinar:

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

Or iPhone one-tap :

US: +12532158782,,93036679638# or +13462487799,,93036679638#

Or Telephone:

Dial (for higher quality, dial a number based on your current location):

US: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 9128 or +1 301 715 8592 or  
+1 312 626 6799 or +1 646 558 8656

Webinar ID: 930 3667 9638

International numbers available: <https://bainbridgewa.zoom.us/j/93879145483>

## AGENDA

- 6:30 PM Call to Order, Agenda Review, Conflict Disclosure
- 6:40 PM Review and Approve Minutes  
March 31, 2021
- 6:45 PM Public Comment
- 6:55 PM Discuss Submitted Committee Questions/Suggestions/Comments &  
Confirm Any Changes to DRAFT Subarea Plan
- 8:15 PM Complete Steering Committee Recommendation on DRAFT Island Center  
Subarea Plan
- 8:40 PM Next Steps for Island Center Subarea Plan: Post Steering Committee
- 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)**

Call to Order, Agenda Review, Conflict Disclosure  
Review and Approve Minutes – March 3, 2021  
Public Comment  
Review DRAFT Island Center Subarea Plan Chapters  
Next Steps  
Public Comment  
Adjourn

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**Call to Order, Agenda Review, Conflict Disclosure**

Vice-chair Micah Strom called the meeting to order at 7:32 PM due to technical difficulties. Steering Committee Members present were Donna Harui, Michael Loverich, Scott Anderson, Sam Marshall, Asaph Glosser, John Decker, and Shawn Parks (Design Review Board). Chair Maradel Gale was absent and excused. Mark Tiernan was absent. City Staff present were Interim Engineering Manager Peter Corelis, 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, the conflict disclosure statement read, and Steering Committee Members provided their current interest in the Island Center area.

**Review and Approve Minutes – March 3, 2021**

**Motion: I'll make a motion to approve the minutes.**

**Loverich/Decker: Passed Unanimously**

**Public Comment**

None.

**Review DRAFT Island Center Subarea Plan Chapters**

City Consultant Jeff Arango walked the Committee through the changes made to the draft plan.

**Next Steps**

All Committee Members were asked to send their questions in to be answered at the next meeting.



ISLAND CENTER SUBAREA PLANNING  
STEERING COMMITTEE  
SPECIAL MEETING MINUTES  
WEDNESDAY, MARCH 31, 2021

**Public Comment**

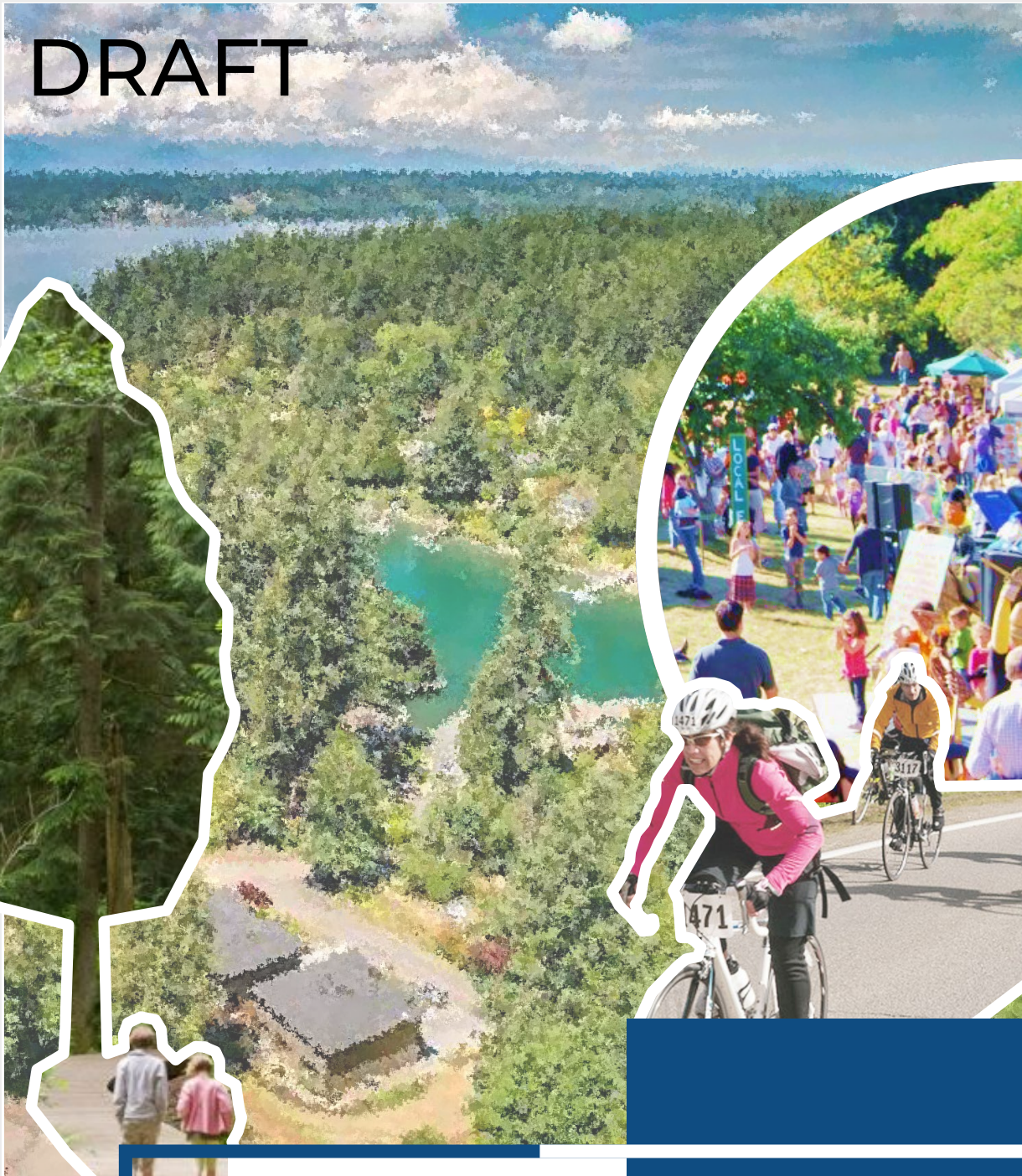
**Lisa Neal** – Concerned about up zoning 10 acres without a community benefit and asked them to re-think abandoning density caps.

**Adjourn**

Meeting was adjourned at 9:07 PM.

DRAFT

DRAFT



# ISLAND CENTER

# SUBAREA PLAN

APRIL, 2021

BAINBRIDGE ISLAND

# ACKNOWLEDGEMENTS

## ISLAND CENTER SUBAREA PLANNING PROCESS STEERING COMMITTEE

SCOTT ANDERSON

JOHN DECKER

ASAPH GLOSSER

MARADEL GALE, CHAIR

DONNA HARUI

MICHAEL LOVERICH

SAM MARSHALL

MICAH STROM, VICE CHAIR

MARK TIERNAN

## CITY COUNCIL LIAISON

MICHAEL POLLOCK

## PLANNING COMMISSION LIAISON

JON QUITSLUND

## DESIGN REVIEW BOARD LIAISON

SHAWN PARKS

## CITY OF BAINBRIDGE ISLAND STAFF

JENNIFER SUTTON, SENIOR PLANNER

PETER CORELIS, CITY ENGINEER

## CONSULTANT TEAM

FRAMEWORK

CAROLLO ENGINEERS

TRANSPORTATION SOLUTIONS, INC.

WENZLAU ARCHITECTS

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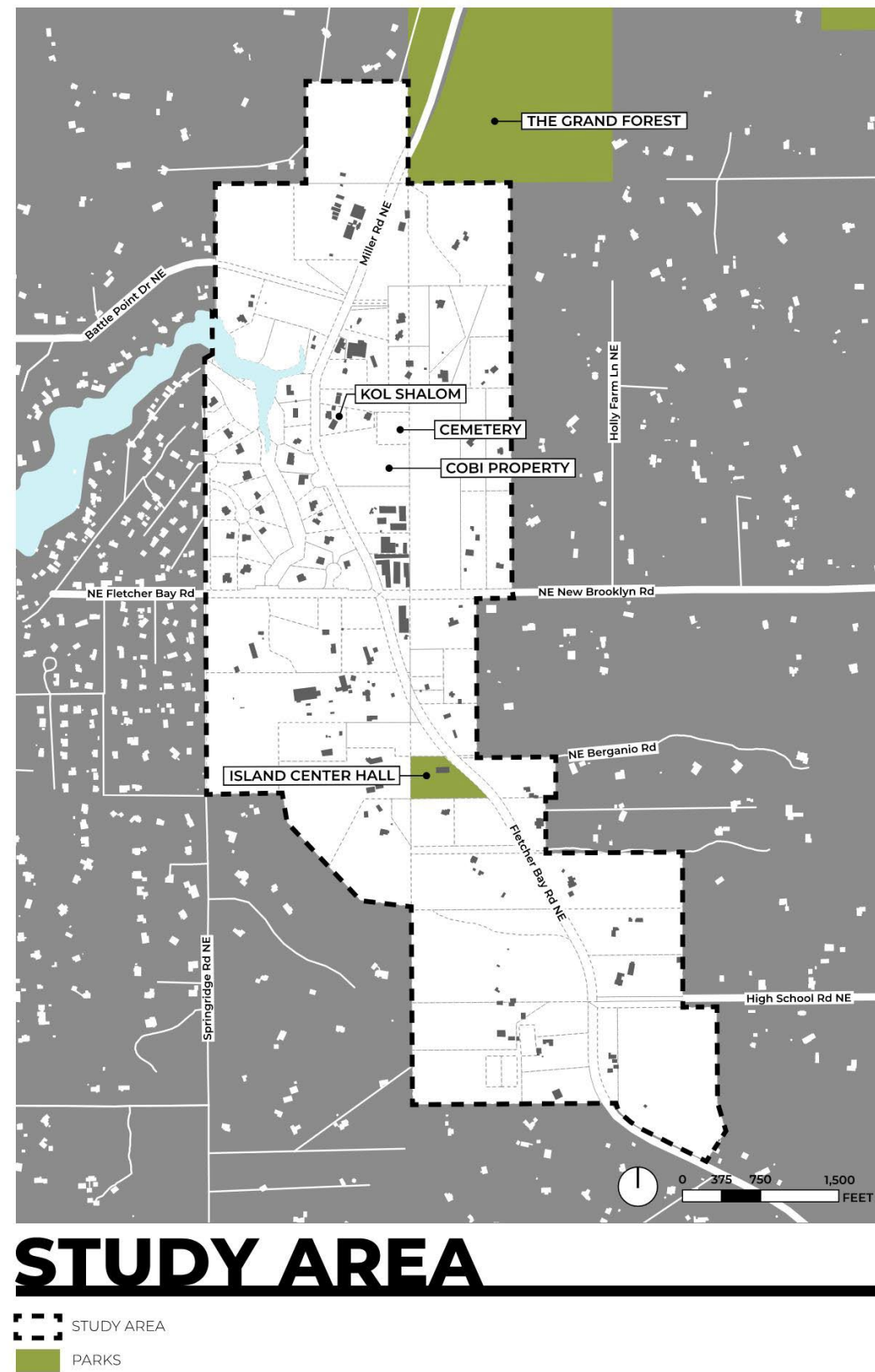
# INTRODUCTION

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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 uses, 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.

FIGURE 1. ISLAND CENTER PLANNING AREA



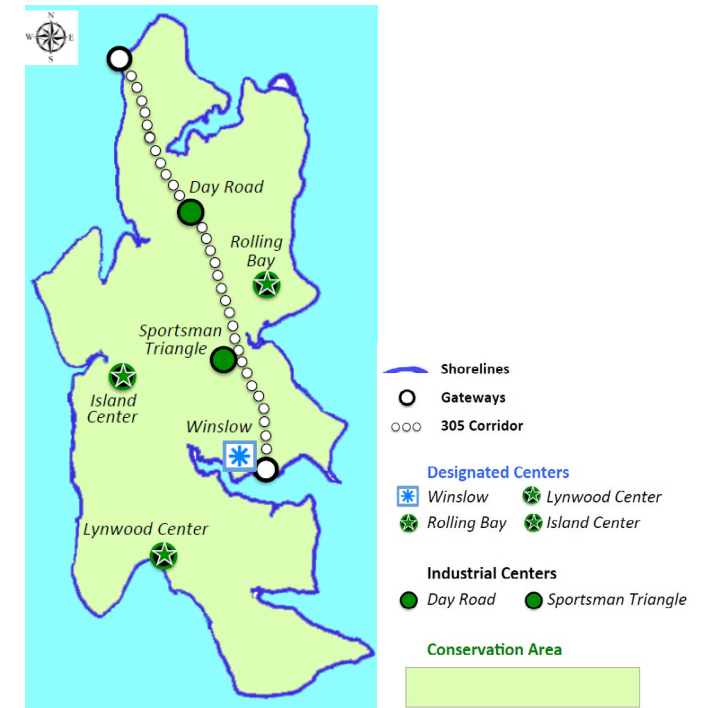
COBI, Framework, 2021

## COMPREHENSIVE PLAN

Island Center is classified as one of three Neighborhood Centers in the 2016 update of the City of [Bainbridge Island Comprehensive Plan](#). Collectively, Winslow, the Neighborhood Centers, and the two Industrial Centers of Day Road and Sportsman Triangle, constitute Bainbridge Island's Designated Centers- see [Land Use Element Figure 2](#) below. Designated Centers are referenced and described throughout the Comprehensive Plan- with very specific goals and policies in the [Land Use, Economic, Housing and Transportation Elements](#) by providing an alternative to living, working and shopping in Winslow. There are too many Island Center relevant goals and policies in the Comprehensive Plan to list them all here, but sampling of these supporting goals and policies are below.

In addition, the Comprehensive Plan encourages that new development or City capital projects support improvements to pedestrian, bicycle and transit access and safety, acknowledging that the designated centers are destinations and must serve through traffic to nearby destinations, such as schools and parks. The Comprehensive Plan envisions further commercial and residential development within and near neighborhood to support Island-wide goals to reduce traffic congestion and greenhouse gas emissions and increase sustainability by locating housing and commerce together in compact areas. The Island Center Subarea Plan acknowledges Island Center's location close to agricultural areas, and envisions development in Island Center that can support that nearby agriculture.

FIGURE 2 ISLAND-WIDE LAND USE CONCEPT



COBI, 2017

Currently, the Island Center Neighborhood Center area consists of thriving commercial businesses surrounded by single-family residential development. The Island Center Subarea Plan supports the nonmotorized improvements and small-scale commercial development described in the City's Comprehensive Plan. The residential densities identified in the Island Center Subarea Plan support smaller single-family dwellings, duplexes or townhomes, and mixed use development such as flats above commercial space, but are not dense enough to support the multifamily development such as multistory apartment buildings. Review and approval of the Island Center Subarea Plan by the Planning Commission and City Council will coincide with review of Island Center specific Comprehensive Plan amendments.

## LAND USE ELEMENT

### 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.

### Policy LU 4.2

Adopt a multi-year work program to undertake the subarea planning for the designated centers of Island.

### Policy LU 5.1

Winslow is the urban core of the Island while the Neighborhood Centers are smaller-scale mixed-use centers. In order to achieve the goals of the GMA this Plan:

- Encourages development in areas where public facilities and services exist or can be provided in an efficient and effective manner.
- Provides a vibrant, pedestrian-oriented core.
- Reduces sprawl.
- Provides choice of housing location and lifestyle.
- Maintains and protects environmentally sensitive and resource lands.
- Encourages the retention of open space.
- Maintains and enhances fish and wildlife habitat.

### Policy LU 5.8

Adopt development standards and program public improvements to encourage walkability within each designated center and to the surrounding areas.

## NEIGHBORHOOD CENTERS

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.

### Policy LU 9.1

The Neighborhood Centers provide Island-wide small-scale commercial and service activity and mixed-use development outside Winslow.

### Policy LU 9.2

Orient development toward the pedestrian. Retail uses are encouraged on the ground-floor to prevent blank walls with little visual interest for the pedestrian. Offices and/or residential uses are encouraged above ground floor retail.

## HOUSING ELEMENT

### Policy HO 3.7

Expand opportunities for infill in the residential neighborhoods of the Winslow Master Plan study area and the Neighborhood Centers. Allow the creation of small lots (e.g., in the 3,000 square foot range) as well as smaller footprint homes (e.g., under 1,200 square feet)

### GOAL HO-6

Facilitate the provision of a diverse affordable housing stock in all geographic areas of the community.

## ECONOMIC ELEMENT

### Policy EC 1.4

Support entrepreneurship by providing adequate land use designations in keeping with the character of the Island, while avoiding investment in sectors, activities, or infrastructure that will not remain viable in the foreseeable future.

### Policy EC 1.5

In order to provide opportunities for business enterprise, adequate space must be provided for efficient use of existing developed areas near public transportation (e.g. ferry, bus service) and for growth that recognizes and protects the Island's valued natural amenities, its limits of land and water and the quality of its residential neighborhoods.

### GOAL EC-6

As the city's designated centers evolve, balance their functions as places of commerce and employment with their roles helping to meet housing needs and provide focal points for civic engagement and cultural enrichment.

### Policy EC 14.1

Support the market for Island-grown agriculture products by:

- Recognizing and supporting the Bainbridge Island Farmers' Market, including permanently dedicating space for the market and enhancing the market area.
- Allowing and promoting roadside stands that sell Island-grown products.
- Promoting and supporting Community Supported Agriculture (CSA).
- Encouraging the development of value-added processing facilities that can be shared by many farmers.
- Encouraging food crops to be planted on public land.

## TRANSPORTATION ELEMENT

### MOTORIZED SYSTEM

### GOAL TR-2

Provide a non-motorized transportation system that is a planned and coordinated network of shoulders, sidewalks, trails, footpaths, bikeways and multi-purpose trails that connect neighborhoods with parks, schools, the shoreline, the ferry terminal and commercial areas.

### Policy TR 2.1

Provide a non-motorized transportation system that effectively serves the needs of people of all ages and abilities who walk, bike, or ride horses, or use wheel chairs; encourages non-motorized travel; and provides continuous networks of safe, efficient and attractive shoulders, sidewalks, pathways (footpaths), and multi-purpose trails throughout the Island that are also connecting to regional systems.

Provide safe and appropriately scaled non-motorized access that connects designated centers, the ferry terminal, services such as a doctors' offices, schools, parks, recreation areas, shorelines (including road-ends), and transit connections including to ferry and bus services.

### PARKING

### GOAL TR-10

The availability of public parking is an asset to commercial districts and a benefit to island residents and visitors. Parking is a vital element of the designated centers.

### Policy TR 10.2

Preserve on-street parking in the mixed-use commercial districts of Winslow and designated centers. City projects in commercial districts should maximize parking to the extent practical within the existing rights of way. Note that "Complete Streets" projects must also balance other functions such as non-motorized uses. Seek opportunities to expand public parking.

# ISLAND CENTER HISTORY + CONTEXT

## HISTORY OF ISLAND CENTER

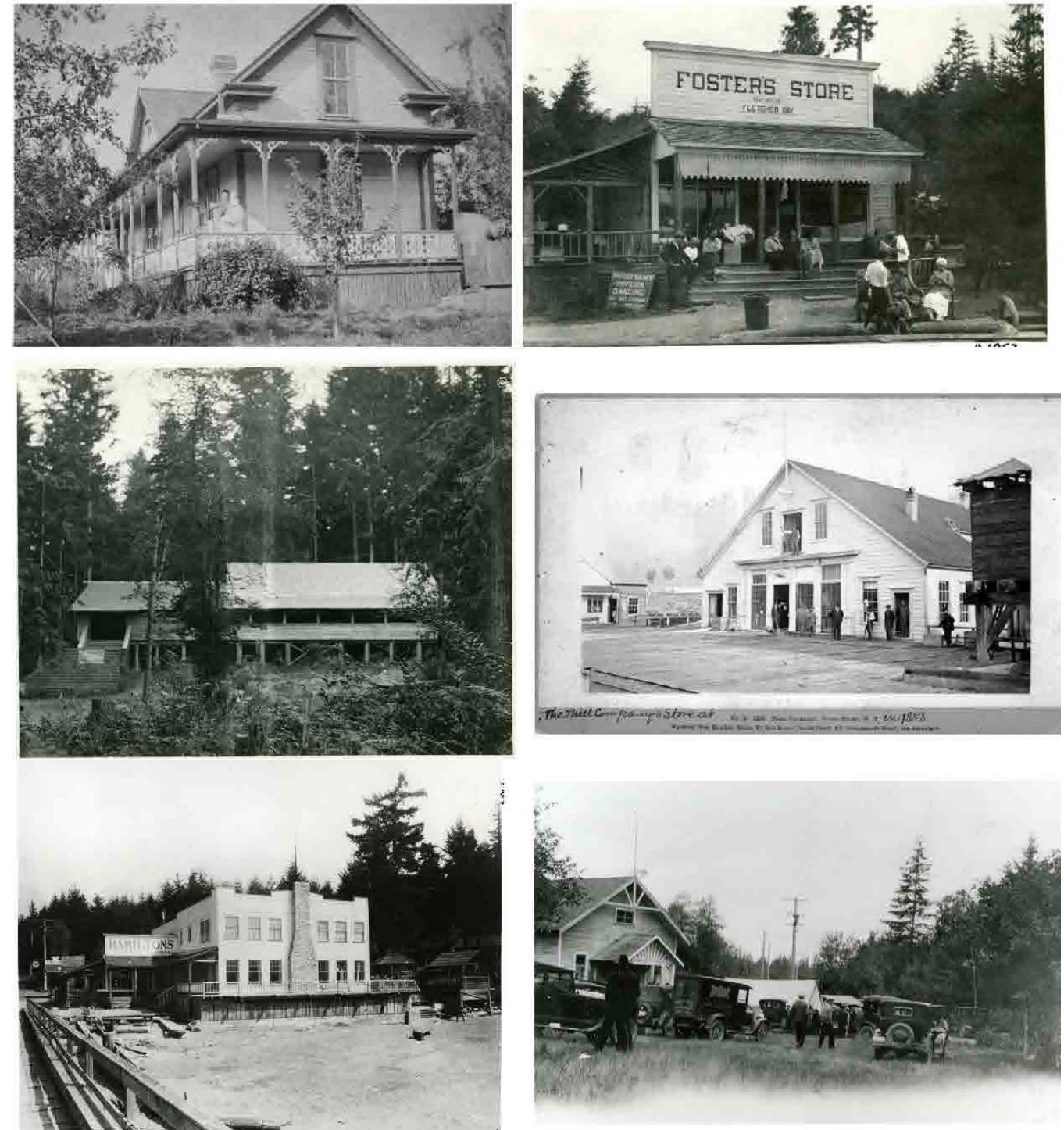
Bainbridge Island is within the aboriginal territory of the suqabš, "People of Clear Salt Water" (Suquamish People). Expert fishermen, canoe builders, and basket weavers, the Suquamish people live in harmony with the lands and waterways along Washington's Central Salish Sea and Bainbridge Island as they have for thousands of years. The Suquamish People first inhabited Bainbridge Island and the Kitsap Peninsula around 13,000 years ago and continue to live in the area to the present day. The Suquamish People occupied winter villages and seasonal camps throughout the island as they fished, hunted, collected shellfish, and gathered plants and other vegetation resources. Several areas on the island have religious significance to Tribal members and some areas near the marine shoreline were burial sites. Many significant cultural resources have been documented along the contemporary marine shoreline of Bainbridge Island. Inland portions of the island have not been investigated as intensively as shoreline landforms but likely have evidence of past Suquamish land use.

Non-native settlement of the Island began in 1853 when George Anson Meigs ventured into Puget Sound to establish a lumber mill. 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 3. HISTORIC IMAGES OF ISLAND CENTER

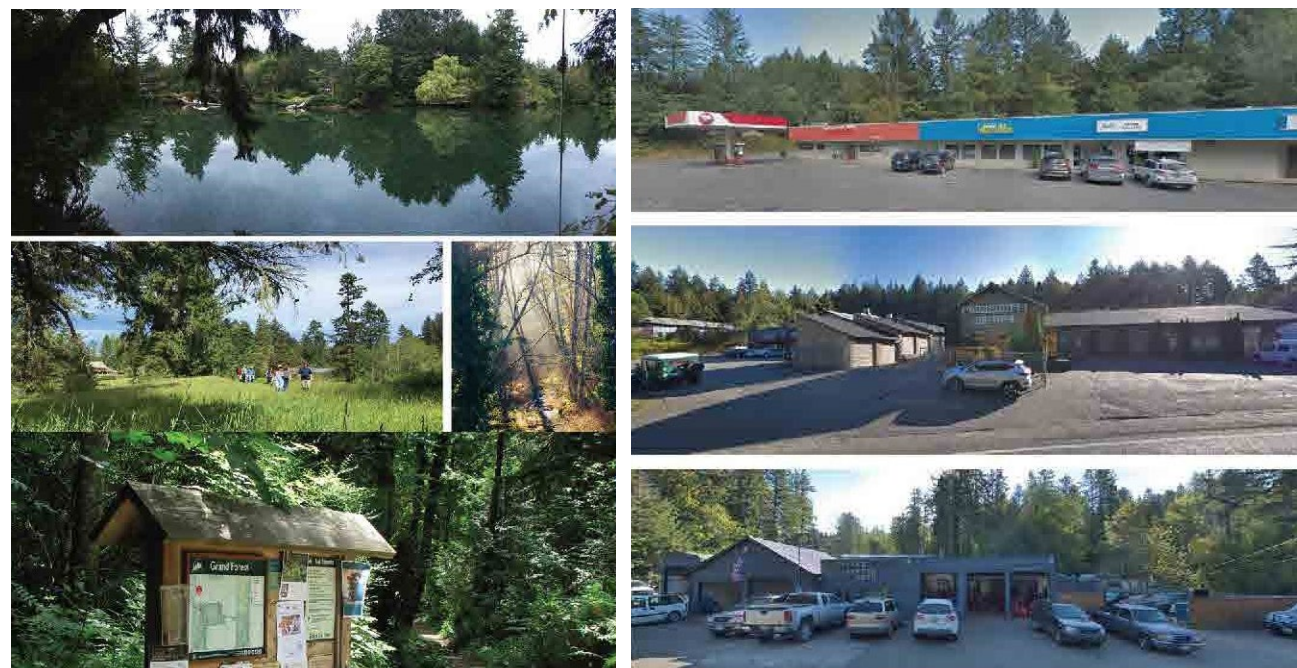


[historylink.org](http://historylink.org)

## 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 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.

FIGURE 4. CURRENT IMAGES OF ISLAND CENTER



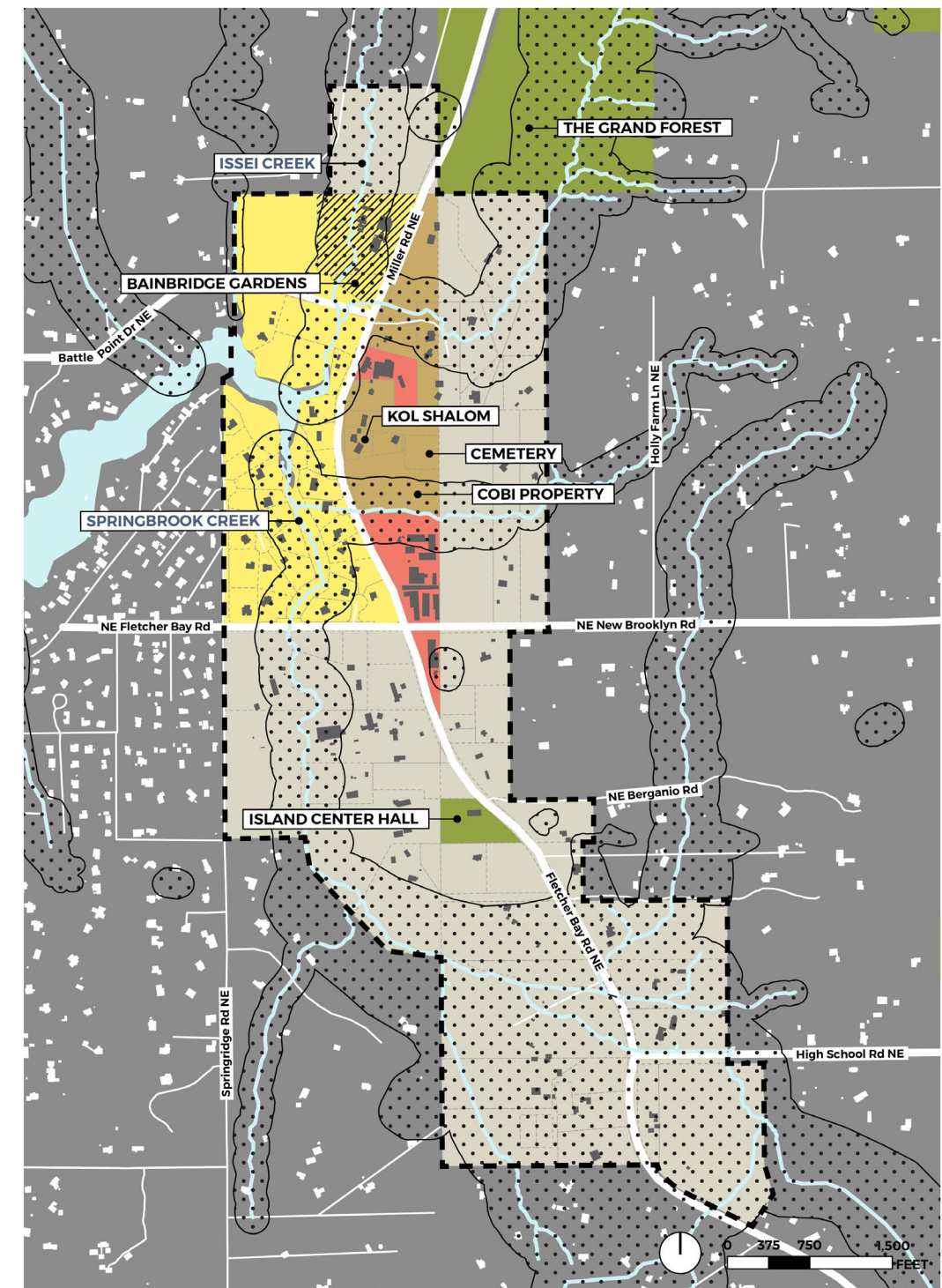
COBI, 2021

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.

