



**PLANNING COMMISSION SPECIAL MEETING
THURSDAY, AUGUST 27, 2020**

THE PLANNING COMMISSION WILL HOLD THIS MEETING USING A VIRTUAL, ZOOM WEBINAR PLATFORM, PER GOVERNOR INSLEE'S "STAY HOME, STAY HEALTHY" ORDERS. MEMBERS OF THE PUBLIC WHO DO NOT WISH TO VIEW THE MEETING VIA THE BKAT BROADCAST OR THE CITY'S WEBSITE STREAMING WILL BE ABLE TO CALL IN TO THE ZOOM MEETING.

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AGENDA

1. **CALL TO ORDER/ROLL CALL/AGENDA REVIEW - 6:00 PM**
2. **PLANNING COMMISSION MEETING MINUTES - 6:05 PM**
 - 2.a **Review and approve minutes from July 23, 2020 and August 13, 2020 meetings.** 10 Minutes
[Planning Commission Meeting Minutes DRAFT 072320.pdf](#)
[Planning Commission Meeting Minutes DRAFT 081320.pdf](#)
3. **PUBLIC COMMENT - 6:15 PM**
Public comment on off-agenda items.
4. **NEW BUSINESS - 6:25 PM**
 - 4.a **(6:25 PM) COBI Dept. of Public Works Noise Variance 51797 for Nighttime Wet Well Cleaning and Maintenance** 20 Minutes
[51797 VAR Application.pdf](#)
[51797 VAR PROJECT NARRATIVE.pdf](#)
[51797 VAR Site Plan.pdf](#)
5. **UNFINISHED BUSINESS - 6:45 PM**

- 5.a **(6:45 PM) Amending Bonus Floor Area Ratio (FAR) Options, BIMC 18.12.030.E.** 60 Minutes
[20200827 PC Staff Memo.pdf](#)
[MUTC Zoning Districts Map.pdf](#)
[Excerpt BIMC_Table_18.12.020-3.pdf](#)
[July 9 Planning Commission Proposed Changes to Bonus FAR program.pdf](#)
[WMP Goals & Policies Related to FAR.pdf](#)

6. **SUBCOMMITTEE UPDATES - 7:45 PM**
City Council/Planning Commission Joint Subcommittee
Planning Commission Affordable Housing Adhoc Committee
7. **PLANNING DIRECTOR'S REPORT - 7:55 PM**
8. **ADJOURNMENT - 8:00 PM**

GUIDING PRINCIPLES

Guiding Principle #1 - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

Guiding Principle #2 - Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

Guiding Principle #3 - Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

Guiding Principle #4 - Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Principle #5 - The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Principle #6 - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Principle #7 - Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Principle #8 - Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.



Planning Commission meetings are wheelchair accessible. Assisted listening devices are available in Council Chambers. If you require additional ADA accommodations, please contact the Planning & Community Development Department at (206) 780-3750 or pcd@bainbridgewa.gov by noon on the day preceding the meeting.

Public comment may be limited to allow time for the Commissioners to deliberate. To provide additional public comment, email your comment to pcd@bainbridgewa.gov or mail it to Planning and Community Development, 280 Madison Avenue North, Bainbridge Island, WA 98110.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 27, 2020

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: Review and approve minutes from July 23, 2020 and August 13, 2020 meetings.

AGENDA CATEGORY: Minutes

PROPOSED BY: Jane Rasely

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):**

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:
Review and approve minutes.

SUMMARY:

BACKGROUND:

ATTACHMENTS:



Planning Commission Special Meeting July 23, 2020

Meeting Minutes

1) CALL TO ORDER/ROLL CALL

Chair William Chester called the meeting to order at 6:00 p.m. Commissioners in attendance were Vice-chair Kimberly McCormick Osmond, Jon Quitslund, Lisa Macchio and Sarah Blossom. Joe Paar was absent and excused. City Staff present were Planning and Community Development Director Heather Wright, Public Works Director Chris Wierzbicki, Deputy City Attorney Robbie Sepler, Senior Planner Kelly Tayara and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

2) PUBLIC PARTICIPATION MEETING

2.a Messenger House Phase II

[Cover Page](#)

[200717_Messenger House DGM PKG.pdf](#)

Project Architect Charlie Wenzlau presented the project and fielded questions and comments from the public.

3) PUBLIC COMMENT

Public comment on off-agenda items.

None.

4) UNFINISHED BUSINESS

4.a Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards

[Cover Page](#)

[Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards - For 7-23-2020](#)

[PCM - Clean Copy](#)

[Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards - For 7-23-2020](#)

[PCM - Redline](#)

City Consultant Daniel Kenny provided an update on Planning Commission requested changes to the ordinance.

MOTION: I move to request that staff schedule a public hearing for Ordinance Number 2020-04 for the next available Planning Commission meeting.

Quitslund/Blossom: Passed unanimously.