## LAND USE

The Island Center planning area consists of mostly single-family homes, agriculture uses, and neighborhood commercial uses. Figure 5 shows the existing zoning for Island Center including the neighborhood commercial zone shown in red.

FIGURE 5. ISLAND CENTER EXISTING ZONING MAP



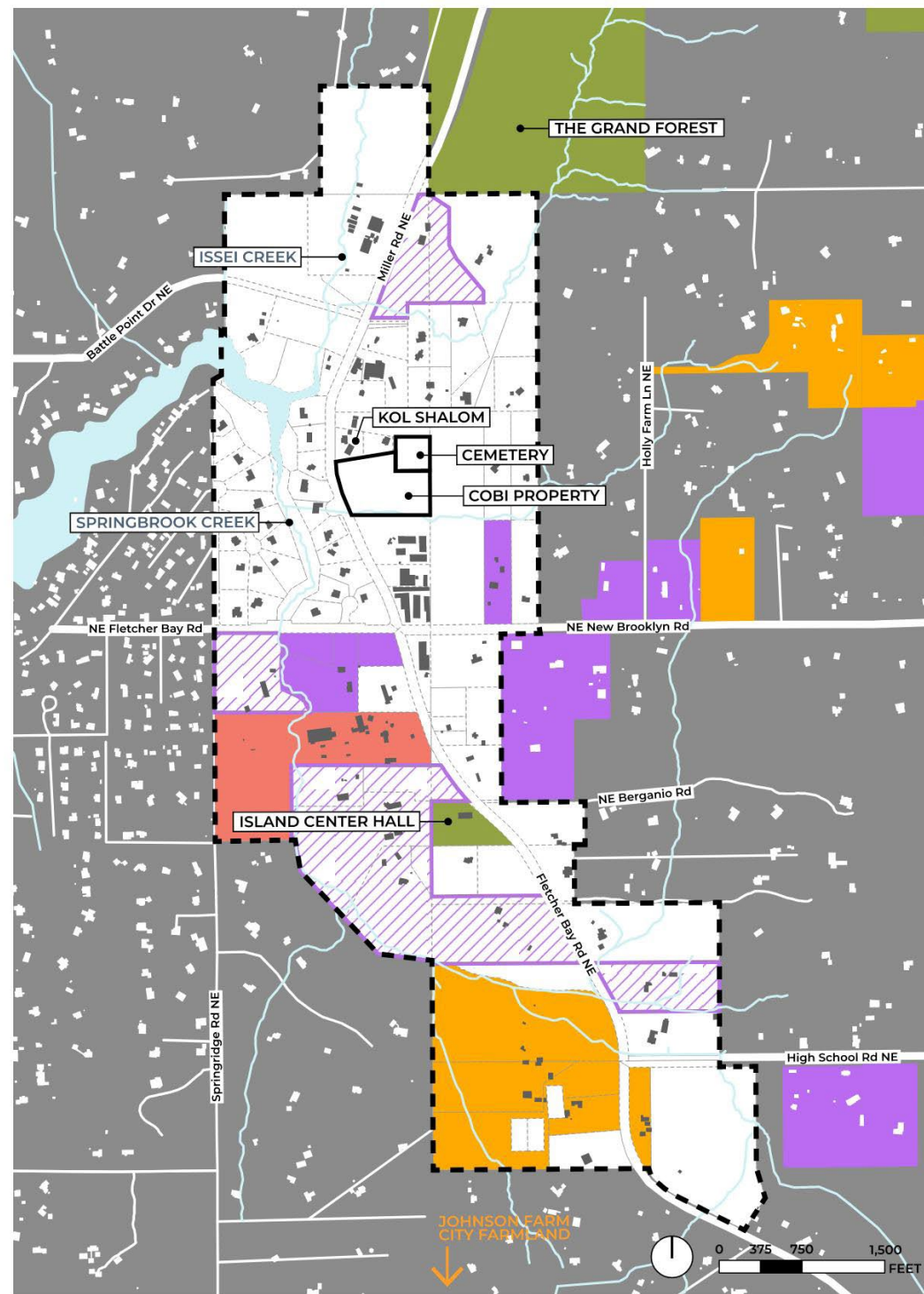
## EXISTING ZONING

- |                |                                |  |
|----------------|--------------------------------|--|
| STUDY AREA     | R - 0.4 (1 UNIT PER 2.5 ACRES) | NEIGHBORHOOD COMMERCIAL (MIXED USE 2-3 UNITS PER ACRE) |
| CRITICAL AREAS | R - 1 (1 UNIT PER ACRE)        | CONTRACT ZONED   |
| PARKS          | R - 2 (2 UNITS PER ACRE)       | STREAMS  |

COBI, Framework, 2021

FIGURE 6. AGRICULTURE USES IN ISLAND CENTER

As shown in Figure 6, Island Center has a high concentration of agriculture and equestrian related uses.

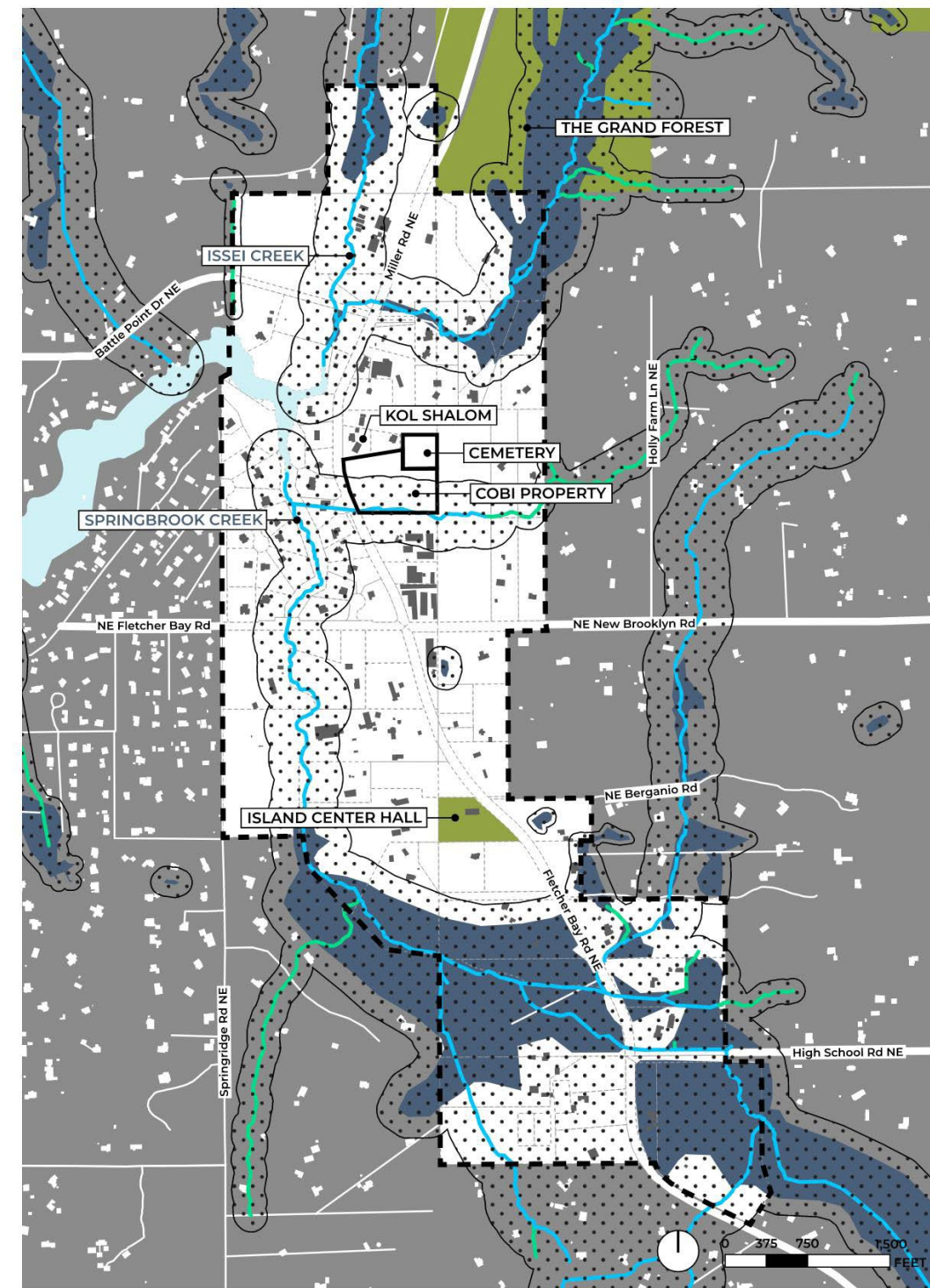


## AGRICULTURE & EQUESTRIAN LAND

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

COBI, Framework, 2021

FIGURE 7. ISLAND CENTER CRITICAL AREAS



## CRITICAL AREAS

- STUDY AREA
- WETLANDS
- PARKS
- FISH BEARING STREAM
- NON-FISH OR SEASONAL ONLY
- FISH AND WILDLIFE HABITAT CONSERVATION AREAS

COBI, Framework, 2021

Island Center has a high concentration of critical areas including fish bearing streams, wetlands, and steep slopes that limit development potential on several parcels. Issei Creek and Springbrook Creek are both salmon bearing streams that drain to Fletcher Bay. Critical areas and buffers are generally protected from development, but development regulations allow density to be transferred to other parts of the site that are outside of the critical area of buffer. More information is available in Appendix A: Island Center Subarea and Fletcher Bay Watershed State of the Water.

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# WHAT WE HEARD – THE COMMUNITY INPUT PROCESS

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## PLANNING PROCESS

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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.

## STEERING COMMITTEE

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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

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### COMMUNITY KICK-OFF JUNE 18, 2018

The City and the Island Center Steering Committee hosted a public meeting on June 18, 2018 to kick-off the project with the community and receive input on the direction of the plan and a new vision. The following were key themes from the meeting:

- A desire to maintain the rural character
- Concerns around upzoning, sewer service, and increasing the pace of growth
- A desire for pedestrian and bicycle improvements including trails
- A desire for affordable housing
- A desire for human-scaled development and avoiding large scale buildings

- A desire to improve the conditions and access to existing businesses
- A desire to protect water quality and address any stormwater impacts

A full summary of the meeting and public input are located in Appendix B.

### 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.

FIGURE 8. OPEN HOUSE AT THE FEBRUARY 10, 2020 PUBLIC MEETING



Framework, 2020



# 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

### 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



FIGURE 9. ISLAND CENTER AERIAL VIEW

Framework, 2021

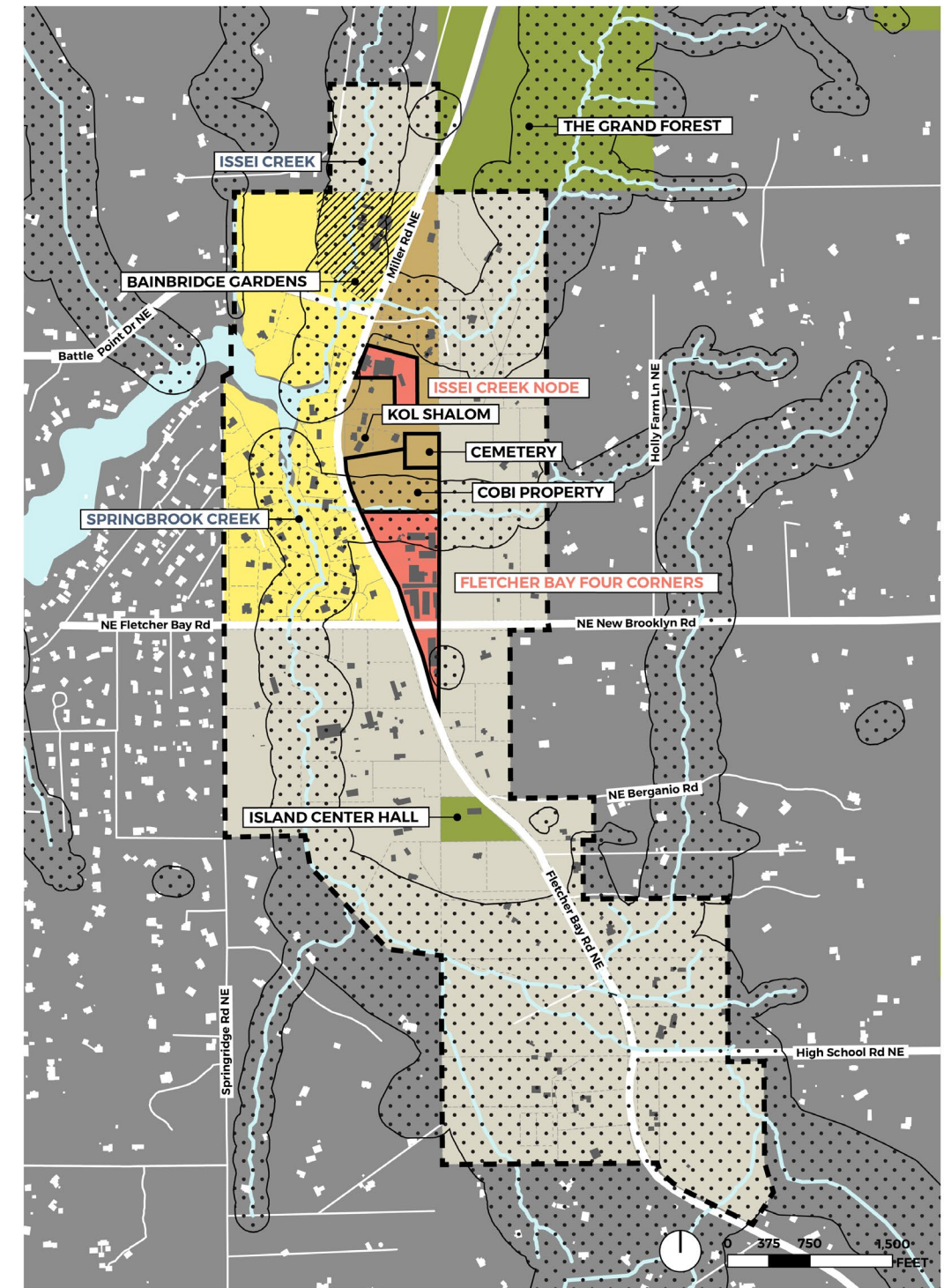
## LAND USE & ZONING

### 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 following three maps show the land use alternatives considered by the Steering Committee. Alternative 1 maintains the existing zoning map designations but replaces the Neighborhood Commercial (NC) zoning with new Island Center (IC) specific zoning that is described in more detail in Figure 15. Alternative 2 expands the Island Center specific zoning in Alternative 1 to the Bainbridge Gardens property and Alternative 3 expands the IC zoning further to include property in the Issei Creek and Four Corners nodes.

FIGURE 10. ALTERNATIVE 1 PROPOSED ISLAND CENTER ZONING

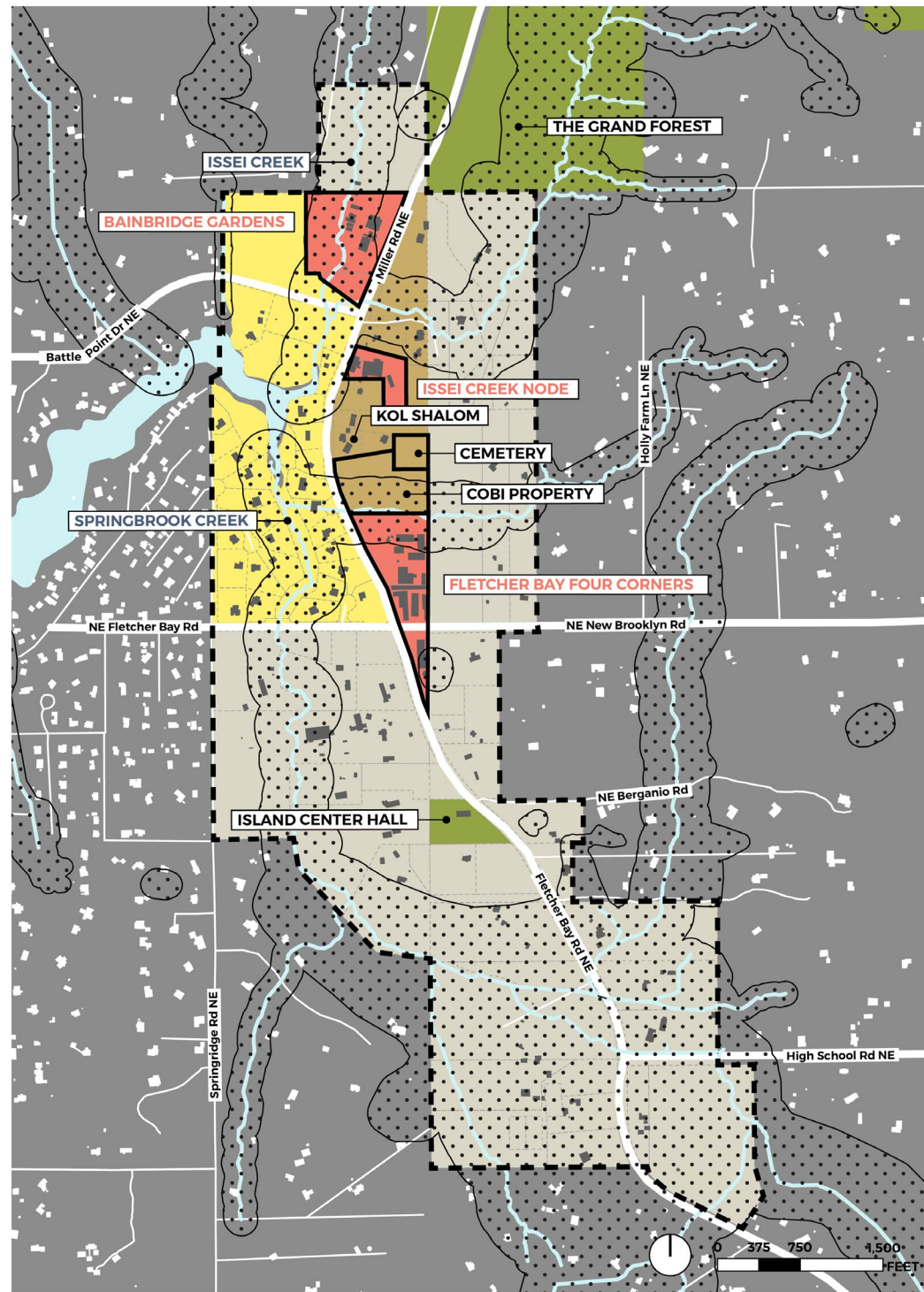


## ALTERNATIVE 1 ZONING

STUDY AREA	R - 0.4 (1 UNIT PER 2.5 ACRES)	IC (MIXED USE 2-4 UNITS PER ACRE)
CRITICAL AREAS	R - 1 (1 UNIT PER ACRE)	CONTRACT ZONED
PARKS	R - 2 (2 UNITS PER ACRE)	STREAMS

Framework, 2021

FIGURE 11. ALTERNATIVE 2 PROPOSED ISLAND CENTER ZONING

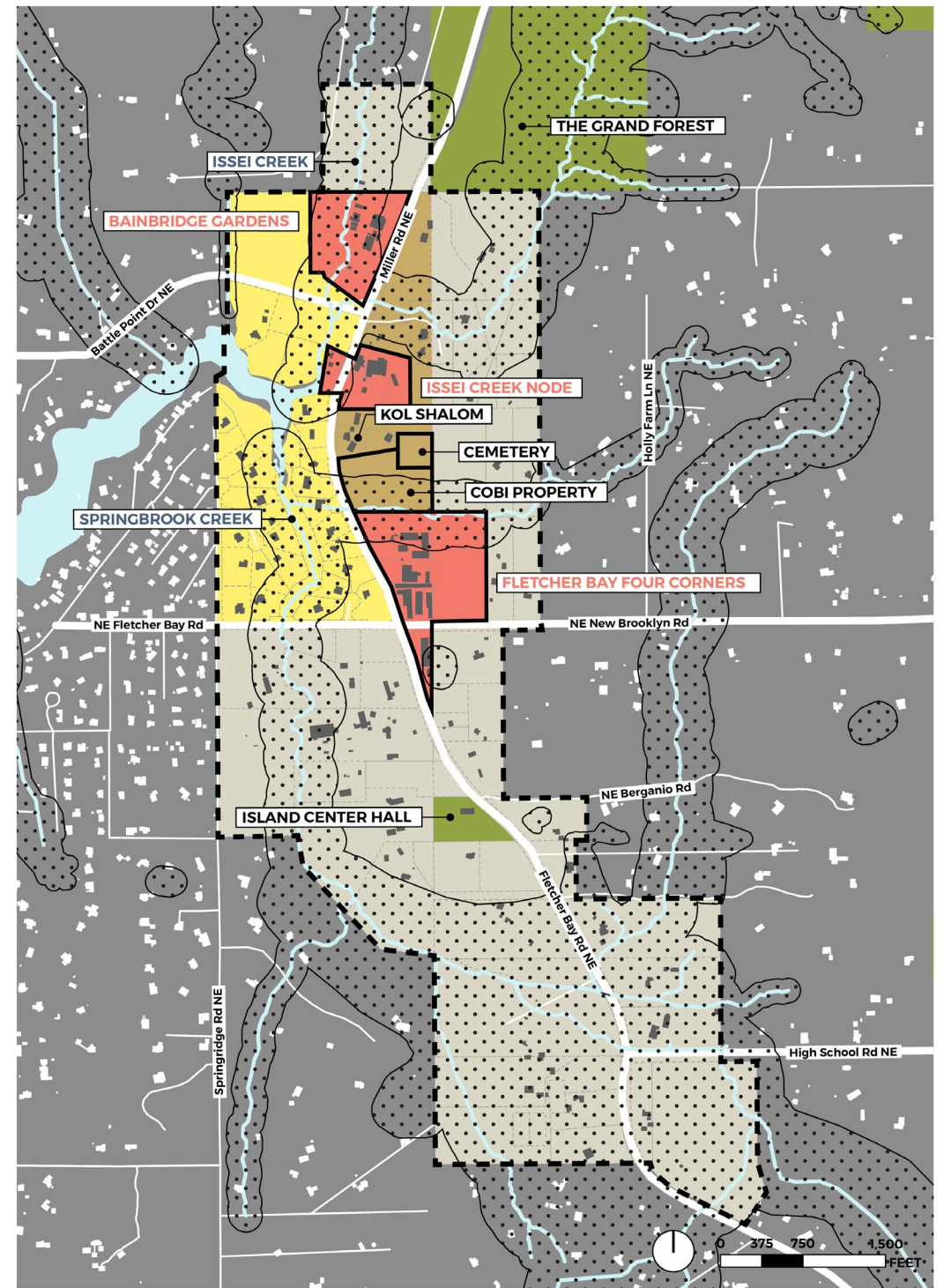


# ALTERNATIVE 2 ZONING

- STUDY AREA
- R - 0.4 (1 UNIT PER 2.5 ACRES)
- IC (MIXED USE 2-4 UNITS PER ACRE)
- R - 1 (1 UNIT PER ACRE)
- CRITICAL AREAS
- PARKS
- R - 2 (2 UNITS PER ACRE)
- STREAMS

Framework, 2021

FIGURE 12. ALTERNATIVE 3 PROPOSED ISLAND CENTER ZONING

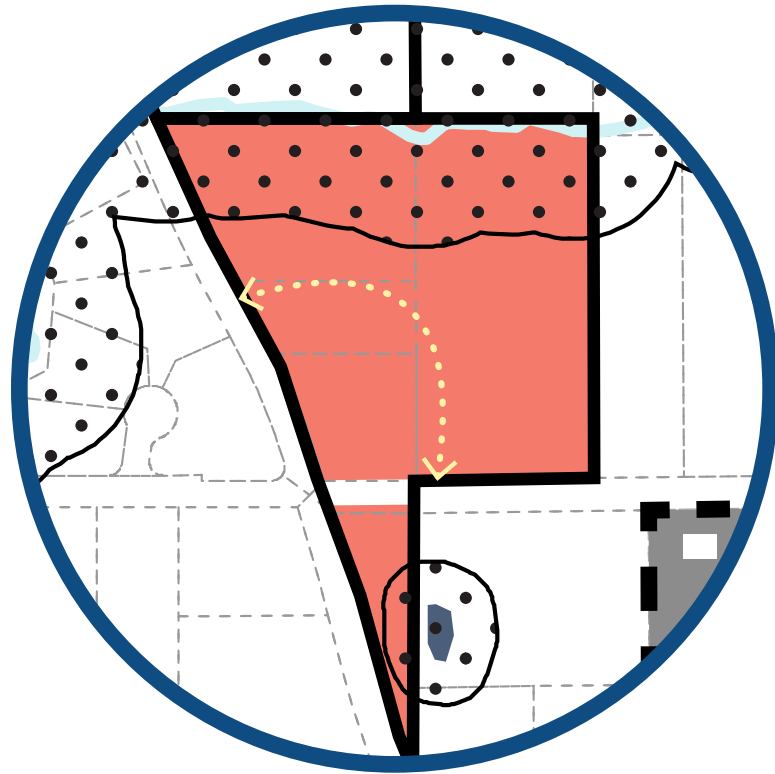


# ALTERNATIVE 3 ZONING

- STUDY AREA
- R - 0.4 (1 UNIT PER 2.5 ACRES)
- IC (MIXED USE 2-4 UNITS PER ACRE)
- R - 1 (1 UNIT PER ACRE)
- CRITICAL AREAS
- PARKS
- R - 2 (2 UNITS PER ACRE)
- STREAMS

Framework, 2021

FIGURE 13. FOUR CORNERS NODE ZONING

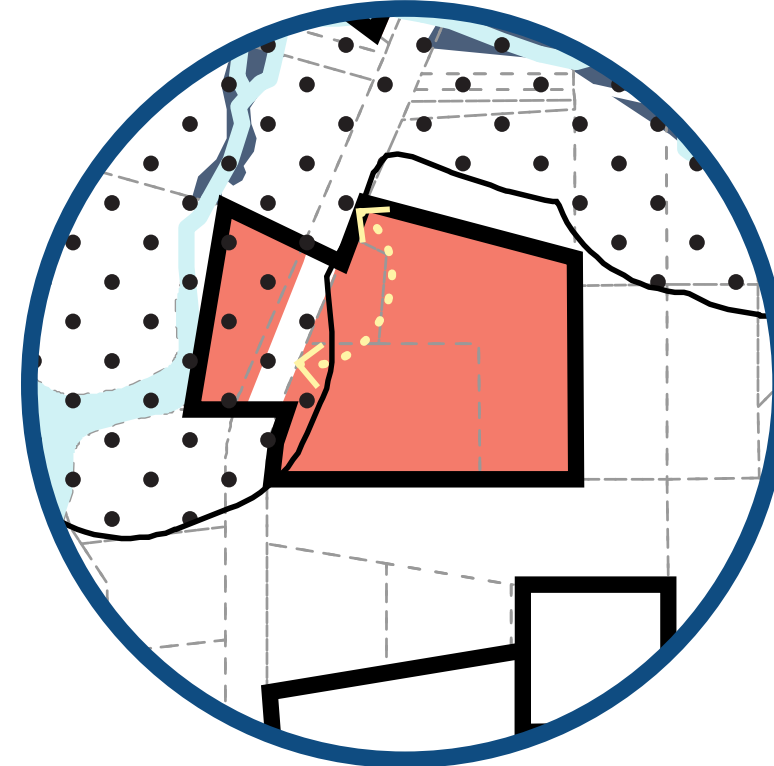


Framework, 2021

**Four Corners Node**

The Four Corners node expands neighborhood commercial zoning to the east to include the approximately 5 acres north of NE New Brooklyn Rd. These 5 acres have common ownership with the property at the NE corner of Miller and New Brooklyn Road. Like other Island Center Neighborhood Center properties, this property has long been developed with commercial uses, including self-service storage and currently, Bainbridge Rental (equipment rental). Improving safety for accessing commercial properties has been identified as a goal for this Plan. Adding to the Island Center zone to the east of this area allows room for redevelopment or reorganizing of the layout of commercial properties (that front on Miller Road) over time. Any major changes to these properties will require improvements to the ingress/egress. With current and future Island Center zone properties already developed with thriving commercial businesses, the additional 5 acres of Island Center zoning is perhaps the only proposed change in this Island Center plan that may add residential development in the near term. The properties shown in red in Figure 13 through Figure 15 are proposed for inclusion in the Island Center Zone within each node.

FIGURE 14. ISSEI CREEK NODE ZONING

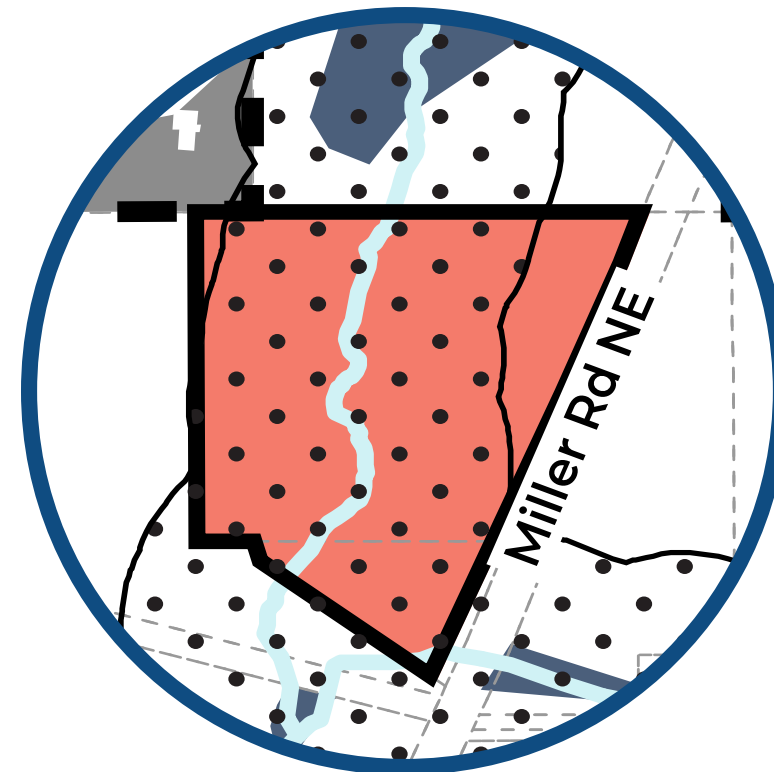


Framework, 2021

**Issei Creek node**

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 14 are proposed for inclusion in the Island Center Zone.

FIGURE 15. BAINBRIDGE GARDENS NODE ZONING



Framework, 2021

**Bainbridge garden node**

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

## 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. See Appendix C for a chart of recommended land uses to be adopted into the City's zoning and development code.

## DEVELOPMENT STANDARDS

The development standards shown in Figure 16 are proposed to implement the vision and goals for Island Center and vary by node. The development standard recommendations were crafted with the Island Center Steering Committee and input from the public during Steering Committee meetings. Development standards maintain the same base density as the existing Neighborhood Commercial Zone and allow bonus units for affordable housing with a 50% affordable housing requirement. Buildings must be designed to be human-scale with limits on building widths at the street frontage, building footprint limits, and requirements for active uses and features at the street level. Residential unit sizes are capped at 1,800 square feet to encourage smaller and more affordable units with opportunities for an additional 900 sq ft caretaker unit. Figure 17 on the following page shows design examples of housings, commercial places, and public places that resonate with Island Center's visions and characteristics.

## 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.
- On split zoned parcels allow or require the transfer of density into the IC Zone to preserve land.
- Allow for non-conforming uses to relocate when there is a clear public benefit.

## 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, street concepts, and development standards.
- Review any future land use or transportation changes in the Island Center area for consistency with the Island Center Subarea Plan

FIGURE 16. ISLAND CENTER ZONE DEVELOPMENT STANDARDS

STANDARD	EXISTING NC ZONE	BAINBRIDGE GARDENS NODE	ISSEI CREEK NODE	FOUR CORNERS NODE
<b>MAX. LOT COVERAGE</b>	35 %	35%	35%	35%
<b>MAX. BUILDING HEIGHT</b>	35 ft. (est. 3 stories)	25' (two stories)	25' (two stories)	25' (two stories)
<b>MAX. HEIGHT WITH CUP FOR NONRESIDENTIAL USES</b>	45 ft.	Eliminate	Eliminate	Eliminate
<b>BASE RESIDENTIAL DENSITY</b>	R-2: one unit/20,000 ft <sup>2</sup>	R-2	R-2	R-2
<b>RESIDENTIAL DENSITY WITH BONUS</b>	R-3 with affordable housing, TDR or in mixed-use development	R-4; 50% Affordable (or 2 bonus units per acre that must be designated as affordable housing)		
<b>FRONT SETBACK (VARY BY NODE)</b>	20 ft. max.	Vary by node/ frontage types	Vary by node/ frontage types	Vary by node/ frontage types
<b>SIDE &amp; REAR SETBACKS</b>	0 ft. between NC properties; 15 ft. to Residential Zones	5'-10' side yard	5'-10' side yard	5'-10' side yard
<b>MAX. BUILDING FOOTPRINT</b>	NA	4,000 sq ft	4,000 sq ft	4,000 sq ft
<b>SPACE BETWEEN BUILDINGS</b>	NA	10'	10'	10'
<b>COMMERCIAL/ RESIDENTIAL MIX</b>		Minimum 50% commercial required	Minimum 50% commercial required	Minimum 50% commercial required
<b>MAX. BLDG WIDTH AT STREET</b>	NA	40'	40'	40'
<b>ACTIVE USE/DESIGN REQUIREMENTS</b>	NA	Active uses or features at street at level	Active uses or features at street at level	Active uses or features at street at level
<b>*FLOOR AREA RATIO</b>	NA	NA	NA	NA
<b>MAX SF UNIT SIZE</b>	NA	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

COBI, Framework, 2021

FIGURE 17. CHARACTER IMAGES AND DESIGN EXAMPLES

RESIDENTIAL PLACE



COMMERCIAL PLACE

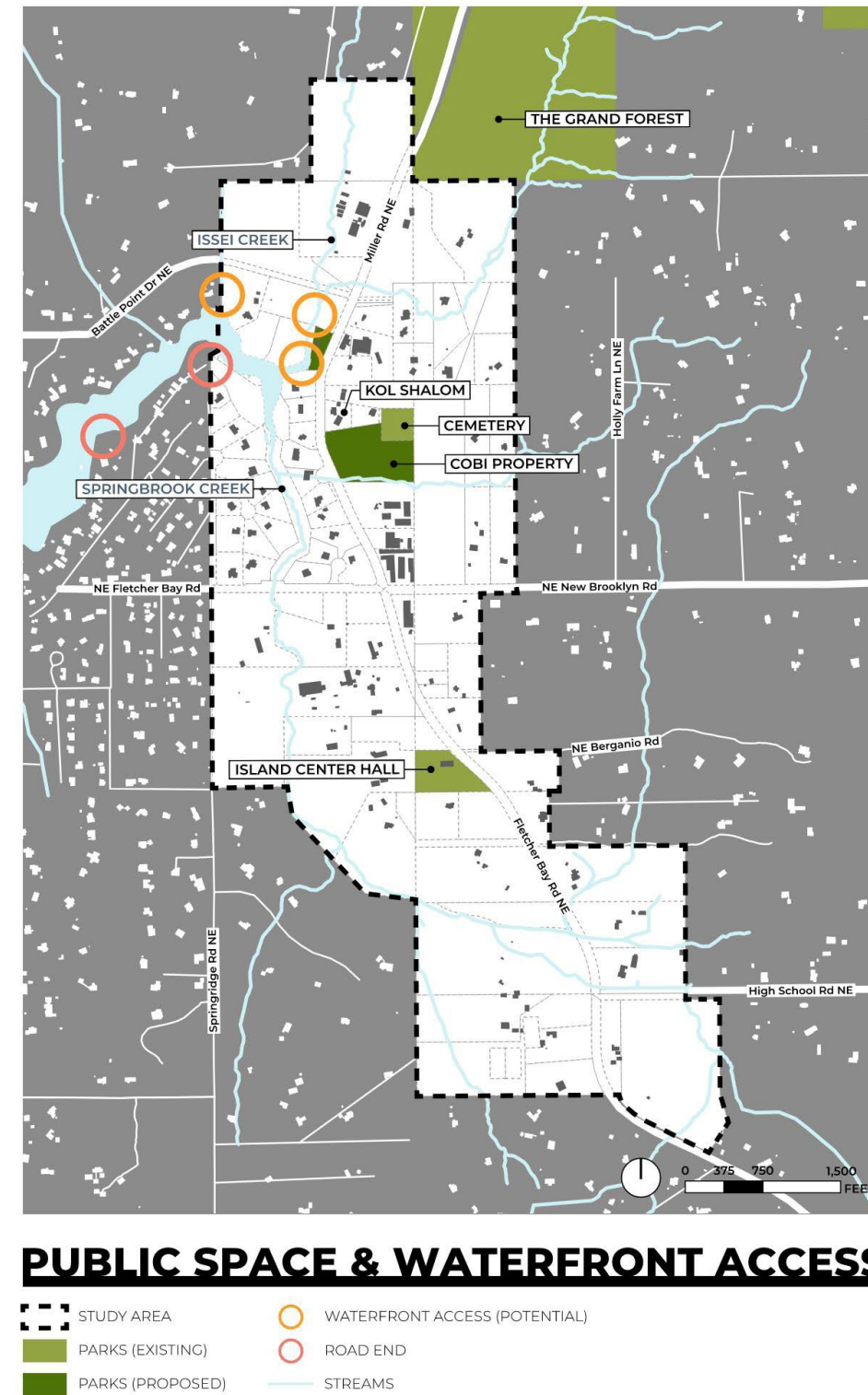


PUBLIC PLACE



## PUBLIC IMPROVEMENTS

FIGURE 18. PROPOSED PUBLIC IMPROVEMENTS



### PUBLIC SPACE & WATERFRONT ACCESS

- STUDY AREA
- PARKS (EXISTING)
- PARKS (PROPOSED)
- WATERFRONT ACCESS (POTENTIAL)
- ROAD END
- STREAMS

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 18 shows opportunities for waterfront public access and public spaces in Island Center.

## 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.

There is substantial change in elevation of roughly 45-50 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.

## 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 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.

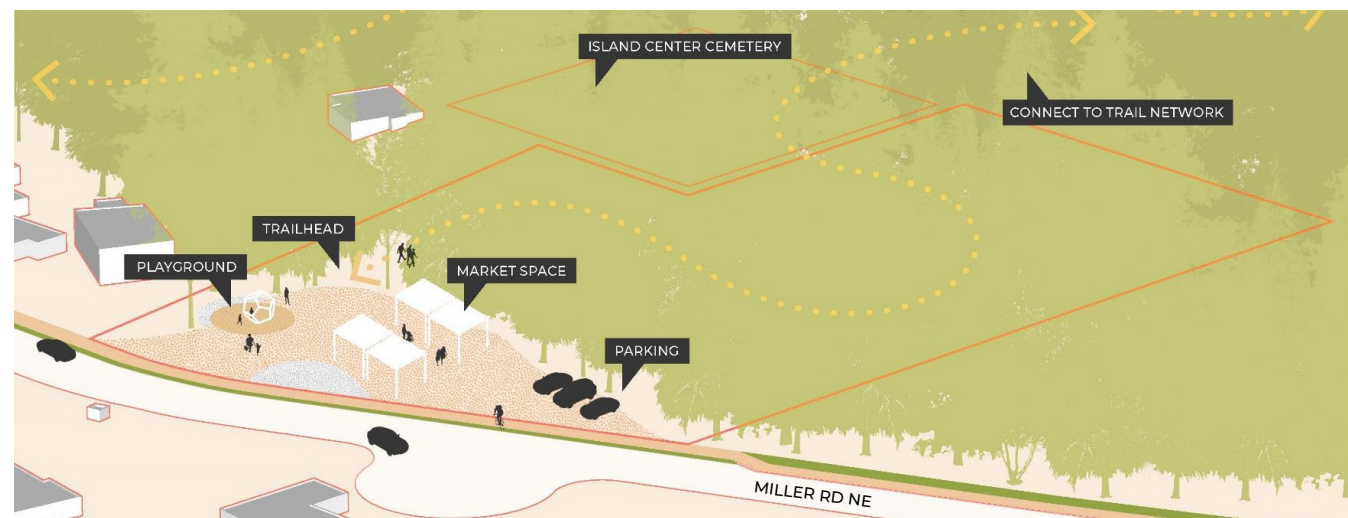
## POLICIES

- 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.
- Update Capital Improvement Plan with Island Center projects over time through the annual capital improvement/budget process, including improving public access to Fletcher Bay and improvement to COBI property.

FIGURE 19. PUBLIC SPACE CONCEPT PLAN FOR COBI PROPERTY



Framework, 2021

## 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.

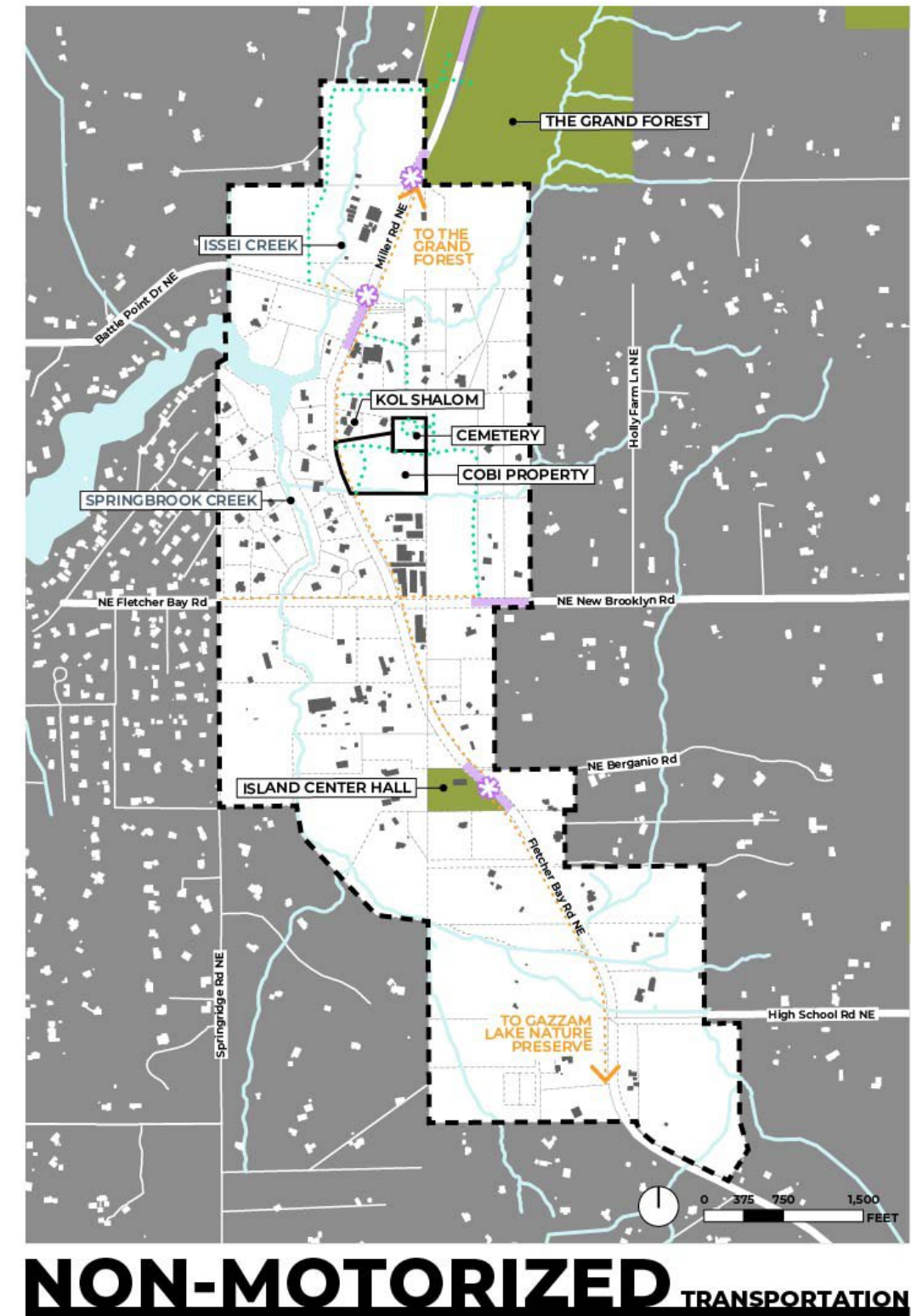
### NON-MOTORIZED IMPROVEMENTS

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 20). 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.

#### 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.

FIGURE 20. NON-MOTORIZED TRANSPORTATION IMPROVEMENTS



Framework, 2021

## 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 safer crossings at the busy intersection of Miller Rd NE, NE New Brooklyn Rd and Fletcher Bay Rd NE. Figure 21 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.

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 22. 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 their physical constraints since it allows for bi-directional travel for pedestrians and bicyclists and is the most efficient use of limited space. Some locations include more than one section to show the range of options for improvements. On-street parallel parking is recommended as an option only in the Four Corners node to right-of-way constraints and physical conflicts.

## 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.

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.

## FIGURE 21. STREET IMPROVEMENT CONCEPTS – SHORT AND LONG-TERM

EXISTING STREETScape - MILLER BAY ROAD



TEMPORARY / LOW COST IMPROVEMENTS - MILLER BAY ROAD



The photo above shows Miller Bay Road NE looking north near the intersection with New Brooklyn Road. Only short sections of sidewalk exist near the intersection and driveways to adjacent properties often span the entire frontage of the property creating potential conflicts with pedestrians and bicycles.

Better access management could be implemented in the near term with low-cost or temporary improvements as shown in the illustration above. If there are resources in the community for maintenance, landscape elements such as planters may be added.

EXISTING STREETScape - FLETCHER BAY RD NE



LONG TERM IMPROVEMENTS - MILLER BAY ROAD



The existing streetscape at Fletcher Bay Rd NE near the Fletcher Bay Mart (looking north) has clear sidewalk in and driveways to adjacent properties often span the entire frontage of the property, creating potential conflicts with pedestrians and bicycles.

The illustration above shows a streetscape concept for Fletcher Bay Rd NE that adds a pedestrian trail on the east side of the street and on-street parking to replace the parking on private property that is currently in the public right-of-way. Natural landscaping and reduction in curb cuts to minimize conflicts between pedestrians and vehicles.

EXISTING STREETScape - MILLER RD NE/NEW BROOKLYN RD/FLETCHER BAY RD NE



TEMPORARY IMPROVEMENTS - MILLER RD NE/NEW BROOKLYN RD/FLETCHER BAY RD NE

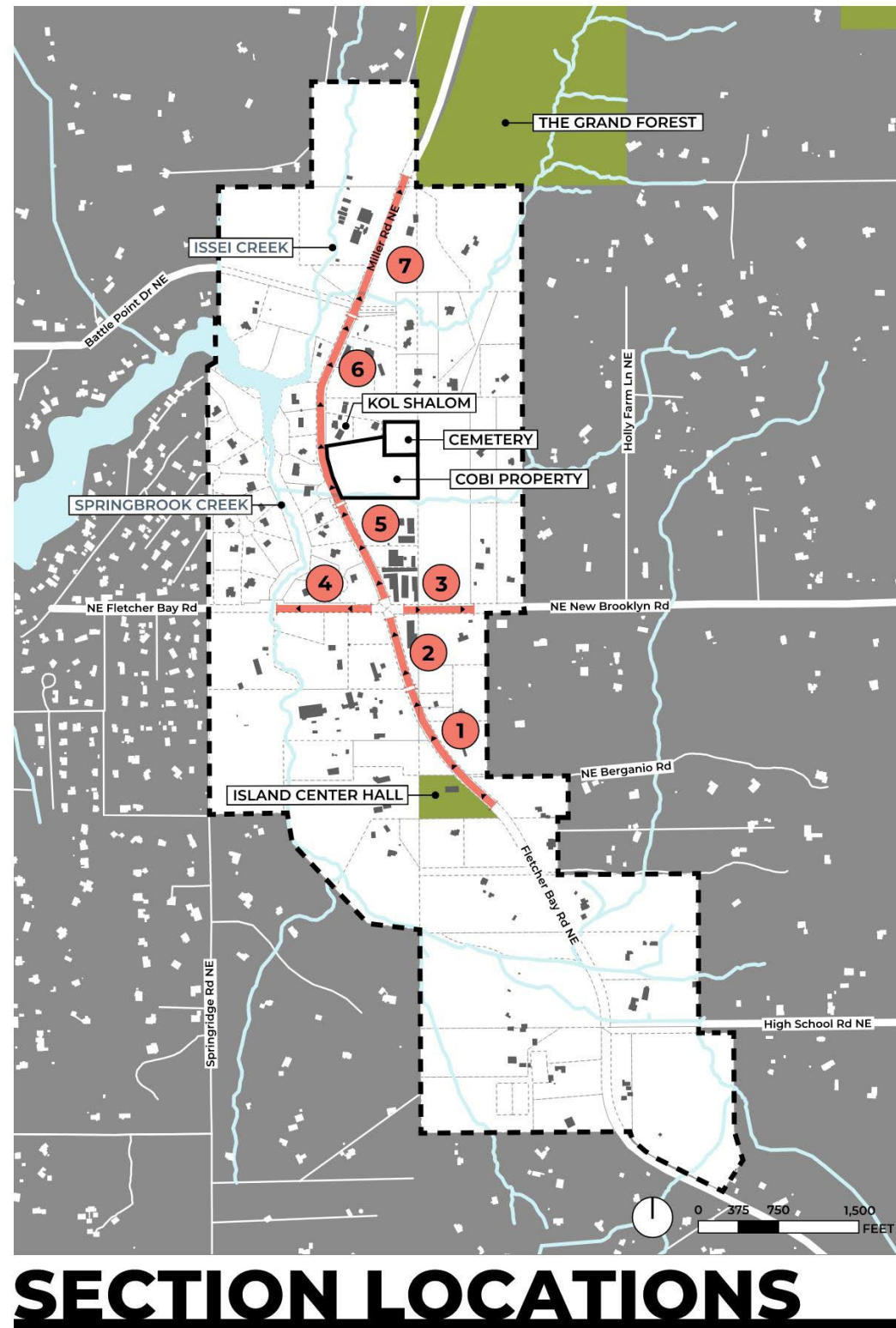


LONG TERM IMPROVEMENTS - MILLER RD NE/NEW BROOKLYN RD/FLETCHER BAY RD NE



The existing intersection at Miller Rd NE, New Brooklyn Rd, and Fletcher Bay Rd NE is the only portion of the study area that has sidewalks, but they are inadequate in width, lack landscape elements, and have minimal buffer from adjacent traffic. Low-cost pedestrian and bike facilities, such as paint and barriers, can be added in the near term. The existing sidewalk could be removed and replaced with curbside sidewalks and paths at grade with the street and incorporated with landscape and artistic crosswalks in the long-term concept.