5) NEW BUSINESS

5.a Review and Discussion of the 2021-26 Draft Capital Improvement Plan

[Cover Page](#)

[PC_CIP Presentation 072320.pdf](#)

[CIP Project List_DRAFT.pdf](#)

Public Works Director Wierzbicki introduced the agenda item and shared a presentation with the Commission.

5.b Commission Top Affordable Housing Initiatives and Land Use Code Priorities

[Cover Page](#)

6) PLANNING DIRECTOR'S REPORT

7) ADJOURNMENT

Meeting adjourned at 8:57 PM.

William Chester, Chair

Jane Rasely, Administrative Specialist



Planning Commission Regular Meeting August 13, 2020

Meeting Minutes

1) CALL TO ORDER/ROLL CALL

Chair William Chester called the meeting to order. Commissioners present were Vice-chair Kimberly McCormick Osmond, Jon Quitslund, Lisa Macchio, Joe Paar and Sarah Blossom. City Staff present were Planning & Community Development Director Heather Wright, Public Works Director Chris Wierzbicki, Deputy City Attorney Robbie Sepler, Associate Planner Ellen Fairleigh and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

2) PUBLIC COMMENT

Public comment on off-agenda items.
None.

3) PLANNING COMMISSION MEETING MINUTES

3.a Review and Approve Planning Commission Meeting Minutes

[Cover Page](#)

[PLANNING COMMISSION MEETING MINUTES 062520.pdf](#)

[PLANNING COMMISSION MEETING MINUTES 070920.pdf](#)

Motion: I move approval of the minutes (June 25, 2020) as amended in discussion but otherwise the minutes as distributed with the amended agenda packet.

Quitslund/Paar: Passed unanimously

Motion: I move approval of the minutes as distributed with the amended agenda packet meeting, special meeting for July 9, 2020.

Quitslund/McCormick Osmond - Passed Unanimously

4) PUBLIC HEARINGS

4.a [Public Hearing on Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards](#)

[Cover Page](#)

[Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards - Public Hearing Draft](#)

The public hearing was opened at 6:44 PM.

There was not any public comment.

The public hearing was closed at 6:45 PM.

The Planning Commission asked to see the ordinance packet before it moves forward to City Council.

Motion: I move on behalf of the Planning Commission that the language prepared by Commissioner Kim McCormick Osmond be sent forward to the Council as our reservations of the Ordinance as presented to us in its final, current draft.

Quitslund/

Motion was not seconded and was superseded by next motion.

It was decided the document Commissioner McCormick Osmond presented would be renamed to reflect the entire Planning Commission's endorsement: "The Planning Commission's Recommended Changes to Ordinance 2020-04."

Motion: I move to recommend Ordinance No. 2020-04 for approval, provided the following amendments are made regarding the installation of new poles for small wireless facilities in Conservation Areas, which cover 95% of the island. These amendments are necessary to ensure consistency with the Land Use Element of the Comprehensive Plan. The amendments are as follows:

- 1. Add provisions for a small wireless applicant to conduct a visual impact analysis and propose mitigation for any impacts as part of a permit application process. Requiring the project applicant to provide this analysis as part of a permit application will expedite the time required to process a permit by the Planning Department.**
- 2. Add provisions to require that a proposed pole be located to mitigate the visual impact. This would give the Planning Director clear authority to require that a pole be placed in a location other than the one proposed by the applicant where relocation is warranted to avoid or mitigate visual impacts.**
- 3. Add provisions that require the Planning Director, as the decisionmaker, to apply criteria to determine whether a visual impact identified by a project applicant has been mitigated.**
- 4. Add provisions that require a conditional use permit for installation of small wireless poles in Conservation Areas of the island where poles do not currently exist, and include as a permit requirement the evaluation of visual impacts and mitigation of those impacts. Requiring a conditional use permit for new poles is consistent with existing Code treatment of monopole or lattice towers and other wireless communication facilities as conditional uses in Conservation Areas of the island, as set forth in Table 18.09.020.**
- 5. Add provisions that allow an administrative appeal of the Planning Director's decision rather than requiring a lawsuit in Kitsap Superior Court to appeal a Director decision.**

McCormick Osmond/Quitslund: Passed Unanimously

Commissioner McCormick Osmond agreed to represent the Planning Commission at the City Council meeting when Ordinance 2020-04 is discussed.

4.b [Public Hearing on the 2021-26 Draft Capital Improvement Plan](#)
[Cover Page](#)
[PC_CIP Presentation 073120.pdf](#)
[DRAFT 2021-2022 CIP.pdf](#)

The public hearing was opened at 7:10 PM.
There was not any public comment.
The public hearing was closed at 7:11 PM.

Motion: I'd like to make a motion to add the Springbrook Creek Fish Passage Project to the CIP.

Macchio/McCormick Osmond: Passed Unanimously

5) **NEW BUSINESS**

5.a [Bainbridge Periodontics Clinic Site Plan Review and Variance \(PLN51425 SPR/VAR\)](#)
[Cover Page](#)

1. [PLN51425 SPR VAR Site Plan.pdf](#)
 2. [PLN51425 SPR VAR Landscape Plan.pdf](#)
 3. [PLN51425 SPR VAR Renderings and Sketches.pdf](#)
 4. [PLN51425 SPR VAR Floor Plans.pdf](#)
 5. [PLN51425 SPR VAR Traffic Impact Analysis by Heath & Associates, Inc dtd September 2019.pdf](#)
 6. [PLN51425 SPR VAR Certificate of Concurrency dtd July 16, 2020.pdf](#)
 7. [PLN51425 SPR VAR Design Review Board Minutes dtd February 20, 2019.pdf](#)
 8. [PLN51425 SPR VAR Design Review Board Minutes dtd March 4, 2019.pdf](#)
 9. [PLN51425 SPR VAR Design Review Board Minutes dtd June 15, 2020.pdf](#)
 10. [PLN51425 SPR VAR Design Review Board Minutes dtd July 6, 2020.pdf](#)
 11. [PLN51425 SPR VAR Design Review Board Final Design Review Worksheet.pdf](#)
 12. [PLN51425 SPR VAR Public Comment with Staff Response.pdf](#)
- [PLN51425 SPR VAR Staff Report to Planning Commission.pdf](#)

Associate Planner Ellen Fairleigh provided an overview of the project.
See attached Recorded Motion.

5.b [Introduction to Tree and Vegetation Regulation Update - Planning](#)
[Cover Page](#)

[PC_Introduction_to_Tree_and_Vegetation_Regulation_Update_-_Memo--DRAFT \(2\) HW](#)
[NS.docx](#)

Discussion only.

6) **UNFINISHED BUSINESS**

6.a [Planning Commission Representation at Council Meeting to Discuss Review and Recommendation on Legislative Amendment for property commonly referred to as the "Triangle".](#)

[Cover Page](#)

[Attachment A_PC Review Summary and Memorandums](#)

[Attachment B_PC Recorded Motion](#)

Commissioner Quitslund volunteered to represent the Planning Commission at the City Council meeting.

7) PLANNING DIRECTOR'S REPORT

Planning & Community Development Director Heather Wright presented recent City Council actions of interest to the Commission.

8) ADJOURNMENT

Meeting was adjourned at 8:30 PM.

William Chester, Chair

Jane Rasely, Administrative Specialist

Opposition to Ordinance No. 2020-04 (Small Wireless) As Proposed Planning Commission

We cannot support Ordinance No. 2020-04 as proposed because it does not include important provisions addressing new poles to be installed in Conservation Areas of the island where no poles currently exist. These proposed provisions are not in conflict with federal regulations regarding small wireless, which explicitly allow local governments to exercise their planning authority to implement reasonable regulations addressing visual and design impacts,¹ and the Ordinance itself expressly states that it cannot be applied to prevent the rollout of 5G technology.

1. Add provisions for a small wireless applicant to conduct a visual impact analysis and propose mitigation for any impacts as part of a permit application process. Requiring the project applicant to provide this analysis as part of a permit application will expedite the time required to process a permit by the Planning Department.
2. Add provisions to require that a proposed pole be located to mitigate the visual impact. This would give the Planning Director clear authority to require that a pole be placed in a location other than the one proposed by the applicant where relocation is warranted to avoid or mitigate visual impacts.
3. Add provisions that require the Planning Director, as the decisionmaker, to apply criteria to determine whether a visual impact identified by a project applicant has been mitigated.
4. Add provisions that do not allow the installation of small wireless poles in Conservation Areas of the island where poles do not currently exist as a permitted use, but rather would require an administrative conditional use process that includes the evaluation of visual impacts and requires mitigation of those impacts in Conservation Areas of the island. Making new poles a conditional use is consistent with existing Code treatment of monopole or lattice towers and other wireless communication facilities as conditional uses in Conservation Areas of the island. See Table 18.09.020.
5. Add provisions that allow an administrative appeal of the Planning Director's decision rather than allowing only a lawsuit in Kitsap Superior Court as the sole means of appealing a Director decision.

Kitsap County recently adopted similar provisions after spending more than a year working on its code, emphasizing the preservation of the visual character of County rural areas. I believe these types of code provisions are especially applicable to Bainbridge's Conservation Areas and provide specific criteria and guidance for the construction and installation of small wireless in a way that reduces visual and other adverse impacts on the island but does not prohibit the rollout of 5G technology. They also would provide specific guidance and decision criteria to City planning staff and the Planning Director in determining whether applicable standards have been satisfied.