FIGURE 22. STREET SECTION LOCATIONS

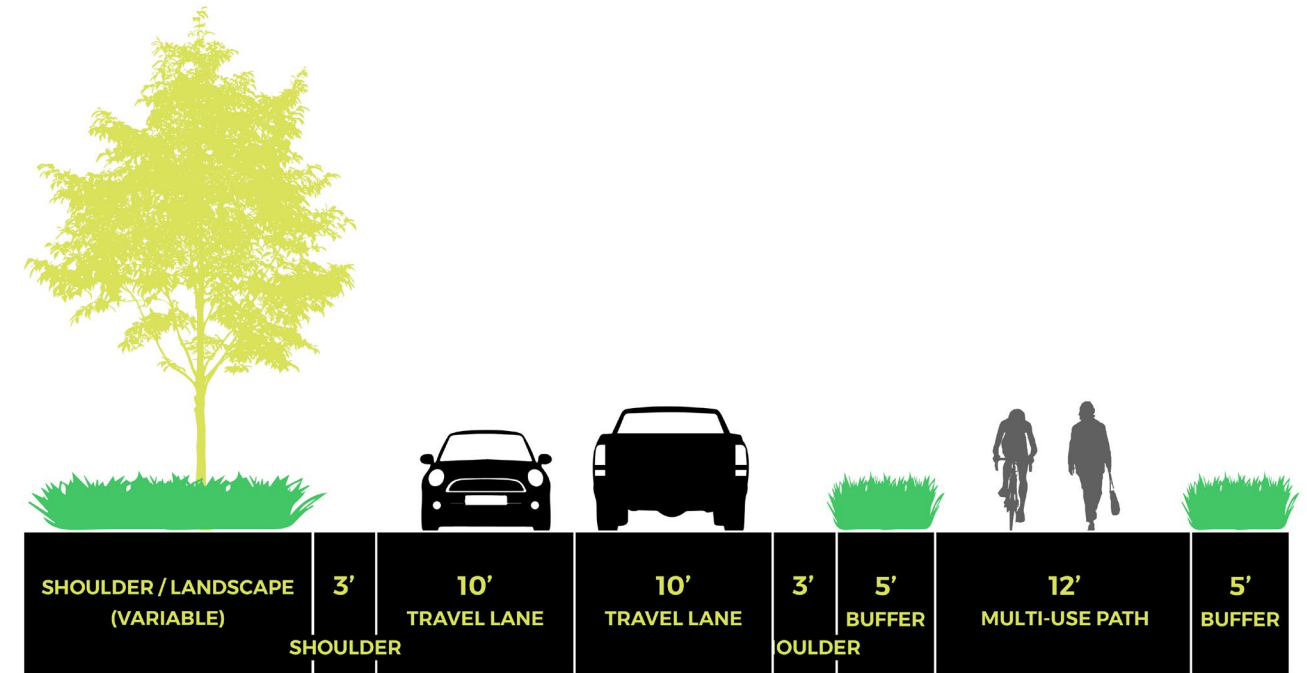


# SECTION LOCATIONS

STUDY AREA

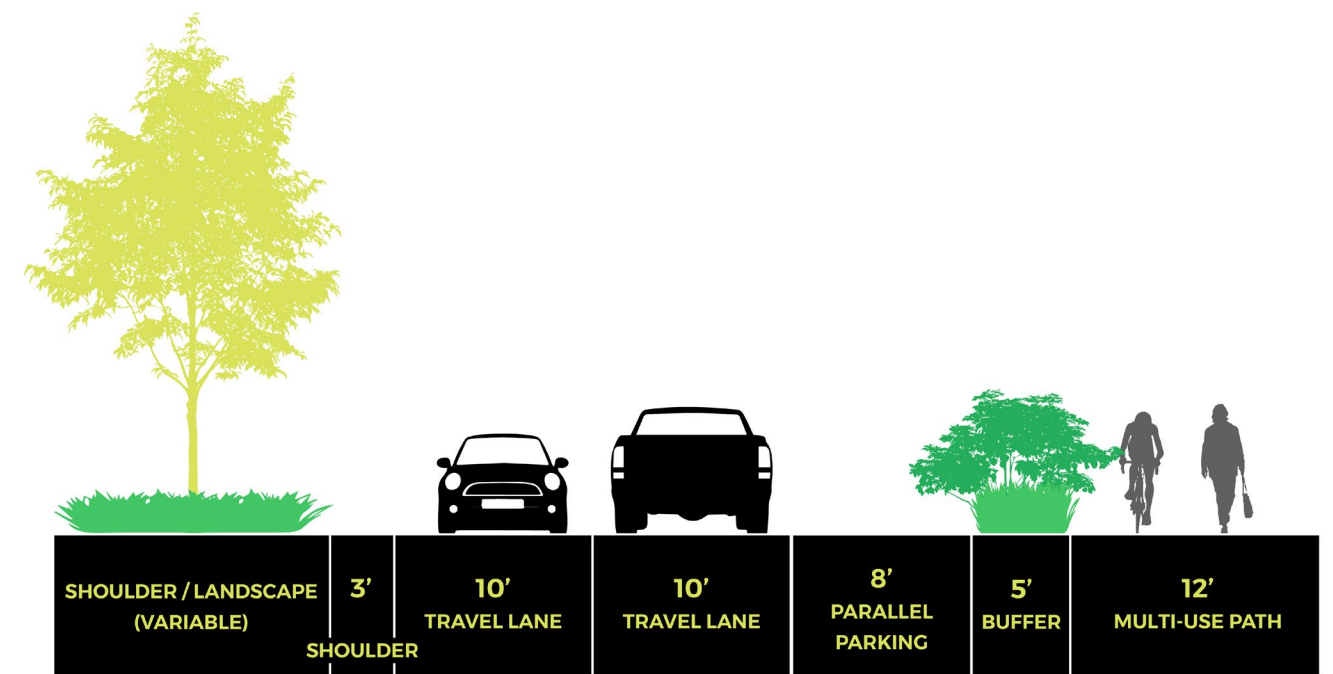
Framework, 2021

FIGURE 23. STREET CONCEPT SECTION #1 - South Fletcher Bay Rd Looking North



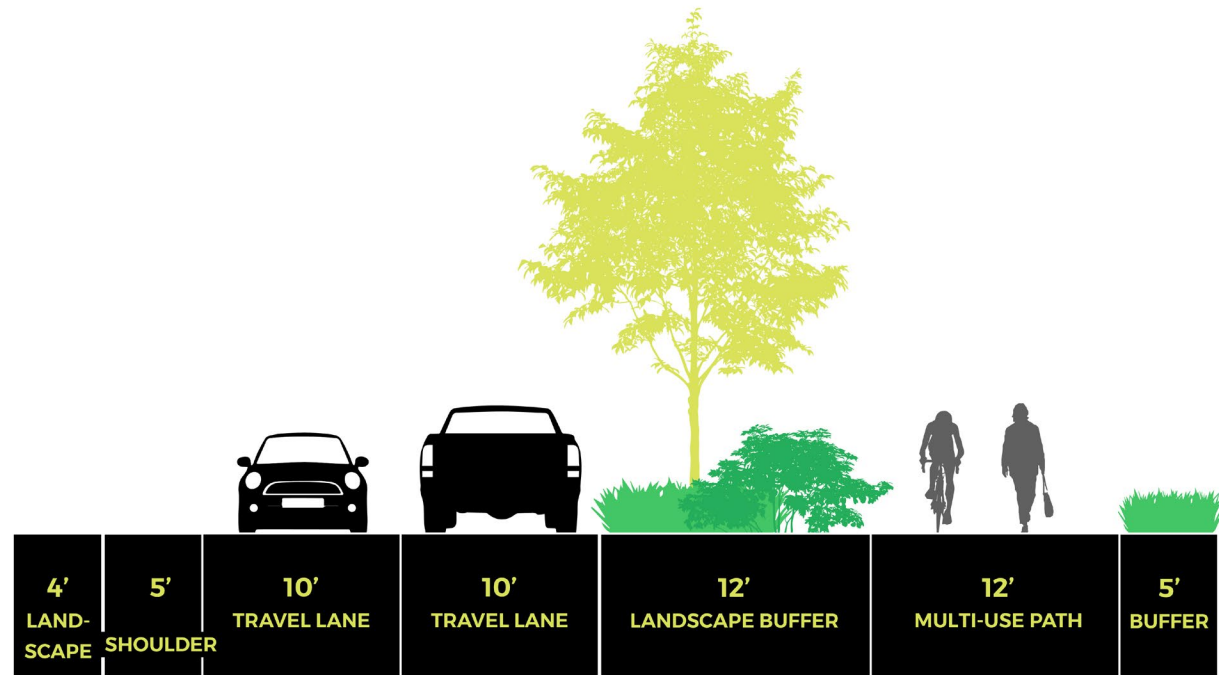
Framework, 2021

FIGURE 24. STREET CONCEPT SECTION #2.1 - Miller Rd/Fletcher Bay Rd Looking North



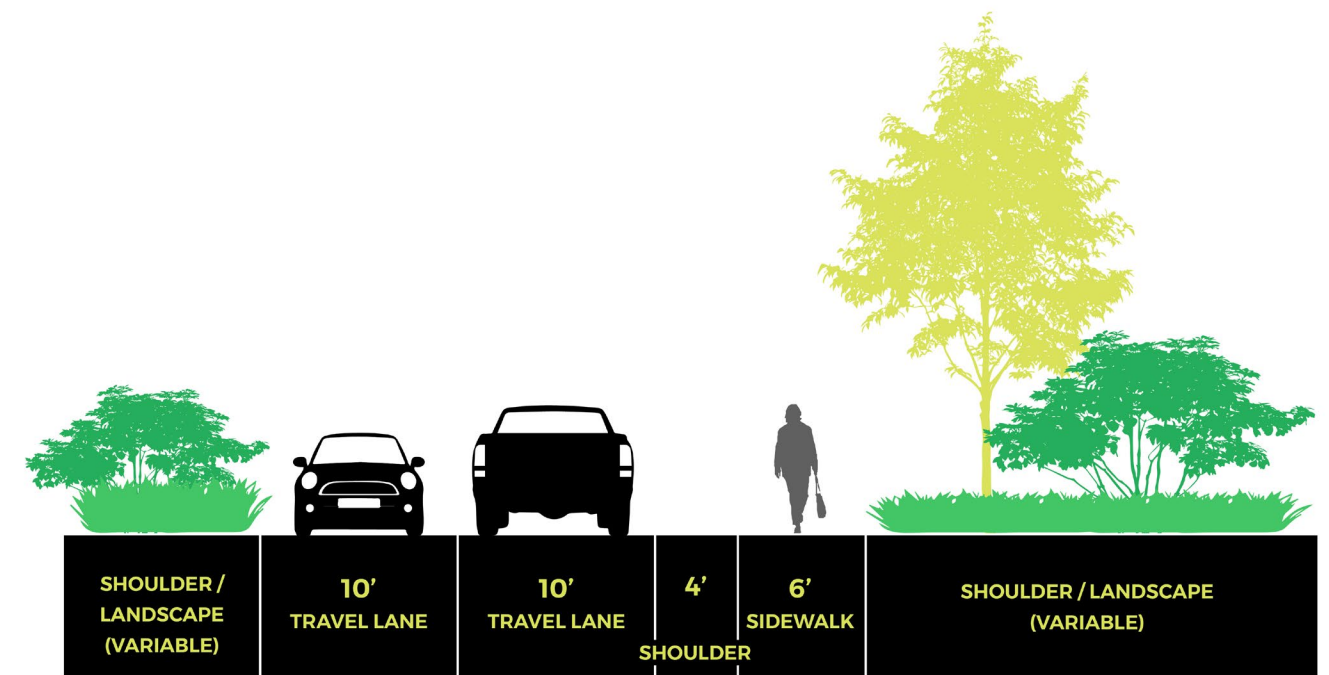
Framework, 2021

FIGURE 25. STREET CONCEPT SECTION #2.2 - Miller Rd / Fletcher Bay Rd Looking North



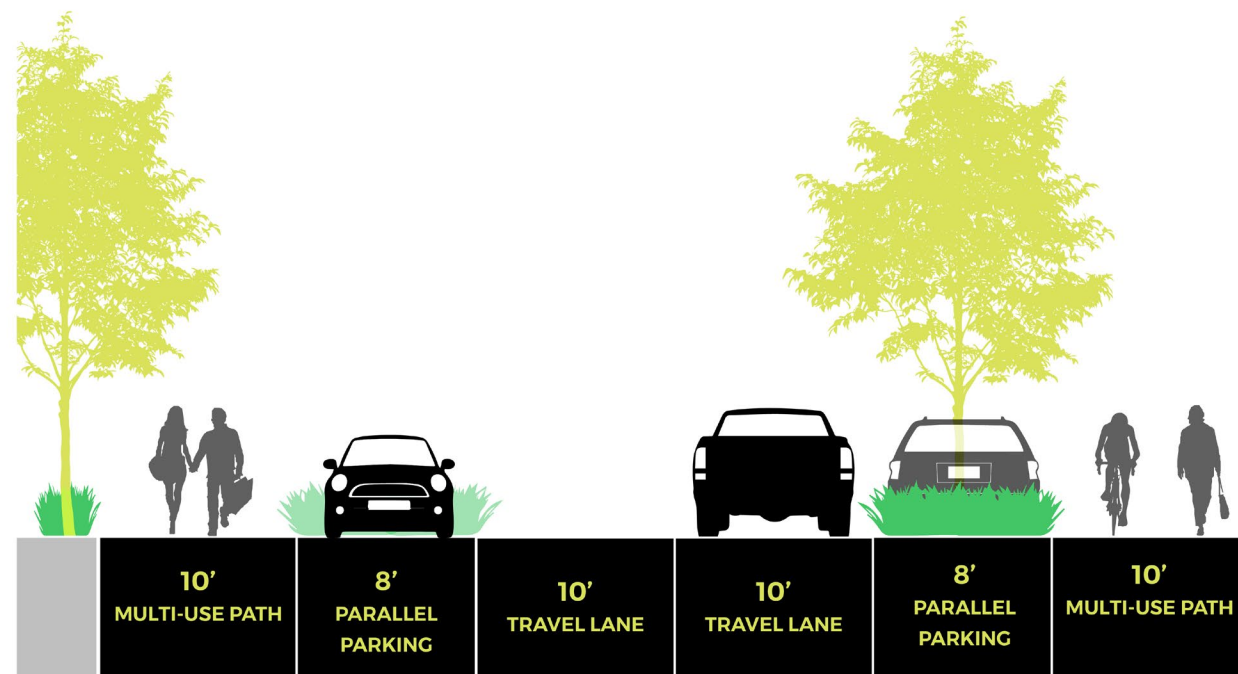
Framework, 2021

FIGURE 27. STREET CONCEPT SECTION #4.1 - Fletcher Bay Rd Westbound Looking West



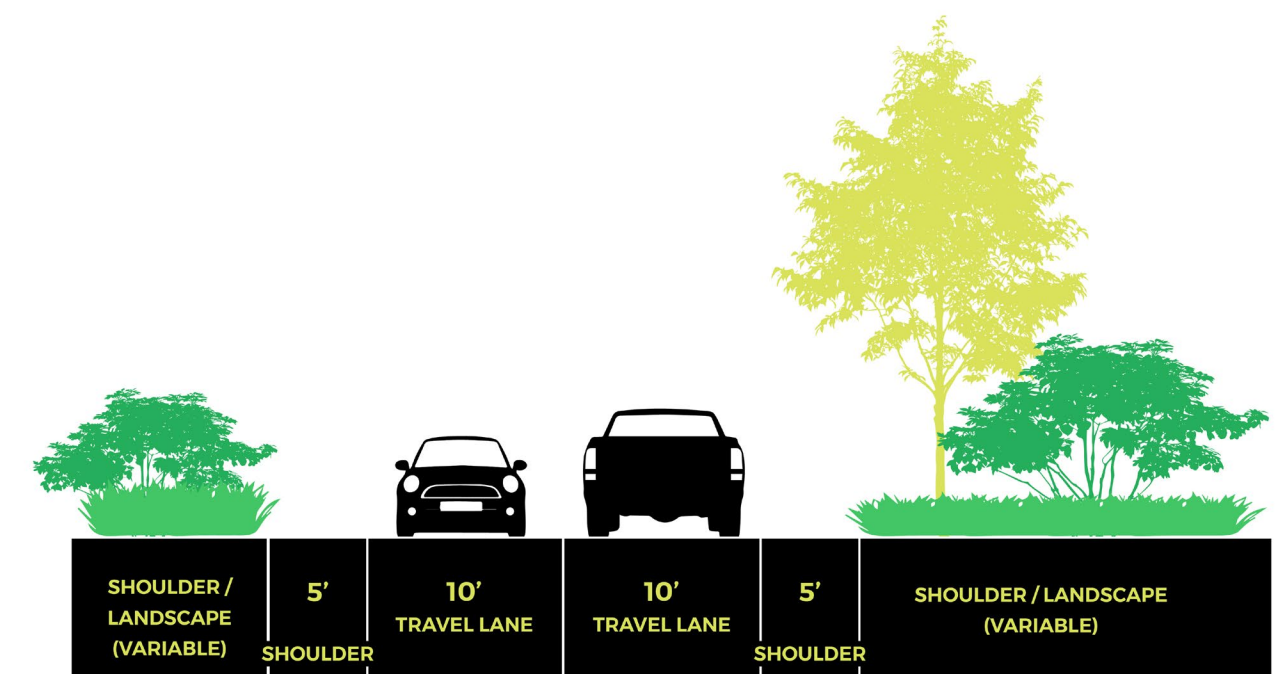
Framework, 2021

FIGURE 26. STREET CONCEPT SECTION #3 - New Brooklyn Rd Looking East



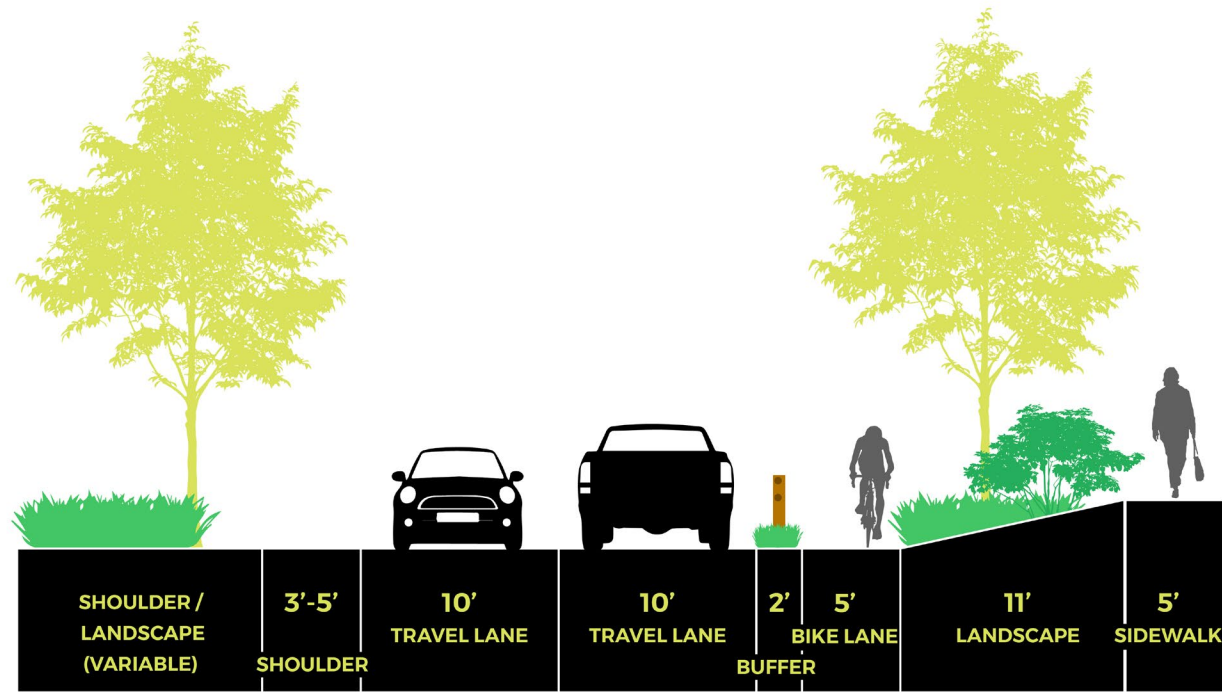
Framework, 2021

FIGURE 28. STREET CONCEPT SECTION #4.2 - Fletcher Bay Rd Westbound Looking West



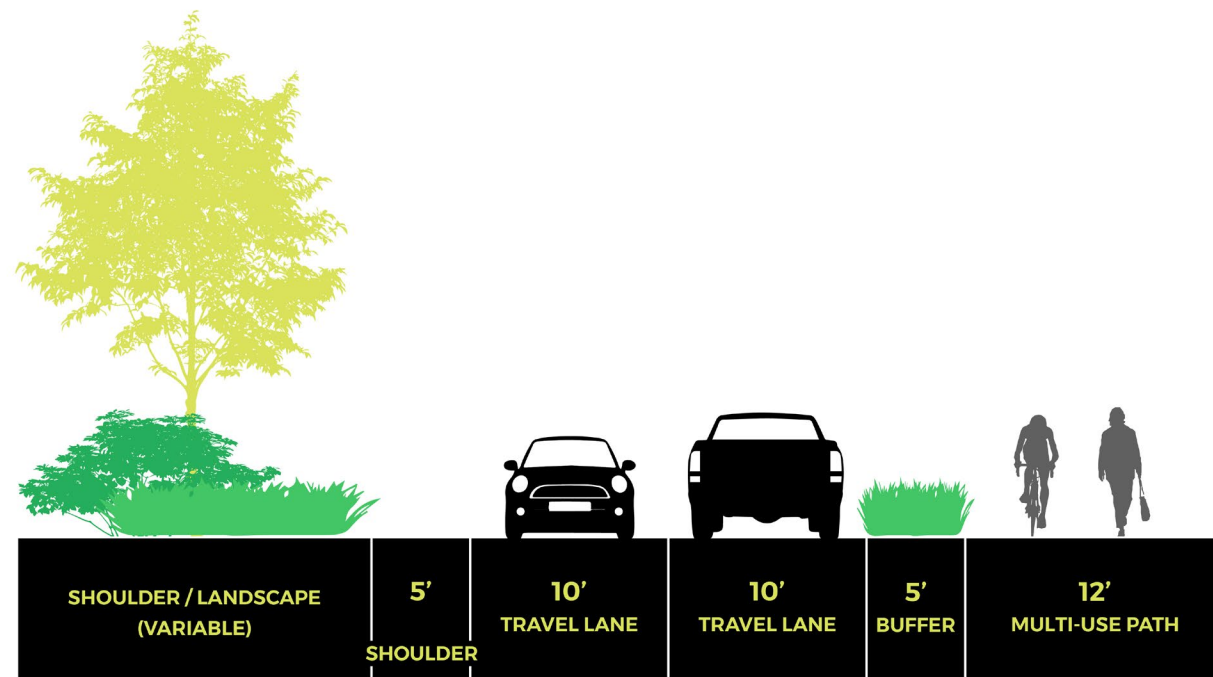
Framework, 2021

FIGURE 29. STREET CONCEPT SECTION #5 - Miller Rd South of DPW Lot Looking North



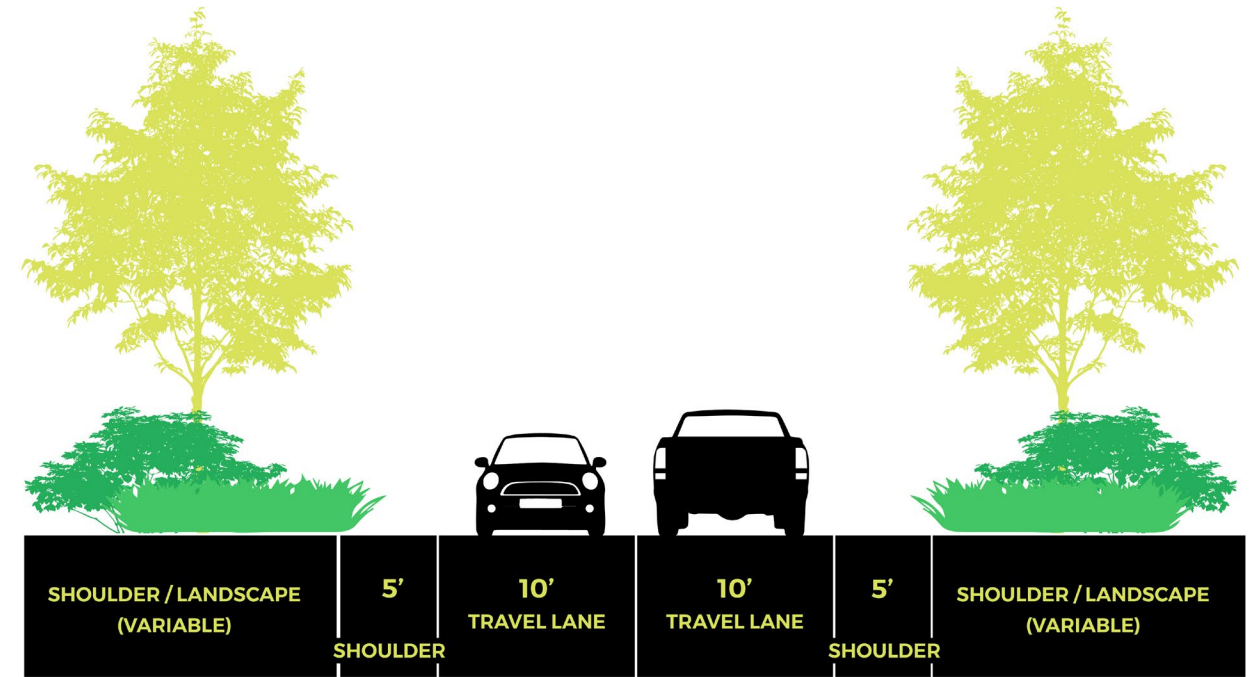
Notes: Given the topography change in this portion, trees may require adjusting location for the bike lane and sidewalk.  
 Framework, 2021

FIGURE 30. STREET CONCEPT SECTION #6.1 - Miller Rd at DPW Lot Looking North



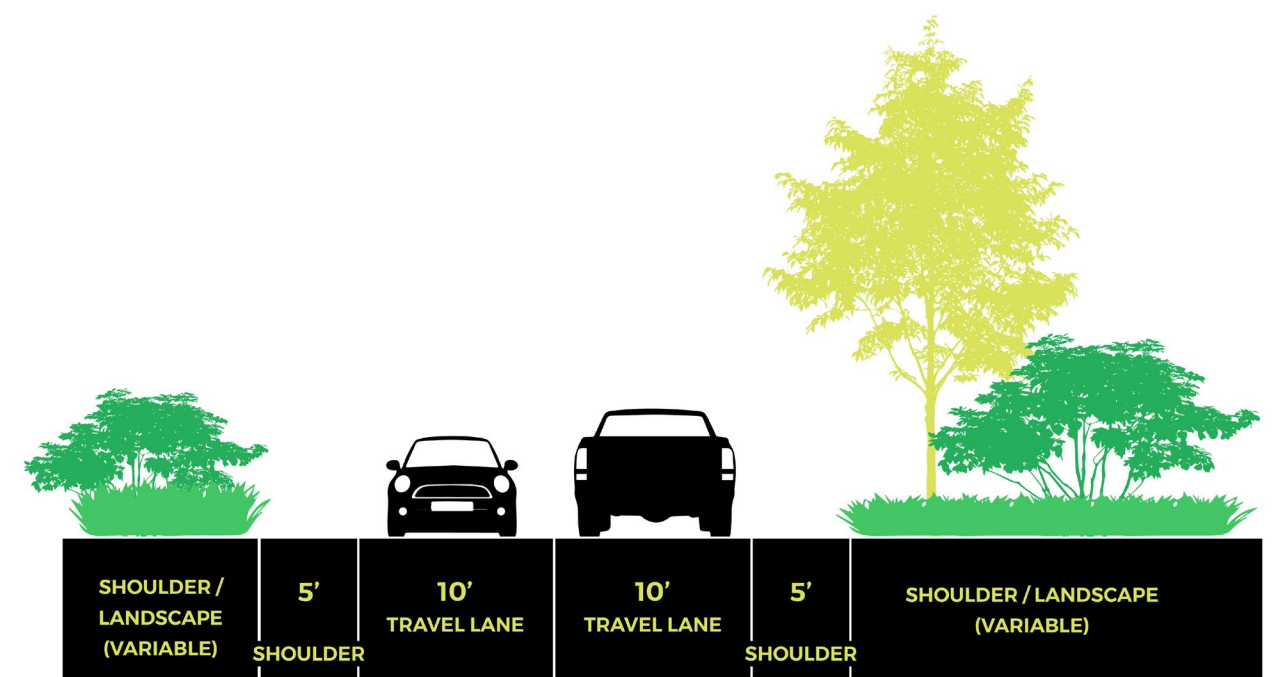
Framework, 2021

FIGURE 31. STREET CONCEPT SECTION #6.2 - Miller Rd at DPW Lot Looking North



Framework, 2021

FIGURE 32. STREET CONCEPT SECTION #7 - Miller Rd Near Battle Point Dr Looking North



Framework, 2021

## 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.

# ACTION PLAN

## ACTION STRATEGY MATRIX

STRATEGY	SUMMARY	TIMELINE	DEPARTMENT	COST/ FUNDING
<b>ZONING AND LAND USE</b>				
Update the City's Zoning Map and Municipal Code to establish the Island Center Zone	The plan recommends creating a new Island Center Zoning District	6 months	Planning & Community Development	Staff time
Update the City's Municipal Code to establish development standards for the Island Center Zone	The new Island Center Zoning District includes development standards and uses specific to Island Center.	6 months	Planning & Community Development	Staff time and/or consultant support (\$)
Update the City's Design Review Manual Design for Bainbridge for consistency with the Island Center Zone land uses, street concepts, and development standards	Design review will apply to development in the new IC Zone and new development standards must be consistent with Design for Bainbridge	6 months	Planning & Community Development	Staff time and/or consultant support (\$)