[Section 332\(c\)\(7\) of the Communications Act](#), 47 USC 332(c)(7), preserves state and local authority over zoning and land use decisions for personal wireless service facilities but has specific limitations on that authority. A state or local government may not unreasonably discriminate among providers of functionally equivalent services, may not regulate in a manner that prohibits or has the effect of prohibiting the provision of personal wireless services, must act on applications within a reasonable period of time, and must make any denial of an application in writing supported by substantial evidence in a written record. The FCC guidance suggests that aesthetic restrictions should be reasonable, no more burdensome than those applied to other types of infrastructure, and objective and published in advance.

PLANNING COMMISSION RECORDED MOTION

Planning Commission Meeting Date:	August 13, 2020
Project Proposal Name and Number:	Bainbridge Periodontics Clinic/PLN51425 SPR/VAR
Documents available at:	Online Permit Portal
Public Hearing Date:	None Required
Decision Maker:	Planning Director

Purpose: The purpose of the Planning Commission's review and recommendation is to determine if a proposed project is consistent with the comprehensive plan and applicable design guidelines, BIMC Titles 17 and 18.

Consideration: The Planning Commission shall consider the project application at a public meeting where public comment will be taken. The Planning Commission shall recommend approval, approval with conditions, or denial of the proposed project.

The Planning Commission will adopt written findings of facts and conclusions and determine if the project is consistent with Bainbridge Island Municipal Code and the comprehensive plan. This motion will be included in the staff report transmitted to the reviewing bodies and decision maker.

Findings of Fact and Reasons for Action

1. The project, as conditioned, is found to meet all the applicable decision criteria.
2. The project, as conditioned, is found to be compliant and consistent with the comprehensive plan.
3. The project, as conditioned, is found to meet all other applicable laws.
4. The project is either :

 X Found to meet the recommendations by the Design Review Board; **OR**

 Recommended for deviation from the Design Review Board's recommendation for the following reasons:

- a.
- b.
- c.



PLANNING COMMISSION RECORDED MOTION

Recommendation:

The Planning Commission recommends the Director:

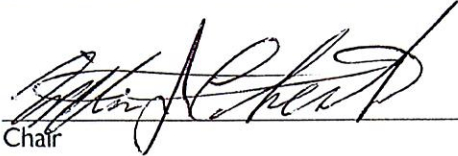
- ☒ Approve the proposal as recommended.
☐ Approve the proposal with the following changes:
a.
b.
c.
☐ Deny the proposal for the following reasons:
a.
b.
c.

Recorded motion on August 13, 2020:

Planning Commission Record of Vote:

Commissioner	Support	Oppose	Absent	Abstain
Chester	X			
McCormick Osmond	X			
Quitslund	X			
Macchio	X			
Paar	X			
Blossom	X			
Vacant				
Total	6			

CITY OF BAINBRIDGE ISLAND PLANNING COMMISSION


Chair

Date: 8/20/2020


Administrative Specialist, Planning and Community Development

Date: 8/20/2020



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 27, 2020

ESTIMATED TIME: 20 Minutes

AGENDA ITEM: (6:25 PM) COBI Dept. of Public Works Noise Variance 51797 for Nlghttime Wet Well Cleaning and Maintenance

AGENDA CATEGORY: Discussion

PROPOSED BY: Jennifer Sutton

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):**

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:

I move to approve Noise Variance 51797.

SUMMARY:

BACKGROUND: Environmental noise levels are outlined in BIMC Chapter 16.16. The Department of Public Works needs to perform overnight maintenance work that will exceed these noise levels, and have applied for a Noise Variance. As outlined in

BIMC 16.16.030 Variance procedures (see below), the Planning Commission makes the decision on any noise variance application. See attached application, site plan and narrative for additional information about this maintenance project.

BIMC 16.16.030 Variance procedures

A variance from the provisions of BIMC 16.16.020 may be granted by the planning commission. For any such variance, application shall be made in writing and upon forms provided by the city and no variance shall be granted for longer than 30 days, except after a public hearing has been held. The planning commission may, in its discretion, hold a public hearing on any application when substantial public interest is shown. Any person may appeal the granting or denial of a variance by the planning commission by filing an appeal with the Pollution Control Hearing Board pursuant to Chapter 43.21B RCW under the procedures of Chapter 371-08 WAC.

ATTACHMENTS:



**CITY OF BAINBRIDGE ISLAND
MASTER LAND USE APPLICATION
P100**

FOR OFFICIAL USE ONLY

PROJECT # _____

PLANNER _____

Project Name: 305 Wet Well Cleaning

Parcel Number(s): 262502-3-129-2005

Property Address: No address associated with property

Type of Application:

Variance - Noise



Revision: No



Type of Revision:

Project Description:

The City of Bainbridge Island Operations and Maintenance division needs to clean and inspect a city owned sewer wet well. In order to accomplish this the operations and maintenance Deptment has hired a contracor to assit in completing the work. The contractor is providinge an eductor truck which will vacuum and clean the 305 wet well. Pumps will also be nedded in order to pump wastewater around the wet well while the work takes place.