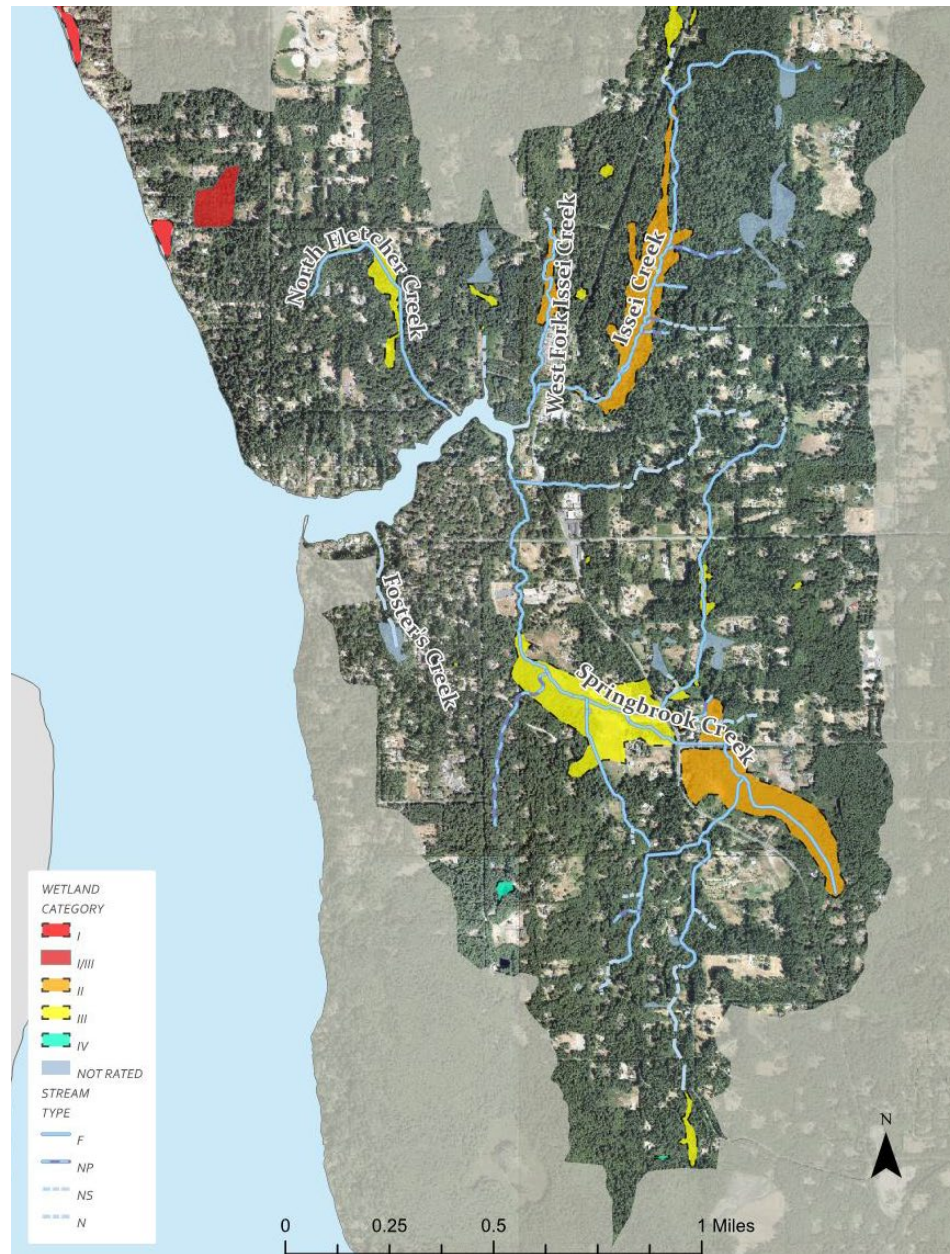
\$ = <\$50k, \$\$ = \$50k to \$100k, \$\$\$ = >\$100k

STRATEGY	SUMMARY	TIMELINE	DEPARTMENT	COST/ FUNDING
Review any future land use or transportation changes in the Island Center area for consistency with the Island Center Subarea Plan	In the future, such as part of a Comprehensive Plan update, review any future land use or transportation changes for consistency with the Subarea Plan.	Ongoing	Planning & Community Development and Public Works	Staff time
<b>PUBLIC IMPROVEMENTS / INFRASTRUCTURE</b>				
Pursue waterfront public access in partnership with private property owners and recreation and conservation organizations	The City and the community will need to be proactive and form partnerships to expand waterfront access as outlined in the Subarea Plan.	Ongoing	Planning & Community Development and Public Works.	Staff time, \$-\$\$\$
Pursue development of the COBI property for public access, use and enjoyment including additional public engagement as plans are refined	The COBI property is proposed for transformation into a flexible community gathering space that will require additional planning and public outreach to be realized.	1-3 years	Public Works, Planning & Community Development	Staff time, \$\$\$
Update Capital Improvement Plan with Island Center projects over time through the annual capital improvement/ budget process, including improving public access to Fletcher Bay and improvements to COBI property	The Island Center Plan proposes several public improvements that will need to be added to the Capital Improvement Plan (CIP) to receive funding	6 months	Planning & Community Development and Public Works	Staff time

STRATEGY	SUMMARY	TIMELINE	DEPARTMENT	COST/ FUNDING
<b>TRANSPORTATION</b>				
Actively pursue an off-street trail network in Island Center in partnership with private property owners and conservation and recreation organizations	Trails may be provided as new development occurs but a cohesive system will require the City to form partnerships and be proactive to obtain trail easements.	2-5 years	Public Works, Planning & Community Development	\$\$\$
Consider implementing temporary transportation improvements to enhance opportunities for walking and biking in the near term while testing potential long-term improvements	Prior to implementing long-term capital improvements the Subarea Plan provides concepts to implement temporary improvements that can provide safe areas for walking and biking in Island Center	1 year	Public Works	\$
Further plan for street improvements in Island Center with additional design and engineering work in collaboration with community stakeholders	Transportation concepts in the Subarea Plan require additional planning, design, and public outreach before they can be implemented.	1-3 years	Public Works, Planning & Community Development	Staff time, \$\$\$

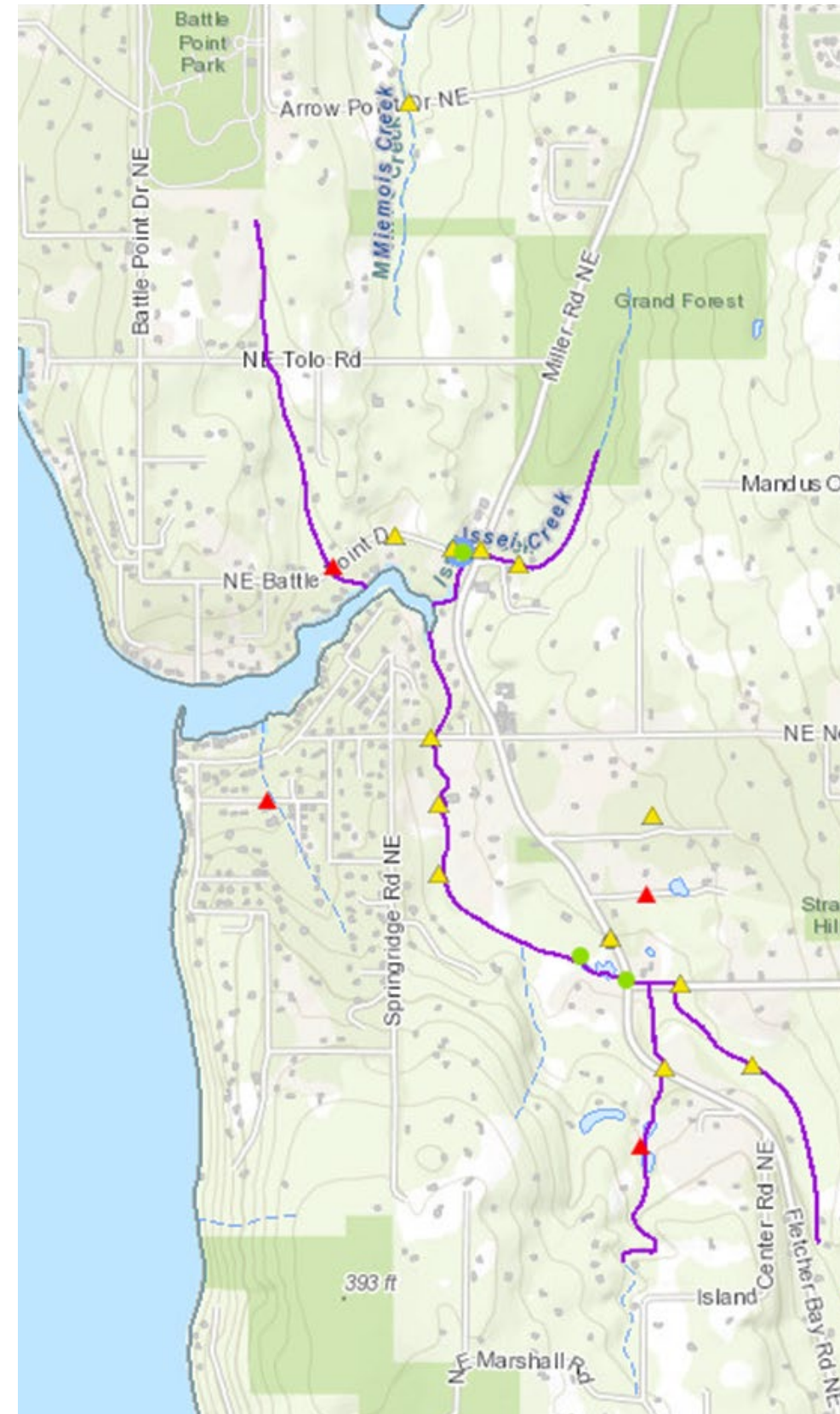
# APPENDIX

## APPENDIX A: ISLAND CENTER SUBAREA & FLETCHER BAY WATERSHED STATE OF THE WATER RESOURCE



The Fletcher Bay watershed comprises 2,102 acres of land that drains to Fletcher Bay and ultimately Port Orchard Passage. There are two principal sub-basins within the watershed that produce perennial salmon bearing streams. Issei Creek captures drainage from the north east portion of the watershed, while Springbrook Creek captures drainage from the south side of the watershed and both creeks discharge into the head of Fletcher Bay.

SURFACE WATER FEATURES  
COBI, 2018



In WDFW map, the yellow triangles are partial barriers, purple lines represent streams with fish presence.

Springbrook Creek has at least 6 partial barriers to fish passage with the most downstream culvert acting as a full barrier during low flows. The main fork of Issei creek has at least 2 documented partial barriers to fish passage blocking the majority of in-stream fish habitat from use by anadromous (ocean going) species.

Another useful resource has been created by the Wild Fish Conservancy (WFC). The WFC has documented the condition most of the fish-bearing streams in the watershed. To view their online map and survey points visit: [WFC Stream Typing](#)

FISH PASSAGE & HABITAT  
Washington Department of Fish & Wildlife, COBI 2018

**APPENDIX B: SUMMARY OF ENVISION ISLAND CENTER WORKSHOP, JUNE 18, 2018**

EMERGING THEMES
<b>IDENTITY &amp; HOUSING</b>
<ul style="list-style-type: none"> <li>■ Interest in creating a community identity centered around rural character and access to green space without compromising current lifestyle <i>"Island Center doesn't feel like the center of anything..."</i></li> <li>■ Distrust of density increases and a desire to ensure current capacity is met before considering changes (DOWN OR UP)</li> <li>■ Desire to impact kinds of development and review design guidelines: no McMansions (size), encourage cottage housing (type) and affordable housing that is at a rural scale (cost)</li> </ul>
<b>BUSINESS &amp; ECONOMY</b>
<ul style="list-style-type: none"> <li>■ Concern that extending city services like water and sewer will increase pace of development</li> <li>■ No desire to become an urban hub with extensive retail or services</li> <li>■ Improve access and condition of existing businesses and add businesses that locals will use</li> </ul>
<b>TRANSPORTATION &amp; MOBILITY</b>
<ul style="list-style-type: none"> <li>■ Mitigate impacts of SR 305 traffic and Miller Road congestion</li> <li>■ Expand bike and pedestrian options</li> <li>■ Consider separating trails from roads to allow for safe walking and bicycling</li> <li>■ Create links between existing parks and trails (Battle-point to Gazzam)</li> </ul>
<b>ENVIRONMENT</b>
<ul style="list-style-type: none"> <li>■ Limited drinking water resources</li> <li>■ Impacts of stormwater on Fletcher Bay and salmon streams</li> <li>■ Light pollution from urbanization is a concern</li> <li>■ Protection of historic farming enterprises</li> </ul>

**APPENDIX C: RECOMMENDED LAND USES TO BE ADOPTED INTO THE CITY'S ZONING AND DEVELOPMENT CODE**

USE CATEGORY/TYPE	CURRENT NC ZONE	BAINBRIDGE GARDENS NODE	ISSEI CREEK NODE	FOUR CORNERS NODE
P: PERMITTED USE    C: CONDITIONAL USE    BLANK: PROHIBITED USE				
Agriculture, Animal	P	P	P	
Agriculture, Crop	P	P	P	
Agriculture Research Facility				
Agricultural Processing				
Single-Family Dwelling	P	P	P	P
Consider only allowing as part of creating a mixed use/or commercial development				
Consider max home size e.g. 1200				
Multifamily Dwellings	P	P	P	P
Same as above				
Commercial/Residential Mixed Use Developments Make clear that vertical and horizontal mixed use is OK, regulate max unit size... Don't regulate ownership style	P	P	P	P
Accessory Caretaker unit to commercial (same concept as in B/I zone)		P	P	P
Live/Work Units		P	P	P
Foster Home	P	P	P	P
Small Group Living Facility	P	P	P	P
Group Care Facility	P	P	P	P
Must be setback 150ft from ROW				
Educational Facility	C	P	P	P
Vocational/Trade Instruction Facilities		P	P	P
Governmental Facility	C	C	C	C
Religious Facility	C	C	C	C
Community Garden	P	P	P	P

USE CATEGORY/TYPE	CURRENT NC ZONE	BAINBRIDGE GARDENS NODE	ISSEI CREEK NODE	FOUR CORNERS NODE
Park, Active Recreation	P	P		
Park, Passive Recreation	P	P		
Recreation Activity, Indoor	P	P	P	P
Recreation Activity, Outdoor	C	P	P	P
Cemetery				
Day Care Center	P	P	P	P
Family Day Care Home	P	P	P	P
Health Care Facility	P	P	P	P
NOTE: Ltd. In size by development stds.				
Artist Studio	P	P	P	P
Club	P	P	P	P
Commercial Amusement	C	P	P	P
Cultural Facility	C	P	P	P
Entertainment Facility	C	C	C	C
Bed and Breakfast (3+ bedrooms)	P	P	P	P
Inn	P			
Hotel				
Equestrian Facility				
Kennel, Indoor	P	P	P	P
Kennel, Outdoor		P	P	P
Veterinarian Clinic or Office	C	P	P	P
Formula Take-Out Restaurant				
Restaurant	P	P	P	P
Mobile Retail Food Establishment	P	P	P	P
NOTE: Consider Allowing for COBI property				
Craft Food and Beverage	P	P	P	P
Personal Service	P	P	P	P
Professional Service	P	P	P	P

USE CATEGORY/TYPE	CURRENT NC ZONE	BAINBRIDGE GARDENS NODE	ISSEI CREEK NODE	FOUR CORNERS NODE
Commuter-Oriented Retail Sales				
Open-Air Sales for Garden Supply	P	P	P	P
Retail Sales	P	P	P	P
NOTE: Consider how to limit "big box"				
Auto Repair Services	C		P	P
Car Wash Facility, Manual or Automatic	C			
Commercial Parking Structure				
Commercial Parking, Surface				
Ferry Commuter Parking				
Gasoline Service Station	C			P
NOTE: require min. distance between gas stations (e.g. ¼ mi or 1000 ft.)				
Motor Vehicle Sales				
Noncommuter Ferry Parking				
Park and Ride Facility/Lot	C			
Park and Ride Lot, Shared Use	C			
NOTE: Consider for COBI Lot (R-2)				
Small Engine Repair	C		P	P
Transport and Delivery Service	C			
Motor Vehicle-Related Services, Not Otherwise Listed				
Small Wind Energy Generator	P/C			
Utility, Primary	C			
Manufacturing, Small-Scale	C		P	P
Manufacturing, Light				
Manufacturing, General				
Mining and Quarrying				
Research and Development	P	P	P	P
Recycling Center	C			
Waste Transfer Facility				

USE CATEGORY/TYPE	CURRENT NC ZONE	BAINBRIDGE GARDENS NODE	ISSEI CREEK NODE	FOUR CORNERS NODE
Commercial Moving and Freight Terminal				
Self-Service Storage Facility				
NOTE: allow for expansion or modification to existing facilities				
Warehouse				
Barge Moorage and Off-Load Ships				
Boat Building				
Boat Repair Facility		P	P	P
Marine Rental and Sales				
Water-Related Supply and Retail Sale		P	P	P
Marijuana Retailer				
Marijuana Processor				
Marijuana Producer				
NEW USE TO PROHIBIT: EVENT RENTAL SPACE				

**ISLAND CENTER**

**SUBAREA PLAN**

# Island Center Sub-Area and Fletcher Bay *Xl̥akap* Watershed

State of the Water Resources 2020

## FLETCHER BAY WATERSHED

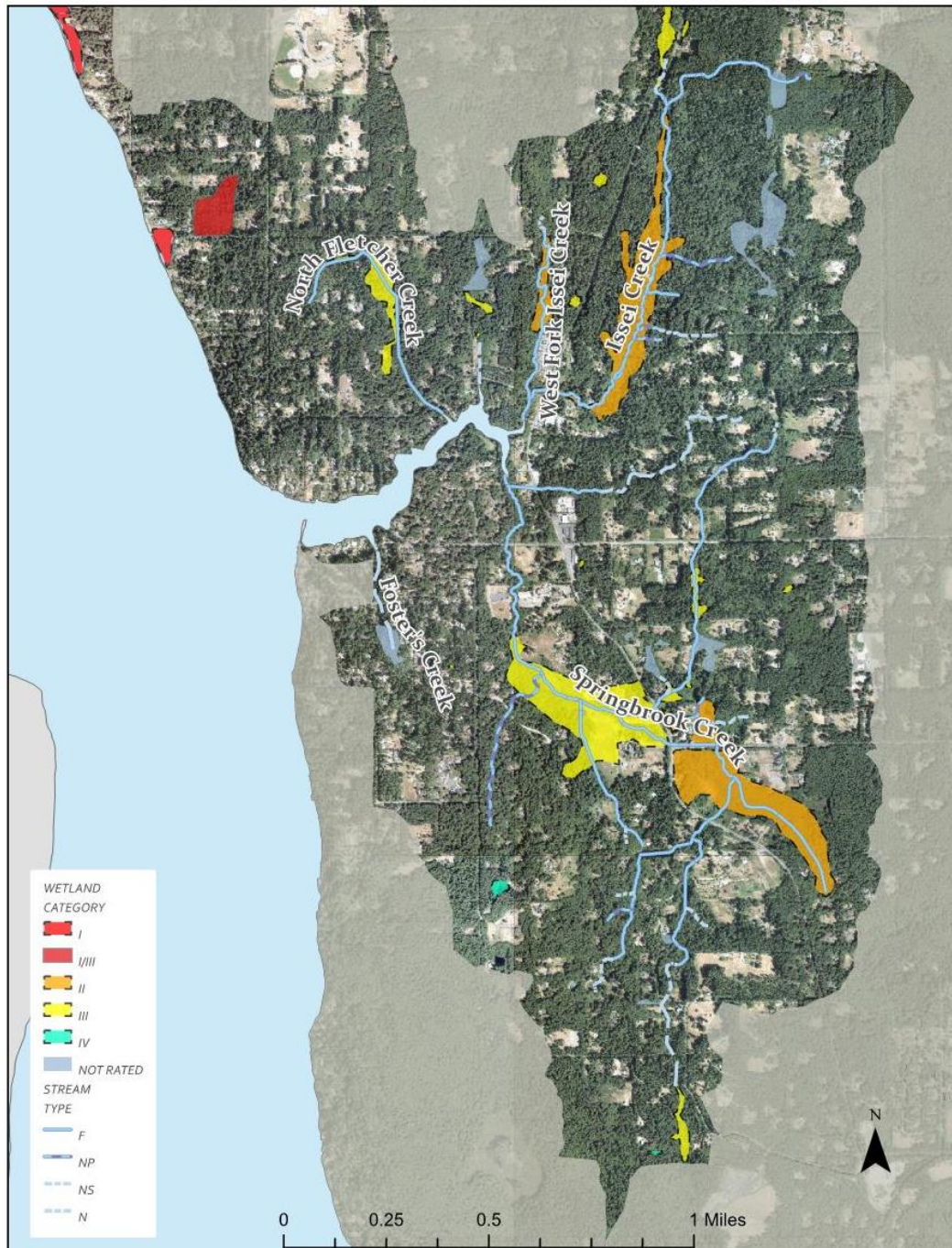


Figure 1 Surface Water Features

The Fletcher Bay watershed, also known as *Xl̥lkap* or *səx<sup>w</sup>ul̥lək<sup>w</sup>əb* in the native Lushootseed language, comprises 2,102 acres of land that drains to Fletcher Bay and ultimately Port Orchard Passage. There are two principal sub-basins within the watershed that produce perennial salmon bearing streams. Issei Creek captures drainage from the north east portion of the watershed, while Springbrook Creek captures drainage from the south side of the watershed and both creeks discharge into the head of Fletcher Bay. See the State of the Island's Waters Report <https://www.bainbridgewa.gov/1140/State-of-the-Islands-Waters-Report> for more details. While historically more interest has been paid to surface features, such as streams, wetlands and ponds (Figure 1), we also must consider the subterranean features i.e. the aquifer system (Figure 2), as well as precipitation patterns (Figure 3). When we consider these three components, surficial, geologic and climatological, we can fully understand the state of the three-dimensional watershed.

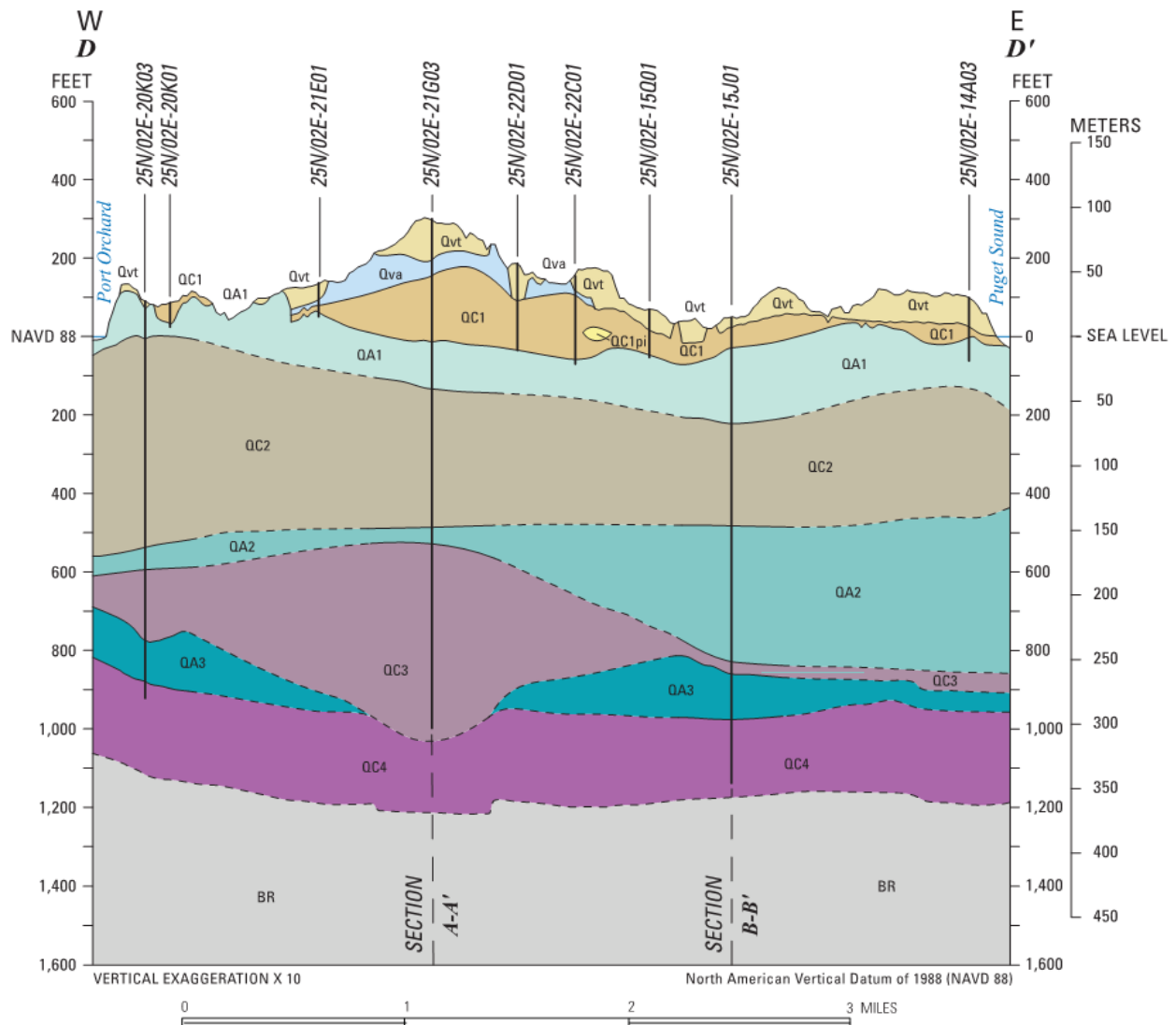


Figure 2 Representative Cross Section of Aquifers underlying the Fletcher Bay Watershed  
USGS 2011-5021

[https://pubs.usgs.gov/sir/2011/5021/pdf/sir20115021\\_plate1.pdf](https://pubs.usgs.gov/sir/2011/5021/pdf/sir20115021_plate1.pdf)

The Fletcher Bay watershed receives approximately 35-40 inches of rain per year. The City measures precipitation in conjunction with an automated flow monitoring station near the mouth of Springbrook Creek (SE35, Site A).

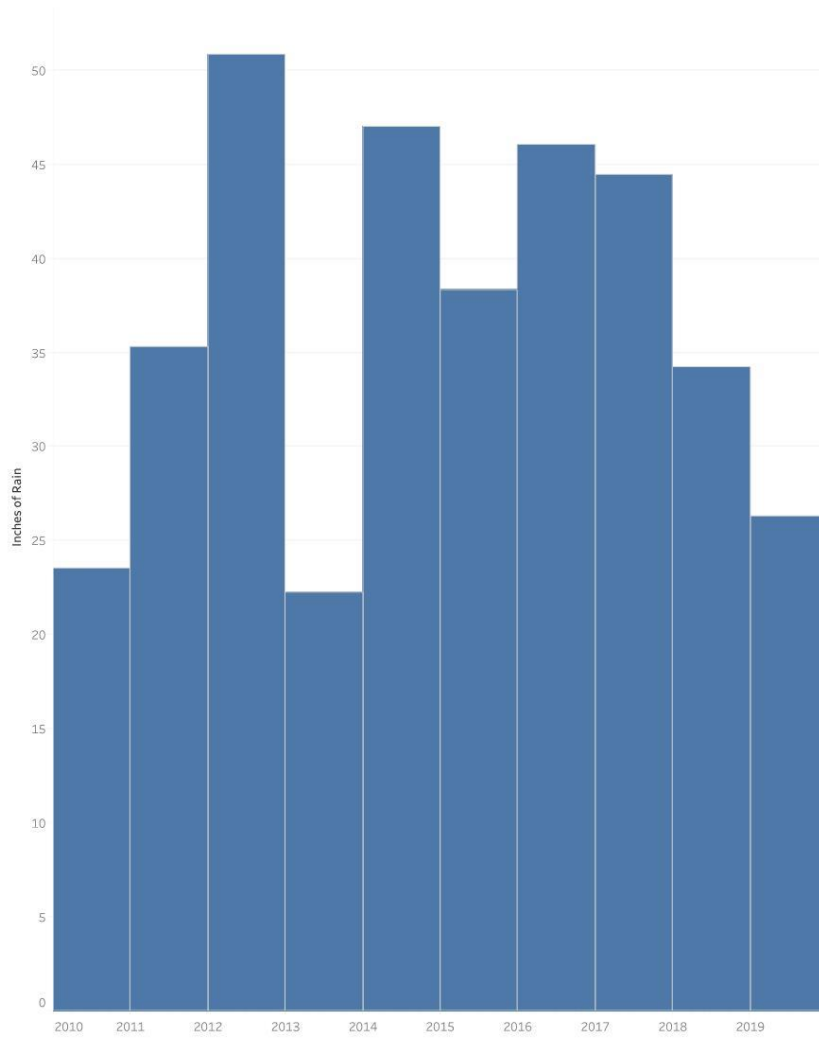


Figure 3 Yearly Rain Totals in Inches (COBI weather station 1)

## Fish Passage & Habitat

Springbrook Creek has at least 6 partial barriers to fish passage with the most downstream culvert acting as a full barrier during low flows. The main fork of Issei Creek has at least 3 documented partial barriers to fish passage blocking the majority of in-stream fish habitat from use by anadromous (ocean going) species.