The work will need to take place at night because that is when sewer flows are at the lowest and can be managed. Both the eductor truck and pump make a fair amount of noise that is why I am applying for a noise variance. The work will begin on September 3rd, 2020 at 10pm and should be compleated september 4th, 2020 by 7am. To be cautious and ensure that I give the contractor ample time I would like a noise variance from 7pm - 7am on September 3rd, 4th, and 8th of 2020.

Parcel #	Address	Property Owner
262502-3-129-2005	280 MADISON AVE N BAINBRIDGE ISLAND WA 98110	City of Bainbridge Island

Project Contacts (owner, surveyor, engineer, etc)

Property Owner: City of Bainbridge Island

Address: 280 Madison Ave N

City: Bainbridge Island

State: WA

Zip: 98110

Email:

Phone:

Name: Joel Goodwin

Agency: City of Bainbridge Island O&M

Address: 7305 NE Hidden Cove Rd

Function: Project Manager

City: Bainbridge Island

State: WA

Zip: 98110

Email: jgoodwin@bainbridgewa.gov

Phone: 206 780 3583

Name:

Agency:

Address:

Function:

City:

State:

Zip:

Email:

Phone:

Name:

Agency:

Address:

Function:

City:

State:

Zip:

Email:

Phone:

Authorized Agent (Please attach notarized Owner/Applicant Agreement Form)

Name: Dave Marquis

Agency: City of Bainbridge Island

Address: 7305 NE Hidden Cove Rd

City: Bainbridge Island

State: WA

Zip: 98110

Email: dmarquis@bainbridgewa.gov

Phone: 206 780 3587

If additional parcels or contacts are required, please attach additional sheets

Applications ***must be submitted by appointment only*** by either the owner or the owner's designated agent. Should an agent submit an application, a ***notarized Owner/Applicant Agreement*** must accompany the application.

Supporting information and/or documents may be required to review your application. If you have questions about specific requirements for your project, please consult with planning staff prior to submitting your application. **Submittal requirements for each application are described in the [Administrative Manual](#) for Planning Permits.**

I affirm, under penalty of perjury, that all answers, statements, and information submitted with this application are correct and accurate to the best of my knowledge. I also affirm that I am the owner or designated agent of the subject site. Further, I grant permission to any and all employees and representatives of the City of Bainbridge Island and other governmental agencies to enter upon and inspect said property as reasonably necessary to process this application.

<u>City of Bainbridge Island</u>		<u>8/18/20</u>
Print Name (Owner)	Signature (Owner)	Date

Print Name (Owner)	Signature (Owner)	Date
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Print Name (Owner)	Signature (Owner)	Date
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Print Name (Owner)	Signature (Owner)	Date
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<u>David R. Margolis</u>	<u>David R. Margolis</u>	<u>8-18-20</u>
Print Name (Agent)	Signature (Agent)	Date

**** INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED OR WILL DELAY PROCESSING. ****

PROJECT NARRATIVE – 305 WET WELL CLEANING

OVERVIEW:

The City of Bainbridge Island's Operations and Maintenance division needs to clean and inspect a city owned sewer wet well. In order to accomplish this the Operations and Maintenance department has hired a contractor to assist in completing the work. The contractor is providing an educator truck which will vacuum and clean the 305 wet well. Pumps will also be needed in order to pump wastewater around the wet well while the work takes place.

LOCATION:

The work will take place on and around the City owned parcel (#262502-3-129-2005). The Parcel is located on Harborview Dr. SE approximately 240' south of Olympic View Dr. Se and approximately 40' east.

DESCRIPTION

The sanitary sewer wet well is a large manhole that accepts sewer flows from the Winslow area. Located within the bottom of the wet well are pumps which take the sanitary sewer that enters and pumps it to the City's Wastewater Treatment Plant. Work will take place above ground and within the wet well. The educator truck has a large suction tube (like a vacuum) that will be placed in the wet well to perform the cleaning.

The work will need to take place at night because that is when sewer flows are at the lowest and can be managed. Both the educator truck and pump make a fair amount of noise that is why I am applying for a noise variance. The work will begin on September 3rd, 2020 at 10pm and should be completed September 4th, 2020 by 7am. To be cautious and ensure that the contractor is given ample time I would like a noise variance from 7pm – 7am on September 3rd, 4th, and 8th of 2020.