Another useful resource has been created by the Wild Fish Conservancy (WFC). The WFC has documented the condition of most of the fish-bearing streams in the watershed. To view their online map and survey points visit: <http://www.moonlitgeo.com/wfc/?lat=47.785&lng=-122.54&zoom=12>

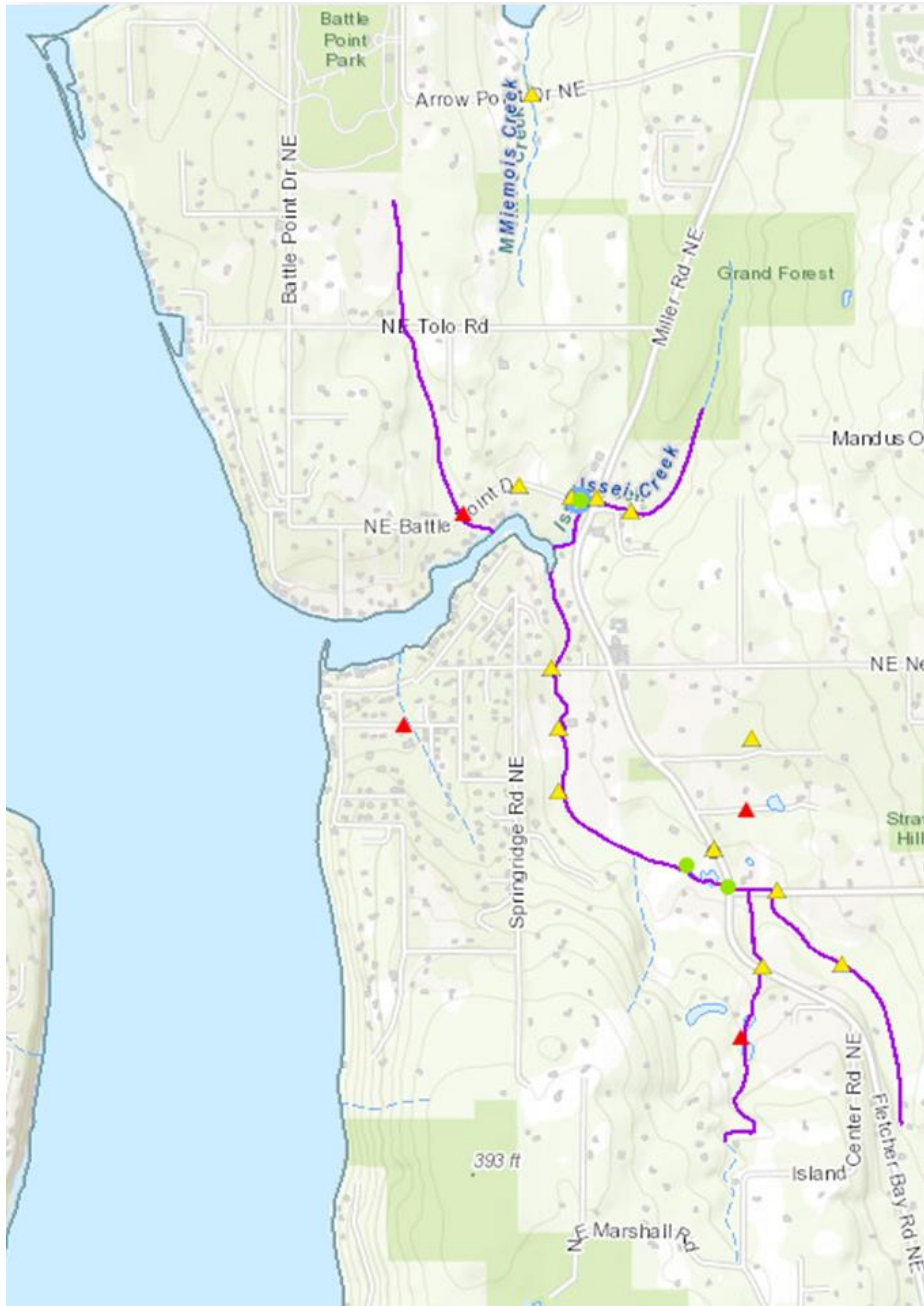


Figure 4 Fish Passage Barriers, yellow triangles are partial barriers, WDFW <http://apps.wdfw.wa.gov/fishpassage/>

# Fletcher Bay Watershed Water Quality

## Monitoring Efforts

City of Bainbridge Island's Water Quality and Flow Monitoring Program (WQFMP)

Since 2008 the city has collected data from two streams in the Fletcher Bay watershed as well as one marine site. For more information visit the [WQFMP webpage](https://www.bainbridgewa.gov/516/Water-Quality-Flow-Monitoring-Program)

<https://www.bainbridgewa.gov/516/Water-Quality-Flow-Monitoring-Program>.



Figure 5 Monitoring Sites WQFMP, COBI

## Kitsap County Health District

The Kitsap Public Health District (KPHD) investigates properties with potentially failing septic systems. In the Fletcher Bay watershed, the KPHD identified and helped property owners repair 4 septic systems, 2 in 2008 and 2 in 2015. For more information see:

[https://kitsappublichealth.org/environment/files/reports/BainbridgelslandReport\\_2008.pdf](https://kitsappublichealth.org/environment/files/reports/BainbridgelslandReport_2008.pdf)

## Water Quality: Biologic

WA Department of Ecology TMDL

Currently, the City is a stakeholder in the [Sinclair and Dyes Inlets Fecal Coliform Bacteria Total Maximum Daily Load \(TMDL\)](https://fortress.wa.gov/ecy/publications/documents/1110051.pdf) <https://fortress.wa.gov/ecy/publications/documents/1110051.pdf>. Four of the Island's watersheds are captured within the TMDL drainage basin boundaries including Fletcher Bay. The City has continued to monitor levels of bacteria in the watershed and has installed Mutt-Mitt stations at strategic areas to encourage pet waste pickup.

### Springbrook Creek Bacteria

Fecal coliform bacteria levels have been decreasing in the watershed overall yet bacteria counts continue to be high in Springbrook Creek near High School Rd and Fletcher Bay Dr. Focused bacteria sampling in 2011 and 2017 indicate the problem is persistent. In 2017 *microbial source tracking* analysis was performed and results show that some of bacteria is of human origin. In 2019 repairs were made to a failing septic system in the area. Future sampling will indicate if this was the source. (Springbrook Creek watershed report 2018, State of the Island's Waters 2012)

### Issei Creek Bacteria

The west fork of Issei Creek has been documented as a source of bacteria and elevated levels of ammonia as compared to the east fork of Issei Creek, which originates in the Grand Forest. (Aspect 2013)

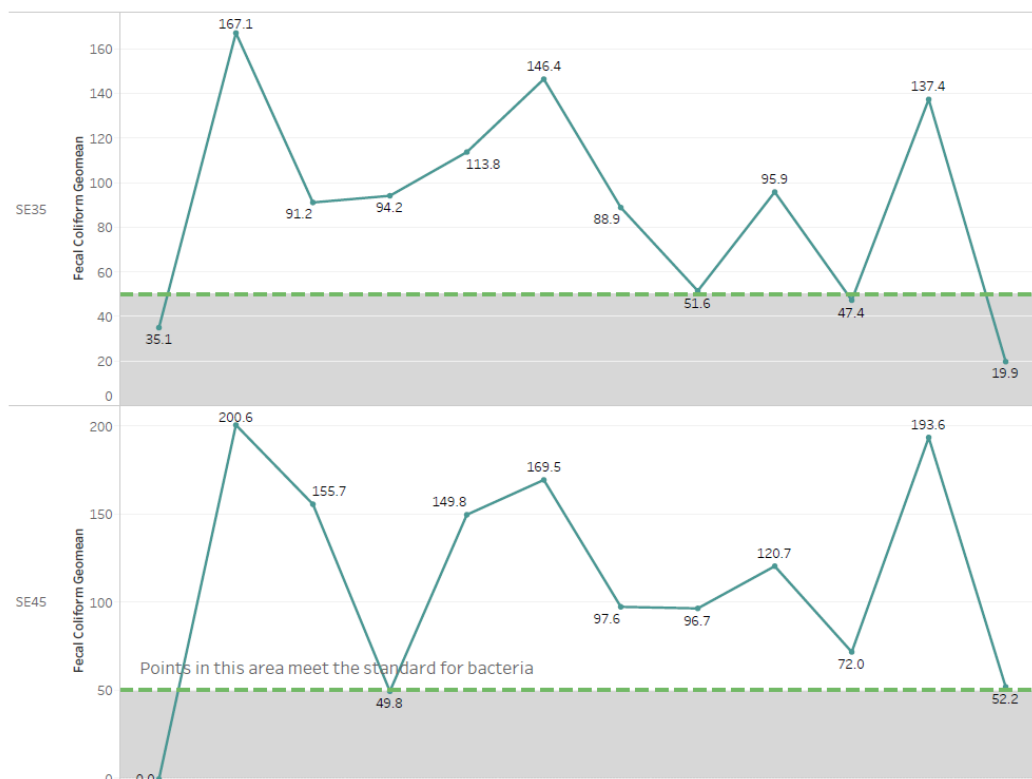


Figure 6 Average Annual Bacteria in Springbrook (SE35) and Issei creeks (SE45), COBI

## Macroinvertebrate

The average Benthic Index of Biotic Integrity (B-IBI), an index of stream health, indicates poor/fair stream conditions for Issei creek and fair/good conditions for Springbrook Creek (Figure 8). Issei Creek showed a significant increasing trend in the percentage of pollution *intolerant* species versus tolerant species, indicating an improvement in water quality (Figure 9).

	2008	2010	2011	2012	2013	2015	2016	2017	2018	2019	Average	Trend
Springbrook	55	75.1	59.9	52.6	51.5	48.4	52.7	63.5	66.9	56.5	58.2	Steady
Issei	38.8	58	20.9	14.2	20.8	51.3	53.4	55.5	41.7	41.5	39.6	Improving

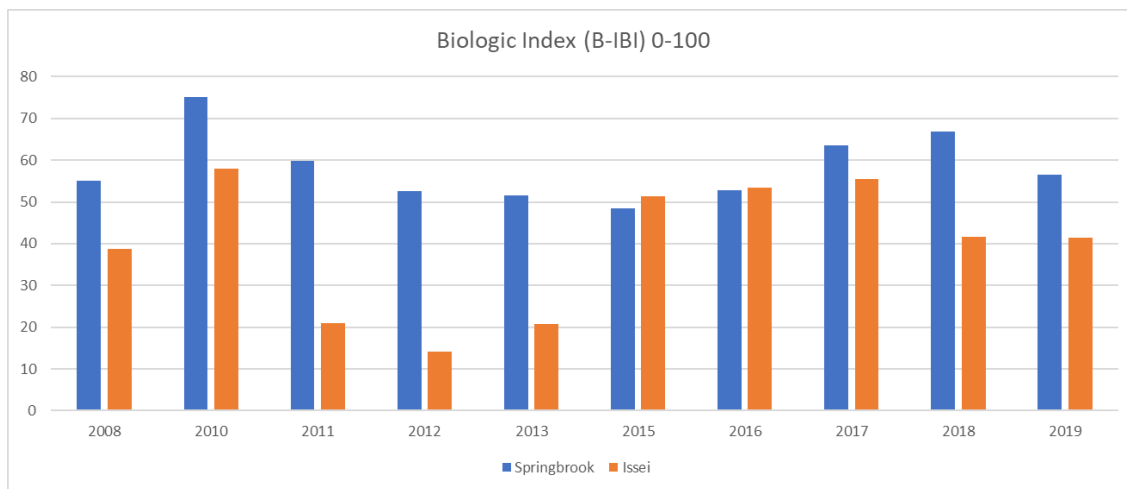


Figure 6 B-IBI scores 2008-2019, COBI

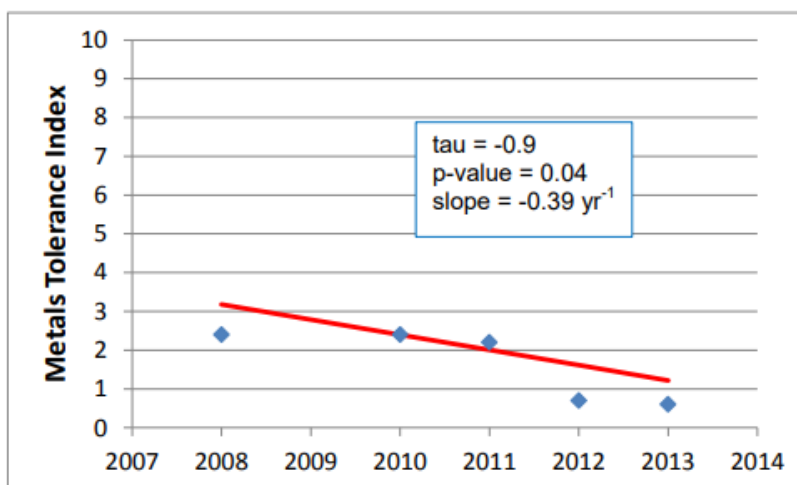


Figure 7 Issei Creek, DeGasperi 2015

For more information see: Stream Benthos and Hydrologic Data Evaluation for Bainbridge Island

[http://www.bainbridgewa.gov/DocumentCenter/View/6278/Stream Benthos Final Dec 2015?bidId](http://www.bainbridgewa.gov/DocumentCenter/View/6278/Stream_Benthos_Final_Dec_2015?bidId)

## Marine Bacteria

Marine water quality stations, monitored by the Washington State Department of Health (WDOH), on the north and south edge (457,450) of the mouth of Fletcher Bay currently indicate acceptable bacteria levels and are *approved* for shellfish harvest, an improvement from years past.

[2019 WA DOH growing area report](#)



Figure 8 Marine Bacteria Stations, WDOH

<https://www.doh.wa.gov/Portals/1/Documents/4400/portorchard.pdf>

## Marine Tissue Analysis

Fletcher Bay is also home to a mussel monitoring site as part of the Stormwater Action Monitoring program. Recent mussel tissue analysis concurs with targeted stormwater and sediment sampling, pollutants such as PAH's have been detected at increased levels. Contaminants such as TPCB, DDT, AI are found at above average levels compared to other sites in the Salish Sea. For more information visit:

[2017 WDFW Report on Mussel Monitoring](#)

[2020 WDFW Report on Mussel Monitoring](#)

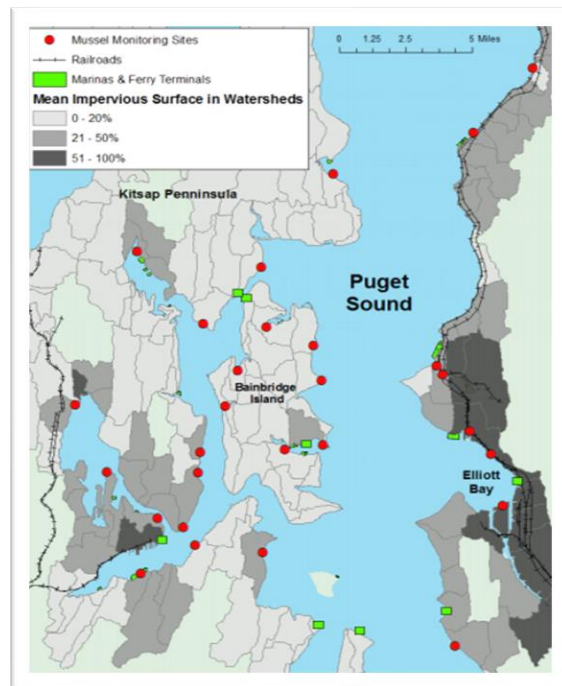


Figure 9 Mussel Monitoring Stations, WDFW

## Water Quality: Physical and Chemical Properties

### Water Quality Index

To simplify the many water quality parameters a simple course metric was designed to show generally how good (or bad) the water quality is. The Water Quality Index (WQI) ranks water quality on a 0-100 scale (with 100 representing excellent water quality) and combines multiple data points to show how the streams are doing as a whole. The most recent calculation shows that they both have fair quality or are of moderate concern and have improved. For more details on this metric please visit:<https://www.bainbridgewa.gov/1140/State-of-the-Islands-Waters-Report>

<b>Stream</b>	<b>WQI WY2012</b>	<b>WQI WY2017</b>	<b>WQI trend</b>
Issei	16	55	Improving
Springbrook	40	55	Improving

## Stream Temperature

Springbrook Creek (SE35) failed to meet state standards for temperature in July and/or August during most of the years from 2012-2017. Issei creek (SE45) fared better, generally meeting standards through the summer. Even though Issei is a smaller creek with lower summer baseflows it enjoys a more consistent stream-side tree cover, relative to Springbrook. Upper reaches of Springbrook Creek, that experience a greater tree cover, have been documented as meeting the standard for temperature year-round, but the lower mainstem is more exposed to sun, causing temperature exceedances. (see Figure 21 for Land Cover details)

### Fletcher Bay Temperature Exceedences

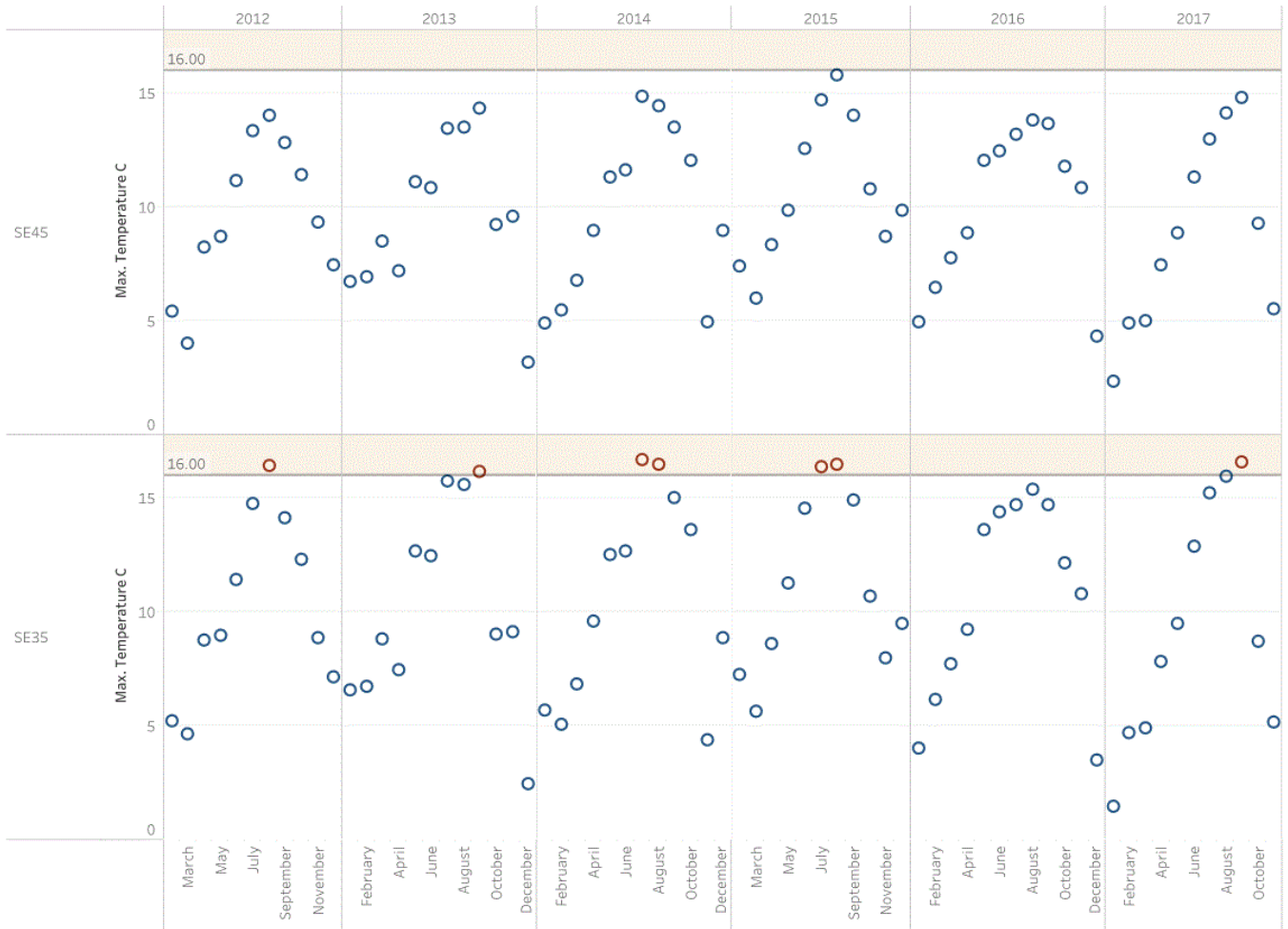


Figure 10 WQFMP Monthly Temperature Data, COBI

## Dissolved Oxygen

Both streams, Issei and Springbrook, do not meet the state standard for Dissolved Oxygen during the summer months (July-September).

Fletcher Bay Dissolved Oxygen Exceedences

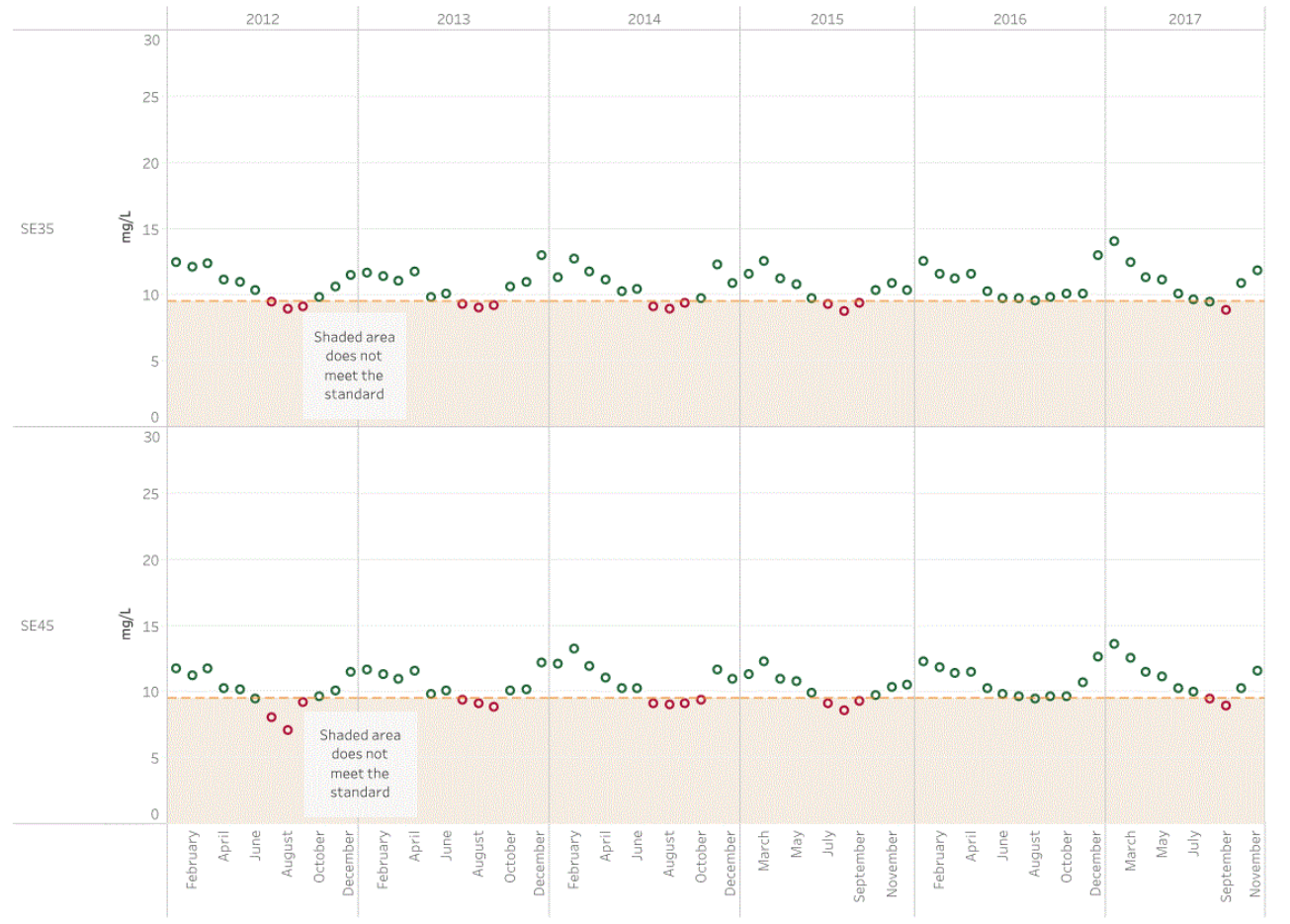


Figure 11 WQFMP Monthly Dissolved Oxygen Data, COBI

## Stormwater

The majority of stormwater impacts to the watershed occur along major roads such as Miller Rd and Fletcher Bay Rd that host relatively high traffic volumes. These impacts are partially mitigated by grassed shoulders and decentralized ditch systems. A more concentrated and unmitigated source can be found due to the nature of the Island Center neighborhood service center. Island Center is host to many auto-centric businesses that have a higher potential for pollutant generation. Also, denser commercial areas like Island Center utilize closed, piped stormwater systems that centralize flows and discharge them in close proximity to the marine receiving waters of Fletcher Bay. Water Quality monitoring has been performed by the City since 2008 by the [City's Water Quality and Flow Monitoring Program](https://www.bainbridgewa.gov/516/Water-Quality-Flow-Monitoring-Program) at <https://www.bainbridgewa.gov/516/Water-Quality-Flow-Monitoring-Program>

## Sediment Sampling

Contaminates related to automobiles including lead, copper, gasoline and oils were found in the marine sediments of Fletcher Bay (site NS24) as well as the two major contributing streams, Issei (SE45) and Springbrook (SE35). Results are mixed but generally, total contaminate levels have been decreasing. For more info and to use an interactive data display: <https://www.bainbridgewa.gov/1230/2020-State-of-the-Islands-Sediment-Report>

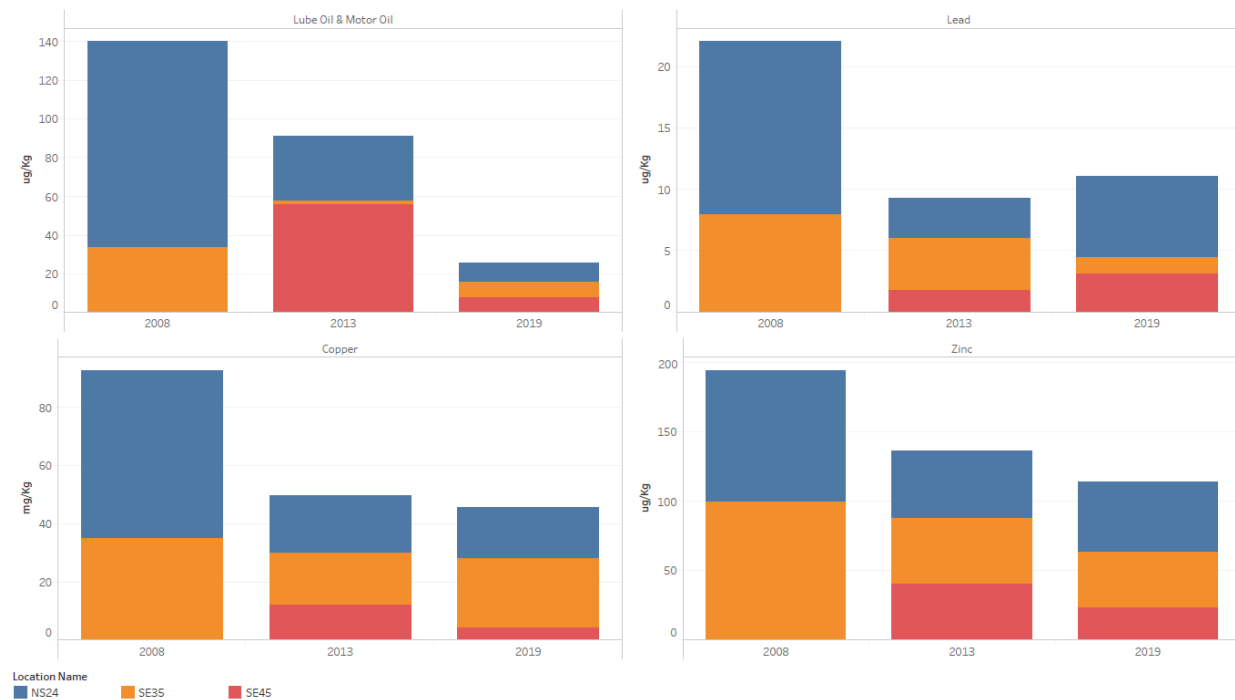


Figure 12 Automotive related pollutants in sediment 2008-2019, COBI

## Targeted Stormwater Sampling

Routine sampling and targeted storm sampling have revealed that both Springbrook and Issei Creeks suffer from stormwater impacts. Aluminum has been detected at levels high enough to harm aquatic life in a short time frame. Other metals such as zinc and copper continue to be detected at lower levels, yet still high enough to harm aquatic life with extended exposure. Stormwater runoff from roads and parking lots are most likely the biggest source of metals in our streams and harbors.