NOISE:

Pump – Approx. 78dBA (ex. Large generator)

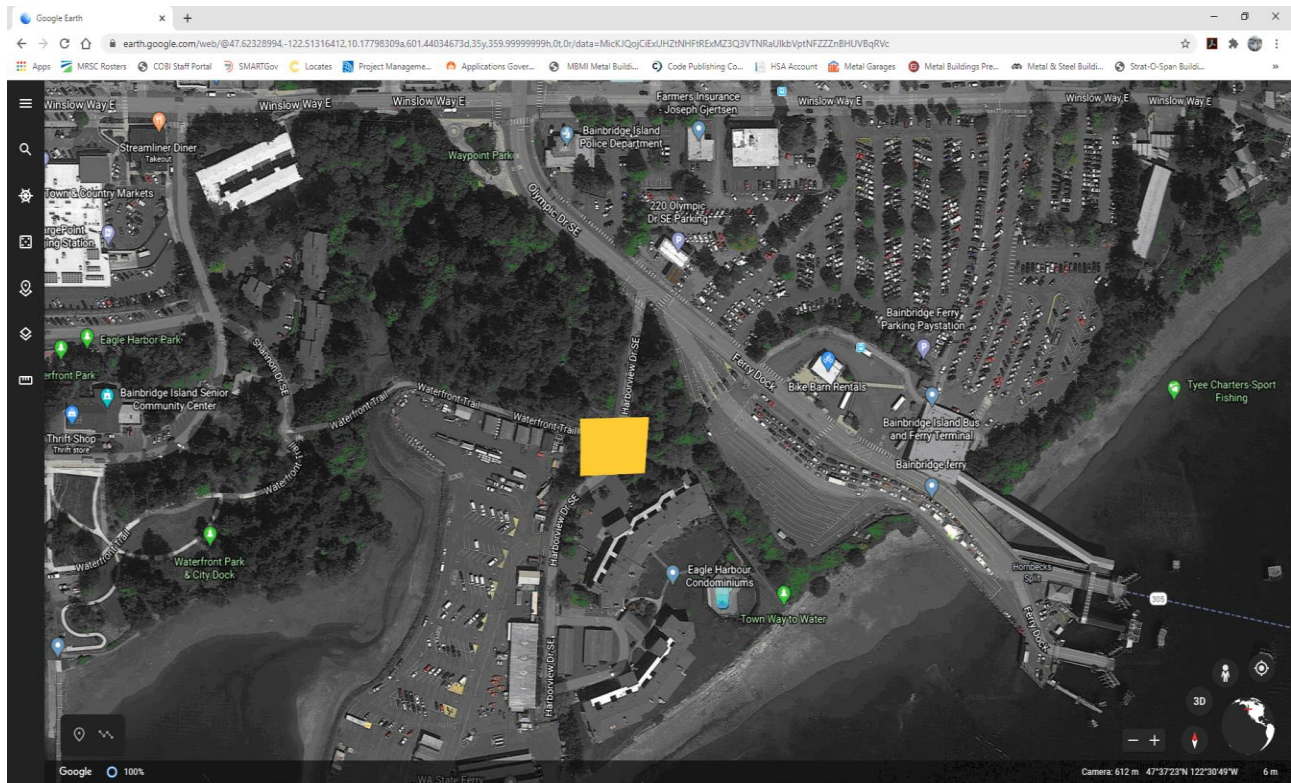
Eductor Truck – Approx. 89dBA (ex. Garbage Truck)

ADDITIONAL INFORMATION:

Both the Property manager of the Eagle Harbor Condominiums and Grounds Supervisor of the WSDOT Ferry Maintenance Yard have been notified of the work and the additional noise that will occur.

SITE PLAN – 305 WET WELL CLEANING

The Public Works Operations and Maintenance Division is requesting a temporary noise variance for the cleaning of the 305 Wet Well Project.



* Yellow box indicates location of work.

The City of Bainbridge Island's Operations and Maintenance division needs to clean and inspect a city owned sewer wet well. In order to accomplish this the Operations and Maintenance division has hired a contractor to assist in completing the work. The contractor is providing an educator truck which will vacuum and clean the 305 wet well. Pumps will also be needed in order to pump wastewater around the wet well while the work takes place.

The work will need to take place at night because that is when sewer flows are at the lowest and can be managed. Both the educator truck and pump make a fair amount of noise that is why I am applying for a noise variance.

WORK HOURS

The work will begin on September 3rd, 2020 at 10pm and should be completed September 4th, 2020 by 7am. To be cautious and ensure that the contractor is given ample time I would like a noise variance from 7pm – 7am on September 3rd, 4th, and 8th of 2020.

NOISE ATTENUATION LEVELS

- Pump (Approx. 78 dBA)
- Eductor Truck (Approx. 89 dBA)

The Construction Project Manager in charge of the project is Joel Goodwin.

Contact Information:



Joel Goodwin

Operations Project Manager

www.jgoodwin@bainbridgewa.gov

206. 780.3583 (office)

206.730.5164 (mobile)



Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 27, 2020

ESTIMATED TIME: 60 Minutes

AGENDA ITEM: (6:45 PM) Amending Bonus Floor Area Ratio (FAR) Options, BIMC 18.12.030.E.

AGENDA CATEGORY: Discussion

PROPOSED BY: Jennifer Sutton

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): February 27, March 12, May 14 and 28, June 11, June 25, 2020 and July 9.

PREVIOUS COUCIL REVIEW DATE(S): February 4, 11, 25, March 3, 10, & April 14 & 28, August 25, 2020

RECOMMENDED MOTION:

Continue discussion of how to revise Bonus FAR program, BIMC 18.12.030.E

SUMMARY:

See Attached July 9 Planning Commission Proposed Changes document. At the June 11 meeting, the full Planning Commission came to consensus on changing the Bonus FAR program based on a Commission subcommittee recommendations. These changes were captured in DRAFT Ordinance 2020-16, and were discussed on June 25. During the June 25 discussion, the focus was on the Commission's ideas for reducing parking demand in downtown Winslow and existing ferry parking. Currently there is a bonus FAR provision in the Ferry Terminal District for relocating existing surface ferry parking to a garage (BiMC 18.12.030.E.7). Staff included DRAFT Ordinance No. 2020-16 and information in the July 9 Commission packet about existing parking requirements for residential and commercial development in the MUTC and HS Road zones to support the Commission's discussion of incentivizing development that improves the parking situation in downtown Winslow. On July 9, the Commission also discussed how to pursue eliminating the sale of Islander Mobile Home Park residential FAR. See staff memo for additional analysis of the Commission's attached July 9 proposed changes to the bonus FAR program.

BACKGROUND: The City Council has engaged in multiple discussions regarding bonus FAR density options. The following is a chronological legislative history summary of discussions and decisions made by the Council and the Planning Commission thus far related to Ordinance No. 2020-10, as well as related to consideration of FAR density options more generally. The summary is based on the agenda packet materials and the minutes of the meetings as below described.

At the February 4, 2020 City Council study session, Councilmembers expressed an interest in discussing whether to eliminate the option to purchase bonus FAR. The fees for FAR have been established by resolution (Resolution Nos.

2001-02 & 2006-50) and are included within the City's Fee Schedule. The fees are \$18 per square foot for residential development, \$25 per square foot for mixed use development, and \$34 per square foot for commercial development. The funds are split between public amenities (40%) and farm/agriculture (60%).

Options considered by the Council at the February 4 meeting included pursuing a suspension of the bonus FAR regulations via adoption at a future meeting of an interim control ordinance that would be effective immediately (if adopted on an emergency basis) or five days after passage and publication (if enacted on a non-emergency basis). The Council also discussed the option of seeking to otherwise consider revisions to or elimination of the FAR bonus option by referring the matter to the Planning Commission for review and recommendation, and the Council would then consider that recommendation before taking action.

At the February 11, 2020 City Council business meeting, the Council passed a motion directing the City Manager to pursue an interim zoning control related to BIMC 18.12.030.E. to suspend that section (relating to bonus FAR). A motion to direct the Planning Commission to review Chapter 18.12 BIMC relating to FAR and Chapter 18.21 BIMC relating to affordable housing was tabled. Following further discussion, the Council decided to revisit the first motion and approved a motion to reconsider that motion relating to the development of an interim control ordinance at the Council's February 25, 2020 meeting.

At the February 25, 2020 City Council meeting, the Council reconsidered the motion directing the City Manager to develop an interim control ordinance related to suspending BIMC 18.12.030.E. regarding use of bonus FAR density. That motion failed. Other motions also failed related to directing the City Manager to pursue an interim zoning control that would suspend BIMC 18.12.030.E. in different ways. However, the Council passed unanimously (6-0, with Councilmember Pollock absent) the following motion:

I move to direct the City Manager to work with the Planning Commission and any other appropriate City committees or commissions to bring back to Council as quickly as possible an ordinance that will reform the City's bonus FAR programs so as to only allow bonus FAR in relation to Affordable Housing, Historic Preservation, and Transfer of Development Rights.

At the February 27, 2020 Planning Commission meeting, City staff briefly discussed with the Planning Commission the City Council's action directing the City Manager to work with the Planning Commission to bring back to the Council as quickly as possible an ordinance to reform the City's bonus FAR programs so as to only allow bonus FAR in relation to affordable housing, historic preservation, and transfer of development rights.

At the March 3, 2020 City Council meeting, Councilmember Medina was absent and Councilmember Pollock, who was absent for the February 25 meeting, was present. Councilmember Pollock moved and Councilmember Deets seconded a motion to add a discussion regarding an interim zoning control related to BIMC 18.12.030.E. to that night's agenda under Unfinished Business. The Council approved the agenda as amended. The Council then unanimously passed a motion to suspend the rules for the purpose of taking up this motion again after having voted on it at the last meeting on February 25. The Council then unanimously passed the following motion:

I move to direct the City Manager to prepare an interim zoning control ordinance for consideration at the Council's March 10 meeting related to BIMC 18.12.030.E. to suspend the applicability and use of that Section E., except that subsections

E.1. (related to Optional Affordable Housing) and E.6. (related to Historic Structure Preservation) would not be suspended and waiving any procedural requirements that would otherwise apply to the motion that was passed.