Stormwater impacts are also analyzed using flow rates and precipitation patterns.

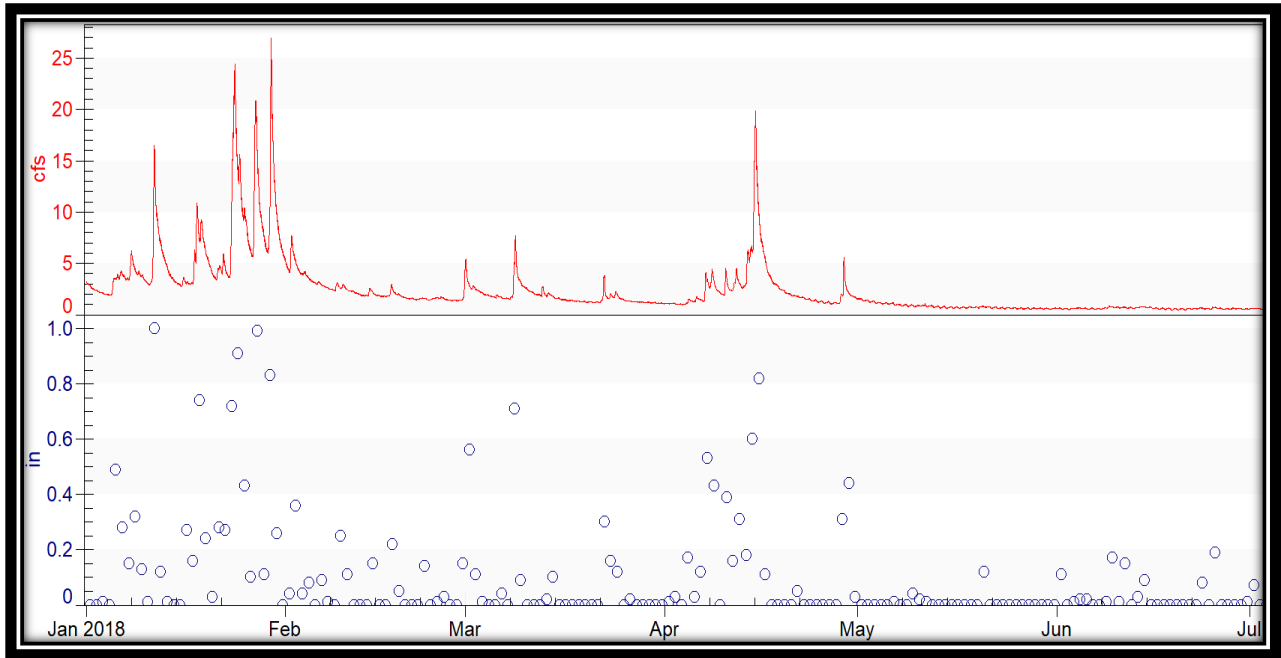


Figure 13 Flow and Precipitation Springbrook Creek 2018, COBI

## Silt Delivery in Fletcher Bay Watershed



Since the early 2000's residents of Fletcher Bay have noticed 'plumes' of silt, or turbid water, flowing to the bay and discoloring the marine water. Allegations were levied on new sub-developments in the watershed, but no direct evidence has been documented. More recent observations have shown that actively used gravel roads such as Fletcher Blvd., Woodbank Dr. and parking lots, such as the large City owned lot at 8964 Miller Road are contributing turbid



stormwater runoff to the bay. (iDirt IDDE investigations, Springbrook creek project field observations winter 2017) Sediment grain size analysis agrees that some fine materials may be moving into the marine system, yet between 2008 and 2019 percentages of gravel sized sediment increased by 4 percent while silt sized sediment increased only by 1 percent. If turbid stormwater was the only culprit, we would expect to see smaller silt and clay sized material increase more and this did not occur in the 2008-2019 timeframe. Further, this type of lagoon is typically characterized by extensive shallow mudflats created by slower water velocities and a constant, natural supply of sediment from the streams. Though not a substantial contributor to the layer of silt on the bottom of the Bay turbid plumes from stormwater sources do negatively impact organisms in the ecosystem and can smother fish eggs in the stream.

In 2020 the City added a more permanent silt trap and harder wearing gravel to the parking lot on Miller rd. This is intended to reduce the fine sediment contribution to the bay and further reduce stormwater impacts.



## Groundwater

The City of Bainbridge Island monitors 86 public and private wells, Island-wide, from all six aquifers in the Bainbridge Island aquifer system. Each year the data collected over the last ten-year period is assessed against the Early Warning Levels (EWLs) and reviewed for safe yield and seawater intrusion.

In the Fletcher Bay watershed 9 wells are monitored for water level: 2 in the Fletcher Bay aquifer (FBA), 3 in the sea level aquifer (SLA) and 4 in the perched aquifer (PA). In 2019 4 wells show an increasing trend, 2 show a neutral trend and 3 indicate a declining trend.

Five wells are monitored for chloride concentration, an indicator of seawater intrusion. Chloride levels in the watershed are generally low (less than 20 mg/L) with no significant increasing trends.

The City is considering the development of a groundwater management plan starting in 2021.

More information about the current state of the Island's aquifers can be found in the 2017 Early Warning Level Assessment.

<https://www.bainbridgewa.gov/DocumentCenter/View/10883/2017-EWL-Report>



## Water Rights and Instream Flow

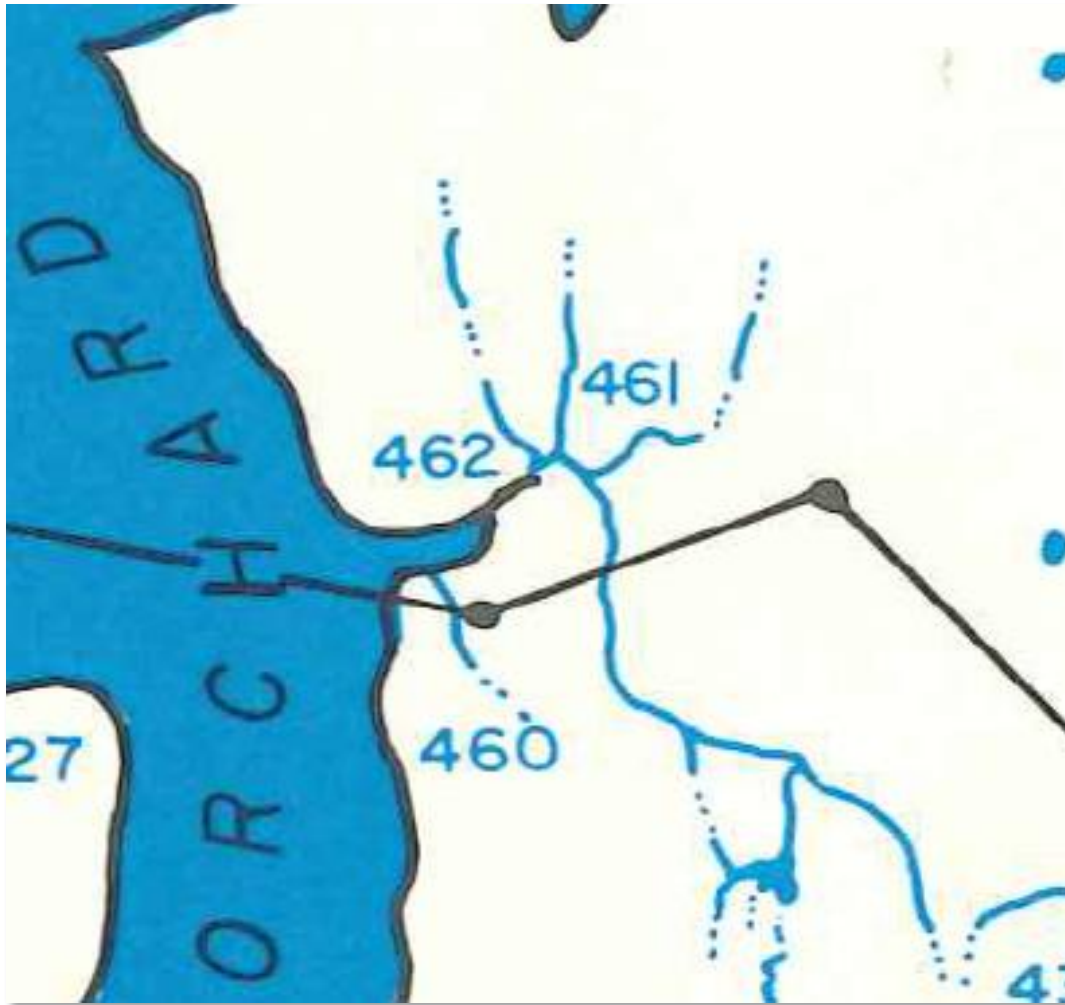


Figure 14 Stream system '461' (Issei and Springbrook creeks) is closed to further surface water appropriation. WAC 173-515-040

As of January 19, 2018, a new State law, ESSB 6091, states that new wells drilled for use in residential projects are subject to a 500-dollar fee and a limit of 950 gallons per day.

Kitsap County has explained this new requirement in the follow document:

[Kitsap Brochure and Notice to Title example.](#)

<https://www.kitsapgov.com/dcd/FormsandBrochures/Building%20Permits%20Supplied%20with%20Well%20Water.pdf#search=brochure%20109>

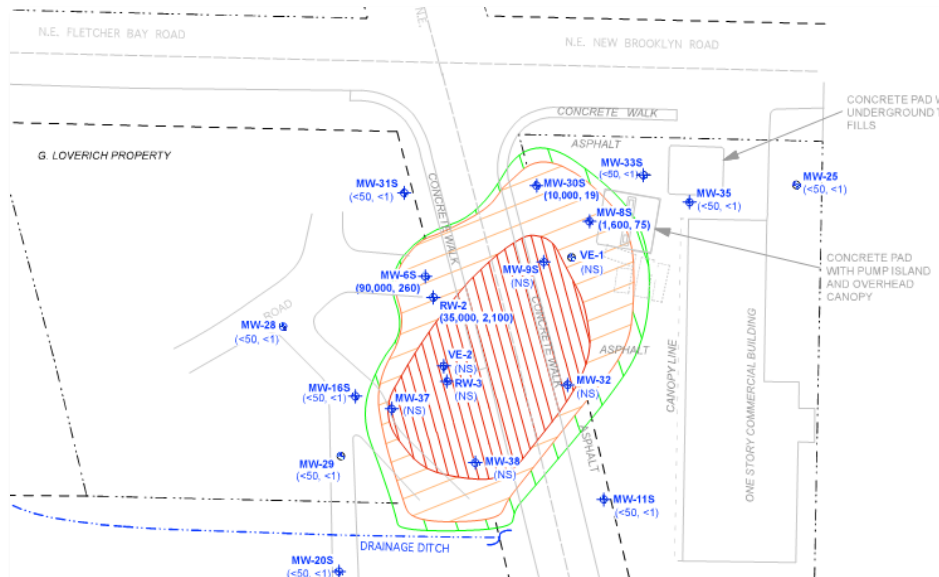
The City of Bainbridge Island is currently an active stakeholder in a process to update the watershed plan for our area. The plan will ensure that new groundwater uses do not adversely affect the amount of water in the streams. The Springbrook Creek watershed could be a good candidate for projects that offset domestic water use such as managed aquifer recharge facilities or rain barrels and cisterns.

For more information visit the Department of Ecology's webpage: <https://ecology.wa.gov/Water-Shorelines/Water-supply/Streamflow-restoration/Streamflow-restoration-planning>



## Contaminated Sites

The only significant contaminated site in the watershed that has been documented by the State is due to a leaking underground storage tank at the gas station on the corner of Fletcher Bay Road/Miller Road/New Brooklyn Road. The department of Ecology has terminated the voluntary clean-up plan and is pursuing next steps.



Extent of groundwater contaminants 10/29/2017. Location of shallow monitoring wells shown in blue.

Figure 15 Fletcher Mart Contamination Map, Ecology

Gasoline concentration sampled from 4 groundwater wells 2010-2017

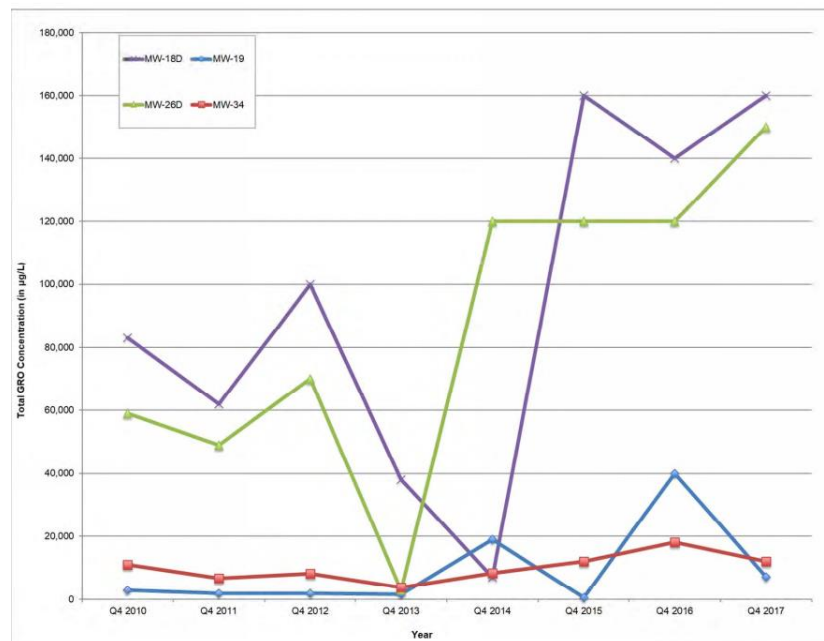


Figure 16 Fletcher Mart Contamination Graph, Ecology

For complete site summary visit:

[Fletcher Mart Webpage](#)

<https://apps.ecology.wa.gov/gsp/Sitepage.aspx?csid=5529>

## Springbrook Creek Watershed Assessment

The City supported the Bainbridge Island Land Trust in the Springbrook Creek Watershed Assessment Project by monitoring water quality and flow at sites throughout the watershed to better understand environmental stressors at a finer scale (Figure 19). In addition to the project's field work the WA Department of Ecology ran their Puget Sound Watershed Characterization Model to analyze natural processes and give guidance on management actions in the watershed. For more information: visit

<https://www.bainbridgewa.gov/DocumentCenter/View/11416/DOE-Watershed-Characterization>

or

<https://www.bi-landtrust.org/protected-spaces/springbrook-creek/>

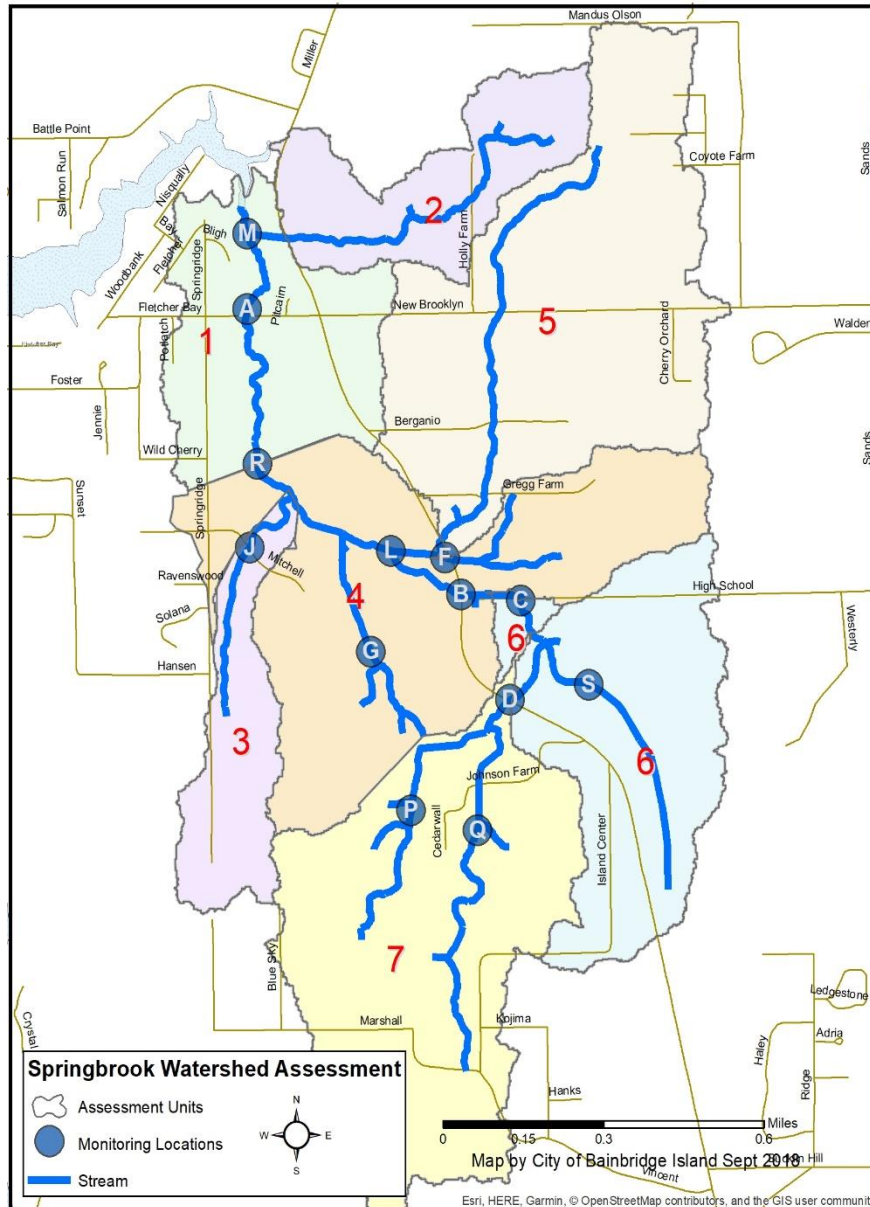


Figure 17 Springbrook Creek Watershed study locations, COBI

As part of the project the City continuously monitored temperature in six locations throughout the watershed. One of the takeaways was that summer stream temperatures regularly exceeded the State standard for healthy fish habitat. The only site that stayed below the standard was in a relatively undeveloped and forested section of a headwater tributary, site S.

### Springbrook Creek - Stream Temperature History

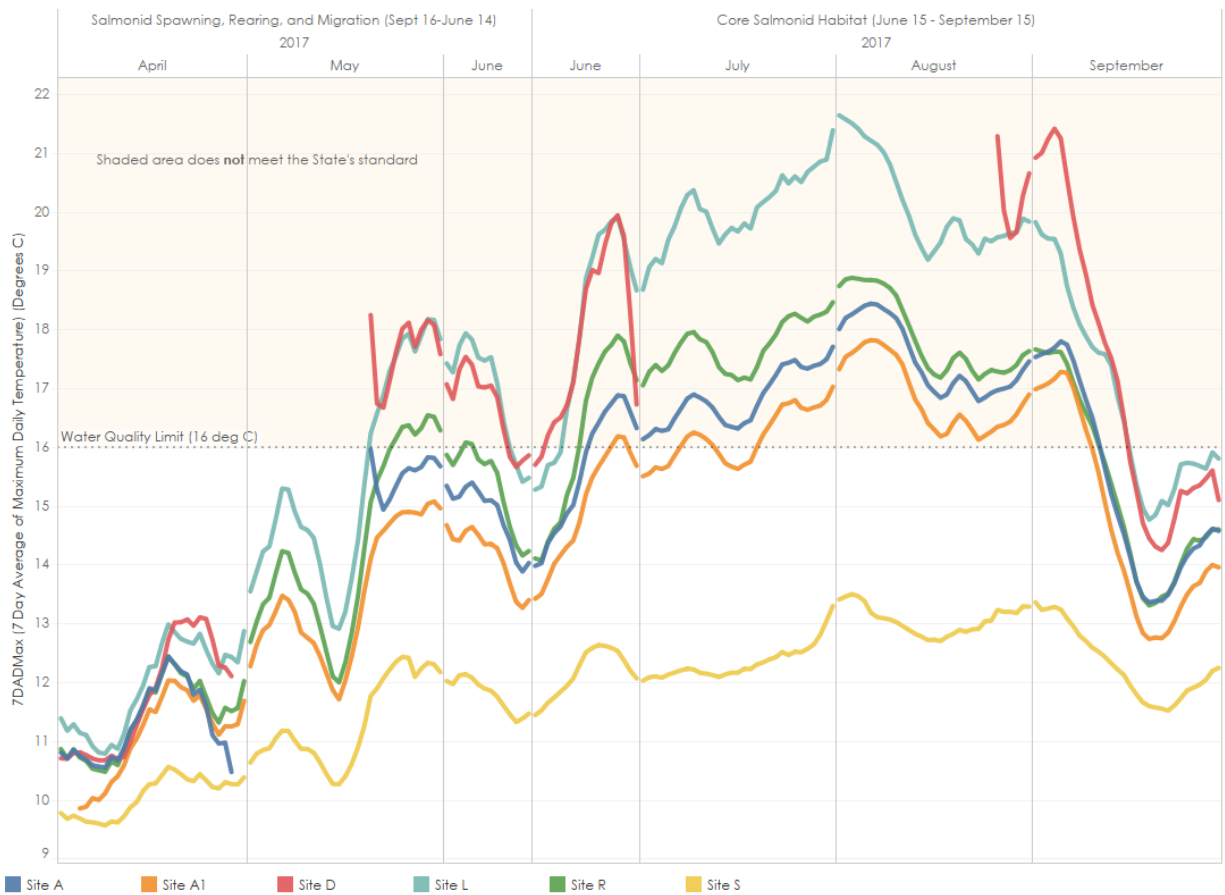


Figure 18 Springbrook Creek, Continuous Temperature Data, COBI

## Land Cover

Land Cover and land use data is used to understand the relationships between things such as forest extent and stream temperature. Changes in landcover over time can also help describe how and where development has altered the landscape. Comparing data from one source to another can be difficult thus we keep the groupings as course as possible to provide significance. In reviewing the 4 data sources below it appears that the Fletcher Bay watershed forest cover has been altered or reduced by 2-3 acres of forest cover per year from 2000-2015.

Data Source	Forest (tree)	Developed (grass, impervious surfaces, bare ground)
Bainbridge Watersheds 1995	75.3%	24.7%
Kato and Warren 2000	76.92%	22.52%
COBI LC/LU GIS Data 2015	74.3%	25.6%

Washington State Department of Fish and Wildlife's High-Resolution Aerial Imagery Change Detection program produces GIS Data that indicates how and where land cover (vegetation) has been altered.

Vegetation Altered in Fletcher Bay Watershed (acres)	Time Frame (years)
2.9	2006-2009
6.1	2009-2011
8.1	2011-2013

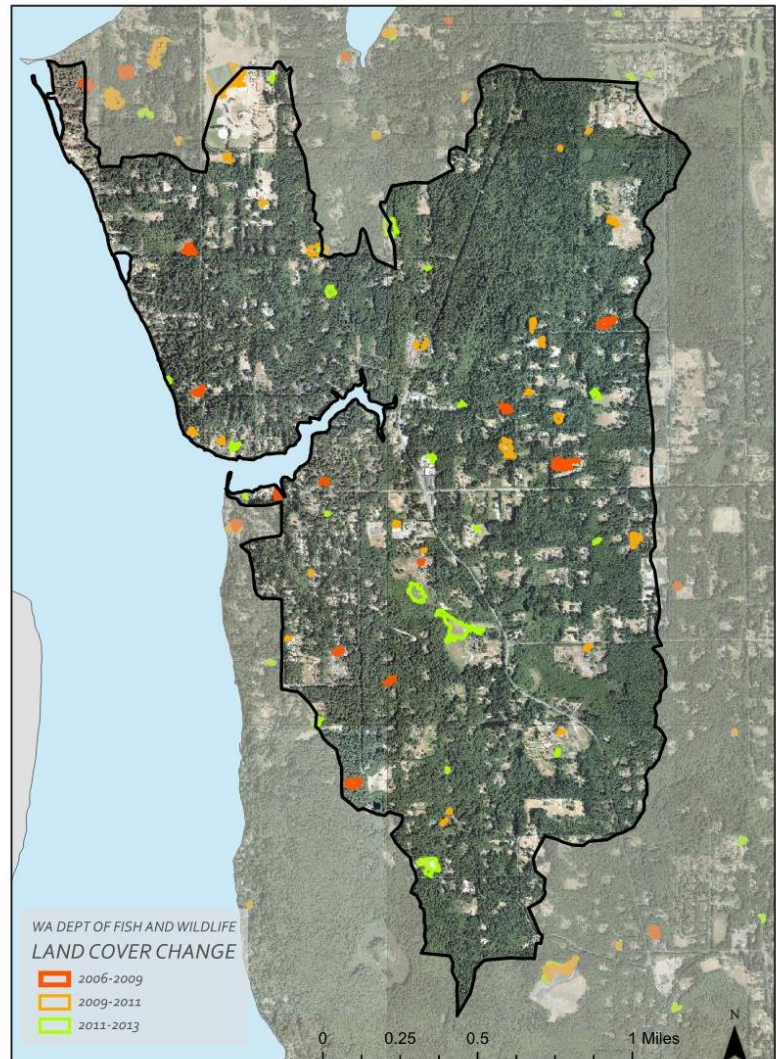


Figure19 Land Cover Change 2006-2013, WDFW

<http://www.pshrcd.com/#/intro>

## Additional References

Fletcher Bay watershed Surface water Status and trends monitoring

<https://www.bainbridgewa.gov/DocumentCenter/View/10289/Fletcher-Bay-Watershed-Surface-Water-Status-and-Trends-Monitoring-022118?bidId=>

Salmon Monitoring is performed annually in Springbrook Creek by the Bainbridge Island Watershed Council <https://www.sustainablebainbridge.org/programs/watershed-council/salmon-monitoring/>

## Committee Questions, Suggestions, Comments and Staff Response for May 5 Discussion on DRAFT Island Center Subarea Plan

Date	Committee Member	Question, Suggestion or Comment	Staff Response
April 17	Glosser	<p><b>Suggested Text Addition to Plan:</b>            In developing this plan, the committee recognizes the increasing housing affordability crisis on Bainbridge Island and in the broader region. As a community committed to being welcome and inclusive, we recognize that housing affordability is a cornerstone of these values.</p> <p>We understand that there are ongoing conversations at the broader city level that seek to develop long-term, island-wide approaches to address affordability. However, we also believe it is our duty as members of this committee to advance a plan that reflects these values as well. Though our proposed changes in zoning and affordability incentives along will not solve this problem, they represent an affirmative statement of our commitment to this goal.</p> <p>There is healthy debate regarding the many root causes of housing affordability, including historical use of exclusionary zoning, over-reliance on single family housing, design standards that increase building costs, dramatic shifts in the local economy, lack of subsidized housing, and many more. However, it is clear that inventory of homes for sale is currently at historic lows, and that demand for housing on Bainbridge has dramatically eclipsed supply. As this drives up prices, it makes living on the island increasingly out of reach for low- and middle-income workers. Our proposed approach seeks to, in a modest way, increase overall housing stock and specifically target increases for low- and middle-income workers. We do not expect that it will solve the problem alone, but we are also unwilling to shirk our responsibility to be part of the solution.</p>	<p>There are a few places in the DRAFT Plan that would make sense to add this language:            Add to Page 3, the section that discusses the City’s Comprehensive Plan, OR</p> <p>Add to page 18 which is the introductory section to the changes being implemented with the Island Center Subarea Plan.</p> <p>The last paragraph suggested describes Alternative 3 and should not be added if the Committee ended up recommending something besides Alternative 2 or 3.</p>
May 1	Loverich	<p><b>Comment/Suggested Changes:</b>            See Michael’s email and attached photos for preliminary comment on updates to this section.</p>	<p>See pages 6-7 for History Section and pictures. Consider suggested pictures.</p>
May 1	Loverich	<p><b>Comment/Addition:</b>            Request that COBI address ways of preserving and encouraging agriculture in Island Center and periphery. Opportunities include, creating an elective agricultural zone designation for willing property owners. Establishment of a TDR program to preserve open space. Creating an agricultural district.</p>	<p>See page 10 for Map identifying existing agricultural uses and page 24 Land Use Policies and Strategies. We have discussed in committee how the City’s existing Transfer of Development Rights (TDR) program doesn’t work well. It is anticipated that “Improving TDR Program” will be on the City’s workplan soon. Related, the City may also consider adopting a Agriculture Resource Land (ARL) program.</p> <p>Add Land Use Policy and/or Strategy to support improvements to City TDR and agricultural preservation programs, or amend existing policy on agriculture uses Island Center.</p>
May 1	Loverich	<p><b>Comment/Suggestion:</b>            To me there needs to be more clarity on the back 5 acres of the 10 acre parcel which is getting split zoned (See Four Corners Node). If it can currently have 2 homes on it, those need to migrate to the other 5 acres and the back 5 acres to be designated open space/natural area as part of any development of the property.</p>	<p>See page 24 for land use policy re: transferring density within split-zoned property (e.g. from R-0.4 to future IC zone)</p>
May 1	Loverich	<p><b>Addition:</b>            All future electrical power lines to be buried underground.</p>	<p>Consider adding new land use policy page 24.</p>

**Committee Questions, Suggestions, Comments and Staff Response for May 5 Discussion on DRAFT Island Center Subarea Plan**

Date	Committee Member	Question, Suggestion or Comment	Staff Response
April 12	Strom	<p><b>Comment:</b> Need clarification that the Four Corners Node of Alternative 3 includes both a public benefit and reassurance to property owner about ability to rebuild/move what is there now, such as existing self-service storage facilities.</p>	<p>See page 22 for detailed information about proposed Four Corners Node of Alternative 3.</p> <p>See page 24 for new land use policy related to nonconforming businesses. This responds to the City Council approval of <a href="#">Ordinance 2020-34</a> in December 2020 that prohibits new self-service storage facilities while making some provisions for existing self-service storage facilities.</p> <p>Related to the concept of linking or requiring a public benefit in exchange for development or redevelopment: When development or redevelopment is proposed, site layout would be evaluated and planned for safe circulation and access. In addition, improvements identified in City approved plans (e.g. Capital Improvement Plan, Islandwide Transportation Plan) are generally required to be built in conjunction with the development. See page 42 for DRAFT Transportation policies and strategies.</p>
May 1	Loverich	<p><b>Suggestion:</b> That Existing residential density remains as is, either R0.4, R-1, or R-2 for properties proposed to change from residential zoning to IC Zone. All properties with IC designation can build up to R-4 density if all additional units are affordable and other development standards are met. Examples: 2.5 acres currently zoned at R0.4 can have 1 market rate home and 9 affordable units. 1 acre currently zoned R-1 can have 1 market rate home and 3 affordable units 1 acre currently zoned R-2 can have 2 market rate homes and 2 affordable units. If at a future date zoning changes to FAR, we request that the same proportion of market rate to affordable housing is maintained.</p>	<p>See page 22-23 Nodes and page 25 Development Standards Table. NOTE: Bainbridge Gardens and property across from Modern Collision (see Issei Creek node) are currently zoned R-1.</p> <p>Property east of current NC Zone on New Brooklyn currently zoned R-0.4.</p> <p>Staff recommends against creating different levels of base density within same zone, and that properties within same zone (i.e. in a future Island Center) should have same base density.</p>
April 12	Strom	<p><b>Question:</b> Aren't the non-motorized improvements for the plan supposed to be part of Alternative 2, not just Alternative 3?</p>	<p>See pages 24-42. Yes, way the DRAFT plan is currently written the non-motorized improvements in the DRAFT Subarea Plan would apply if Alternative 2 were selected. Same for the conceptual ideas for the COBI property, trails and waterfront access.</p>
April 12	Strom	<p><b>Comment:</b> Concern about future ownership of 4-acre City lot: if property improved into a flexible gathering and parking area with improved access to upland forested area and potential trail connections. Would want property to remain publicly-owned and broadly available to the public.</p>	<p>Review "Policies" and "Strategies" sections on page 29. Any additions needed?</p>

## Committee Questions, Suggestions, Comments and Staff Response for May 5 Discussion on DRAFT Island Center Subarea Plan

Date	Committee Member	Question, Suggestion or Comment	Staff Response
April 12	Strom	<b>Question:</b> We initially discussed recommending a roundabout at the Miller Road/New Brooklyn intersection. Has that changed?	See pages 30-39 for transportation narrative and cross-sections around intersection. Updated traffic counts and analysis did not recommend a roundabout as a way to this intersection.
April 12	Strom	<b>Question:</b> On-street parking was debated by this committee. I thought that consensus was not to include on-street parking in this location?	<p>See pages 37-38 Figures 24 and 25 for two alternatives for the Road Section 2, Fletcher Bay Road just south of New Brooklyn intersection. There were originally 3 possible cross-sections for this area, including 1 with angled on-street parking. The Committee came to consensus on leaving parallel parking in plan as a choice, but not angled parking because parallel parking is visually less obtrusive.</p> <p>Benefits of on-street parking include traffic calming and requires less impervious surface than creating parking spaces in a parking lot.</p> <p>Parking and vehicle circulation are evaluated by the Departments of Public Works and Planning and Community Development when development is proposed.</p>
April 12	Strom	<b>Question:</b> Island Center Auto property is small, and parking is right next to road. Would these proposals Section 6 leave any room for business to park cars in current location? Suppose property redeveloped, where would their parking go? Should multiuse path switch to west side of Miller for this stretch?	See pages 40-41 Figures 30-31. Existing City right-of-way width is 60 feet in this location, it appears that there is enough room to fit in both alternatives for Section 6. However some of existing parking area for Island Center Auto property may be in the right-of-way.
May 1	Loverich	<b>Suggested Text Addition to Plan:</b> All new developments and subdivisions in the Island Center Boundary are required to provide off-street pedestrian paths/trails/walkways and connections to existing and future trails.	See page 42 for Transportation policies and strategies. Assuming that the non-motorized facilities are adopted into City plan or code, e.g. the Island Center Subarea Plan, City Capital Improvement Plan and/or Islandwide Transportation Plan, then existing City land use permit decision criteria require that development are consistent with and implement these plans.
April 12	Strom	<b>Question:</b> Where is the proposed Use Table for the future IC Zone?	The IC Zone Use Table recommended by the committee is in the Appendix.

## Jennifer Sutton

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**From:** Michael Loverich  
**Sent:** Monday, April 5, 2021 11:02 AM  
**To:** Jennifer Sutton; Jeff Arango  
**Subject:** IC development standards

Hi Jeff and Jennifer,

One of my concerns with the current development standards is that there is no mandatory Affordable Housing, and our changes will be inflating some property values without preserving some of that value for AH. For 90% of the properties I'm ok with the way it is written however for example on Scott's property I think we are missing out.

With the standards being proposed that property (5 acres of it) could be redeveloped with commercial and 10 (8 more than are currently allowed) market rate homes which increases the value on that 5 acres by a minimum of \$2 million, excluding increased value due to commercial. 1 developable unit on the island is selling for about \$250,000. There are two real estate listings on New Brooklyn right now that show that cost difference. See links below. This cost increase makes affordable housing that much more challenging to achieve and any future developer of that property will have to absorb that cost. Whoever develops it will more than likely be content with 10 market rate homes and mini storage, probably 2 of the items lowest on our list of goals to achieve for the neighborhood.

I think our approach should be different. I acknowledge getting a mandatory requirement for AH might be challenging, however, I do think we have another way of increasing the likelihood of AH. The base residential zoning needs to stay the same, whether its R-0.4, R-1 or R-2. Those properties we selected however can achieve a density of R-4 if all the extra units are affordable. I'm not sure how that gets written or codified, perhaps there needs to be an Affordable Housing overlay? To my understanding what I am proposing is different than what is currently in the report, let me know if I am incorrect.

While this proposal won't make affordable housing mandatory it doesn't inflate the land value of these properties as much, making affordable housing more achievable as well as encouraging a property owner to engage with a not for profit affordable housing organization or with the community.

4 acres off of New Brooklyn, no capacity for residential, almost \$3 million.

<https://bainbridgehomes.com/homes-for-sale-details/0-NEW-BROOKLYN-ROAD-NE-BAINBRIDGE-ISLAND-WA-98110/1304034/26/>

5 acres off of New Brooklyn, R-0.4. \$500,000

[https://www.zillow.com/homedetails/LOT-3-NE-New-Brooklyn-Rd-Bainbridge-Island-WA-98110/2077020052\\_zpid/](https://www.zillow.com/homedetails/LOT-3-NE-New-Brooklyn-Rd-Bainbridge-Island-WA-98110/2077020052_zpid/)

Also we discussed changing the road section travel lane dimension from 11' to 10' for all locations.  
m

## Jennifer Sutton

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**From:** Micah Strom  
**Sent:** Monday, April 12, 2021 6:06 AM  
**To:** Jennifer Sutton; Asaph Glosser; Donna Harui; John Decker; Jon Quitslund; Maradel Gale; Mark Tiernan; Michael Loverich; Michael Pollock; Sam Marshall; Scott Anderson; Shawn Parks  
**Cc:** Jane Rasely; Jeff Arango; Peter Corelis  
**Subject:** Re: scheduling next (and possibly last) Island Center meeting

Hi Everyone,

These are my concerns about the draft.

1. I do not see our recommendations for permitted and non-permitted uses for the proposed IC zoning anywhere in the draft. This should be included as it is a big part of our work and recommendations to the city.
2. I feel, it is important that if the city lot is developed for community use, that it stays in the ownership of the city. Is there a way to designate it as a community area that will preserve it for the community so down the road it cannot be developed, sold or transferred to another entity? Also, if it were to be passed to another entity such as the park district, the community would lose the flexibility to have community events, farmers markets etc. I look at the island center hall, Battle Point structures, Fay Bainbridge structures etc. as examples of what would happen. You have to make reservations to use those places and they are booked so far out. It would also affect Kol Shalom as there may not be parking available for their services.
3. I thought we had agreed that the #2 proposal would include the non-motorized improvements as well, I may have missed it, but I did not see that was part of the #2 option. I think that it should be included as it was a very important topic for the community, and it would be a great improvement for people's safety while walking around the area.
4. As discussed at the last meeting, the four corners node re-zoning proposal needs to include a public benefit such as better structured area around the 4 way stop. It also needs to include incentives to the property owner to do so, such as re-zoning the adjacent property to enable those improvements to happen without the property owner losing the ability to rebuild what is currently there now. I do not feel that we are required to come up with the details of what should happen, but we should state that there has to be both a public benefit and a property owner incentive to improve that area.
5. Parallel parking along Fletcher bay road as shown in illustration 2.1 has been discussed and I was under the impression it was not wanted. I feel that it should not be there. That road is the second busiest road on the island and trying to have vehicles parallel park with the volume of traffic Fletcher bay road sees, is not ideal. I remember they tried parallel parking on Madison Ave between Wyatt and Winslow Way. This created a mess for traffic. It only lasted for about 6 months or a year and they got rid of the parking on the street. If it did not work there, how is it going to work on a higher speed road with a higher volume of traffic?
6. I am also concerned about the "street section" 6.1 & 6.2. It does not leave any room for the business to park cars if it were to be implemented. The current business there, Island Center Automotive, needs that area for parking and if it changes hands someday, the next business will not have parking if they are required to

implement this design. I feel that the buffer and multi-use path is better suited on the west side of the road in that section, also it is closer to Fletcher bay so it may be a great area to have the path wind along the shoreline for a bit.

7. We initially discussed recommending a roundabout at the 4 corners node, has that changed?

These are my questions and concerns with the draft. I would love to see the committee's feelings or concerns about these.

Are there other concerns with the draft that other committee members see?

Thank you,  
Micah Strom

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**From:** Jennifer Sutton <[jsutton@bainbridgewa.gov](mailto:jsutton@bainbridgewa.gov)>

**Sent:** Friday, April 2, 2021 2:04 PM

**To:** Asaph Glosser <[asaph.glosser@cobicommittee.email](mailto:asaph.glosser@cobicommittee.email)>; Donna Harui <[donna.harui@cobicommittee.email](mailto:donna.harui@cobicommittee.email)>; John Decker <[john.decker@cobicommittee.email](mailto:john.decker@cobicommittee.email)>; Jon Quitslund <[jon.quitslund@cobicommittee.email](mailto:jon.quitslund@cobicommittee.email)>; Maradel Gale <[maradel.gale@cobicommittee.email](mailto:maradel.gale@cobicommittee.email)>; Mark Tiernan <[mark.tiernan@cobicommittee.email](mailto:mark.tiernan@cobicommittee.email)>; Micah Strom <[micah.strom@cobicommittee.email](mailto:micah.strom@cobicommittee.email)>; Michael Loverich <[michael.loverich@cobicommittee.email](mailto:michael.loverich@cobicommittee.email)>; Michael Pollock <[mpollock@bainbridgewa.gov](mailto:mpollock@bainbridgewa.gov)>; Sam Marshall <[sam.marshall@cobicommittee.email](mailto:sam.marshall@cobicommittee.email)>; Scott Anderson <[scott.anderson@cobicommittee.email](mailto:scott.anderson@cobicommittee.email)>; Shawn Parks <[shawn.parks@cobicommittee.email](mailto:shawn.parks@cobicommittee.email)>

**Cc:** Jane Rasely <[jrasely@bainbridgewa.gov](mailto:jrasely@bainbridgewa.gov)>; Jeff Arango <[jeff@weareframework.com](mailto:jeff@weareframework.com)>; Peter Corelis <[pcorelis@bainbridgewa.gov](mailto:pcorelis@bainbridgewa.gov)>

**Subject:** scheduling next (and possibly last) Island Center meeting

Hi there, Island Center team,

Great work Wednesday night, and thanks for your patience with our technical difficulties. In order to hopefully get a date that works for you all, please let me know your availability to meet at 6:30 pm on:

Wednesday April 21

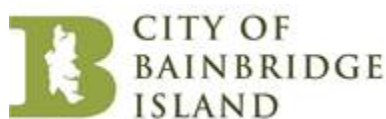
Wednesday April 28

Wednesday May 5

Also, Committee members indicated that they would need additional information or questions answered in order to proceed with finalizing a recommendation on an Alternative, and ultimately, the DRAFT Plan.

Please email me those requests, and we will compile the questions/information request and responses for the group.

For those of you who are parents, hope you have a good Spring Break.



JENNIFER SUTTON, AICP

Senior Planner

[www.bainbridgewa.gov](http://www.bainbridgewa.gov)

[facebook.com/citybainbridgeisland/](https://facebook.com/citybainbridgeisland/)

206.780.3772 (office)

Due to the City's COVID-19 response, the Planning and Community Development Department (PCD) has modified its operations. Please see the PCD webpage (<https://www.bainbridgewa.gov/154/Planning-Community-Development>) for current information.

## Jennifer Sutton

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**From:** Asaph Glosser  
**Sent:** Saturday, April 17, 2021 9:30 AM  
**To:** Jennifer Sutton; Jane Rasely; Jeff Arango; Maradel Gale  
**Subject:** Re: Next Island Center Meeting May 5

Hi all:

I've talked at the last couple of meetings about the need for a positive affirmative statement of the committee's goals around housing affordability. I think some of this come from how we define IC zoning, and some of it comes from the language we use.

I respectfully propose we include language akin to the below in the plan. If you're willing, please circulate it to the broader group in whatever way ensures we comply with open meeting standards.

Thanks as always.

-Asaph

In developing this plan, the committee recognizes the increasing housing affordability crisis on Bainbridge Island and in the broader region. As a community committed to being welcome and inclusive, we recognize that housing affordability is a cornerstone of these values.

We understand that there are ongoing conversations at the broader city level that seek to develop long-term, island-wide approaches to address affordability. However, we also believe it is our duty as members of this committee to advance a plan that reflects these values as well. Though our proposed changes in zoning and affordability incentives along will not solve this problem, they represent an affirmative statement of our commitment to this goal.

There is healthy debate regarding the many root causes of housing affordability, including historical use of exclusionary zoning, over-reliance on single family housing, design standards that increase building costs, dramatic shifts in the local economy, lack of subsidized housing, and many more. However, it is clear that inventory of homes for sale is currently at historic lows, and that demand for housing on Bainbridge has dramatically eclipsed supply. As this drives up prices, it makes living on the island increasingly out of reach for low- and middle-income workers. Our proposed approach seeks to, in a modest way, increase overall housing stock and specifically target increases for low- and middle-income workers. We do not expect that it will solve the problem alone, but we are also unwilling to shirk our responsibility to be part of the solution.

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**From:** Jennifer Sutton <jsutton@bainbridgewa.gov>

**Sent:** Saturday, April 17, 2021 9:22 AM

**To:** Asaph Glosser <asaph.glosser@cobicommittee.email>; Donna Harui <donna.harui@cobicommittee.email>; John Decker <john.decker@cobicommittee.email>; Jon Quitslund <jon.quitslund@cobicommittee.email>; Maradel Gale <maradel.gale@cobicommittee.email>; Mark Tiernan <mark.tiernan@cobicommittee.email>; Micah Strom <micah.strom@cobicommittee.email>; Michael Loverich <michael.loverich@cobicommittee.email>; Michael Pollock

<mpollock@bainbridgewa.gov>; Sam Marshall <sam.marshall@cobicommittee.email>; Scott Anderson <scott.anderson@cobicommittee.email>; Shawn Parks <shawn.parks@cobicommittee.email>  
**Cc:** Peter Corelis <pcorelis@bainbridgewa.gov>; Jane Rasely <jrasely@bainbridgewa.gov>; Jeff Arango <jeff@weareframework.com>  
**Subject:** Next Island Center Meeting May 5

Hi Island Center Team,

The evening of May 5 worked best for the most people, so we will meet then at 6:30 pm via zoom.

I've received comments/questions/requests from information from several of you, and am compiling responses to distribute to the group. Email me next week if you think of any other information you need to assist your discussion on May 5.

If you can't make the meeting on May 5, feel free to send in comments on packet materials ahead of time, and Jane and I will make sure it is shared with your fellow committee members.

Enjoy the sunshine this weekend.



**JENNIFER SUTTON, AICP**

Senior Planner

[www.bainbridgewa.gov](http://www.bainbridgewa.gov)

[facebook.com/citybainbridgeisland/](https://www.facebook.com/citybainbridgeisland/)

206.780.3772 (office)

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## Jennifer Sutton

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**From:** Michael Loverich  
**Sent:** Saturday, May 1, 2021 2:30 PM  
**To:** Jennifer Sutton  
**Subject:** Re: Next Island Center Meeting May 5  
**Attachments:** historical photos.JPG; Island Center Cemetery.JPG

Hi Jennifer,  
I had not sent you anything yet, I have been procrastinating.  
Here is what I have.

For the Development Standards Section:

**Trails:**

All new developments and subdivisions in the Island Center Boundary are required to provide off-street pedestrian paths/trails/walkways and connections to existing and future trails.

**IC designated zones, Housing:**

Existing residential density remains as is, either R0.4, R-1, or R-2. All properties with IC designation can build up to R-4 density if all additional units are affordable and other development standards are met.

Examples:

2.5 acres currently zoned at R0.4 can have 1 market rate home and 9 affordable units.

1 acre currently zoned R-1 can have 1 market rate home and 3 affordable units

1 acre currently zoned R-2 can have 2 market rate homes and 2 affordable units.

If at a future date zoning changes to FAR, we request that the same proportion of market rate to affordable housing is maintained.

**Agriculture:**

Request that COBI address ways of preserving and encouraging agriculture in Island Center and periphery.

Opportunities include, creating an elective agricultural zone designation for willing property owners.

Establishment of a TDR program to preserve open space. Creating an agricultural district.

**Power:**

All future electrical power lines to be buried underground.

**Biggest Question:**

To me there needs to be more clarity on the back 5 acres of the 10 acre parcel which is getting split zoned. If it can currently have 2 homes on it, those need to migrate to the other 5 acres and the back 5 acres to be designated open space/natural area as part of any development of the property. For environmental, financial, affordability, and resource management this makes the most sense. With the current subdivision code, if it was to be subdivided as 10 acres at R-0.4, 65% of the property would be natural area and the new homes would be clustered toward New Brooklyn anyway. With our changes this property will have more building capacity and more developable land and we preserve the back 5 acres.

I have some comments on the history section but haven't formulated them. I have more info about the Suquamish and Fletcher Bay. Gazzam doesn't deserve a call out, it makes him sound like a very honorable man (he's not), but other people donated the land and built the building for the community decades before

Gazzam came around. It's not the Kodama family, it's Nishinaki and then Kitamoto and most recently Kodama, all the same family but the names have changed through marriage. To my understanding Bainbridge Gardens was frequented not just by Japanese Americans but by islanders regardless of background. The way it is currently written it sounds as though only Japanese Americans shopped there. Donna might know more. The history portion might not be the most important section of the report but I feel like once it gets approved people might think it is the history. I really need to sit down tonight and type something up.

For photos, one of the historical photos isn't island center. I crossed it out. An old photo of Bainbridge Gardens could be a nice addition if Donna has one she wants to share.

I thought we should add a photo of the cemetery, and a contemporary one of island center hall. The one of Fletcher Bay and the Grand Forest are nice. The other two are nice but are a bit further off the road and not publicly accessible. They can stay or be deleted. I'm not sure what to do about street views. I can go out and take some photos or if you all already have ones that are a better substitute than feel free to swap.

Thanks,  
m

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**From:** Jennifer Sutton <jsutton@bainbridgewa.gov>  
**Sent:** Saturday, May 1, 2021 10:12 AM  
**To:** Michael Loverich <michael.loverich@cobicommittee.email>  
**Subject:** RE: Next Island Center Meeting May 5

Hi Michael, did you send any other comments, questions, photo suggestions after this email? I don't see them in my email (although sometimes I accidentally move stuff into a weird subfolder 😊) so if you did, would you please resend?

 CITY OF  
BAINBRIDGE  
ISLAND  
JENNIFER SUTTON, AICP  
Senior Planner  
[www.bainbridgewa.gov](http://www.bainbridgewa.gov)  
[facebook.com/citybainbridgeisland/](https://www.facebook.com/citybainbridgeisland/)  
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**From:** Michael Loverich <michael.loverich@cobicommittee.email>  
**Sent:** Tuesday, April 20, 2021 8:41 AM  
**To:** Jennifer Sutton <jsutton@bainbridgewa.gov>  
**Subject:** Re: Next Island Center Meeting May 5

Hi Jennifer, I had a few comments that I'll be sending along this week as well as some replacements/suggestions for some of the photos.

m

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**From:** Jennifer Sutton <[jsutton@bainbridgewa.gov](mailto:jsutton@bainbridgewa.gov)>

**Sent:** Saturday, April 17, 2021 9:22 AM

**To:** Asaph Glosser <[asaph.glosser@cobicommittee.email](mailto:asaph.glosser@cobicommittee.email)>; Donna Harui <[donna.harui@cobicommittee.email](mailto:donna.harui@cobicommittee.email)>; John Decker <[john.decker@cobicommittee.email](mailto:john.decker@cobicommittee.email)>; Jon Quitslund <[jon.quitslund@cobicommittee.email](mailto:jon.quitslund@cobicommittee.email)>; Maradel Gale <[maradel.gale@cobicommittee.email](mailto:maradel.gale@cobicommittee.email)>; Mark Tiernan <[mark.tiernan@cobicommittee.email](mailto:mark.tiernan@cobicommittee.email)>; Micah Strom <[micah.strom@cobicommittee.email](mailto:micah.strom@cobicommittee.email)>; Michael Loverich <[michael.loverich@cobicommittee.email](mailto:michael.loverich@cobicommittee.email)>; Michael Pollock <[mpollock@bainbridgewa.gov](mailto:mpollock@bainbridgewa.gov)>; Sam Marshall <[sam.marshall@cobicommittee.email](mailto:sam.marshall@cobicommittee.email)>; Scott Anderson <[scott.anderson@cobicommittee.email](mailto:scott.anderson@cobicommittee.email)>; Shawn Parks <[shawn.parks@cobicommittee.email](mailto:shawn.parks@cobicommittee.email)>

**Cc:** Peter Corelis <[pcorelis@bainbridgewa.gov](mailto:pcorelis@bainbridgewa.gov)>; Jane Rasely <[jrasely@bainbridgewa.gov](mailto:jrasely@bainbridgewa.gov)>; Jeff Arango <[jeff@weareframework.com](mailto:jeff@weareframework.com)>

**Subject:** Next Island Center Meeting May 5

Hi Island Center Team,

The evening of May 5 worked best for the most people, so we will meet then at 6:30 pm via zoom.

I've received comments/questions/requests from information from several of you, and am compiling responses to distribute to the group. Email me next week if you think of any other information you need to assist your discussion on May 5.

If you can't make the meeting on May 5, feel free to send in comments on packet materials ahead of time, and Jane and I will make sure it is shared with your fellow committee members.

Enjoy the sunshine this weekend.



JENNIFER SUTTON, AICP

Senior Planner

[www.bainbridgewa.gov](http://www.bainbridgewa.gov)

[facebook.com/citybainbridgeisland/](https://www.facebook.com/citybainbridgeisland/)

206.780.3772 (office)

**Due to the City's COVID-19 response, the Planning and Community Development Department (PCD) has modified its operations. Please see the PCD webpage (<https://www.bainbridgewa.gov/154/Planning-Community-Development>) for current information.**