At the March 10, 2020 City Council meeting, the Council considered the interim control ordinance that was prepared as directed by the Council at its March 3, 2020 meeting related to suspending the applicability and use of BIMC 18.12.030.E., except that subsections E.1. (related to Optional Affordable Housing) and E.6. (related to Historic Structure Preservation) would not be suspended. The ordinance was prepared as an emergency ordinance, meaning that it would be effective immediately upon passage. The ordinance also included suspension of the applicability and use of BIMC 18.27.080 and footnote three of Table 18.12.020-3 because those provisions relate directly to the provisions that were being suspended in BIMC 18.12.030.E.

As part of that March 10, 2020 Council meeting, the Council passed various motions to revise the ordinance as drafted. The first such motion was to add an additional exclusion to the interim zoning control as follows:

I move to amend Ordinance No. 2020-10, Section 2.B., to add an exclusion to the interim zoning control for development projects that filed a complete land use permit application with the City and have purchased from the City or otherwise acquired development rights, including related to bonus floor area ratio, through an executed covenant, development agreement, or contract, prior to the effective date of this ordinance.

The Council then adopted motions to remove two recital “Whereas” clauses in the draft ordinance. The Council then voted unanimously to approve Ordinance No. 2020-10 with the following motion:

I move to approve Ordinance No. 2020-10, relating to an interim zoning control to hereby suspend BIMC 18.12.030.E. and related provisions as described in the ordinance regarding floor area ratio bonus density options, except for Sections E.1. and E.6. of BIMC 18.12.030.E. as amended.

At the March 12, 2020 Planning Commission meeting, the Planning Commission (“Commission”) had an item on their agenda entitled “FAR Discussion.” Included as part of the materials for that agenda item was the February 27, 2020 memorandum written by Planning Director Heather Wright that is referenced above in relation to the Commission’s February 27 meeting. Under the “Council Action” section of the memorandum, it states:

On February 25, 2020, the City Council approved a motion that the City Manager work with the Planning Commission and appropriate City Committees or Commissions to bring back to Council as quickly as possible an Ordinance that will reform the City’s bonus FAR programs so as to only allow bonus FAR in relation to Affordable Housing, Historic Preservation and Transfer of Development Rights.

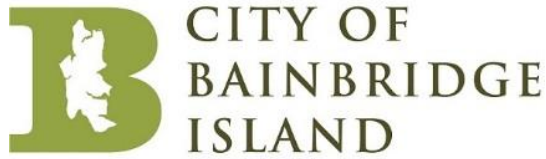
Based on the draft minutes for this Commission meeting on March 12, 2020 (attached as Attachment B below), Planning Director Heather Wright introduced the interim zoning control ordinance. Following, there was public comment, including from Councilmember Pollock. After the public comment, the Commission unanimously passed a motion that recommended changes to the interim control to the City Council.

At the April 14, 2020 City Council meeting, the Council scheduled a public hearing regarding Ordinance No. 2020-10 for April 28, 2020. The Council took action to set the public hearing pursuant to RCW 35A.63.220 and RCW 36.70A.390, which require the Council to hold a public hearing within 60 days of adoption of Ordinance No. 2020-10 (i.e., by May 10, 2020) in order to take public testimony and to consider adopting further findings of fact.

On April 28, 2020, the City Council held a public hearing on Ordinance 2020-10 and no changes to the Ordinance were made.

The Planning Commission formed a subcommittee of 3 members (Chester, Paar, Quitslund) to begin working on a revised FAR ordinance. The Planning Commission discussed Subcommittees information and recommendations on changes to bonus FAR regulations on at their May meetings and on June 11. City Staff integrated the June 11 recommendations into DRAFT Ordinance 2020-16. Those changes were discussed by the Commission on June 11 and July 9. See attached staff memo for additional information.

ATTACHMENTS:



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

Date: August 27, 2020
To: Planning Commission
From: Jennifer Sutton, AICP
Senior Planner
Subject: Planning Commission Review of Bonus FAR Program

I. BACKGROUND

On March 10, 2020, the City Council approved an [interim zoning control ordinance](#) related to Floor Area Ratio ("FAR") bonus options ([Ordinance No. 2020-10](#)). The interim control became effective immediately and paused the use of bonus FAR, which increases the amount of residential, commercial, or mixed-use development that can be built for some types of projects in some instances. At their [August 25, 2020 meeting](#), the City Council will hold a public hearing on Ordinance No. 2020-20 to consider extending the Interim Zoning Control until March 10, 2021.

The FAR and Bonus FAR development provisions only apply within the Mixed Use Town Center (MUTC) and High School Road zoning districts, otherwise known as downtown Winslow or Winslow. See attached map and excerpt of [BIMC Table 18.12.020-3](#). See definitions of *Floor Area* and *Floor Area Ratio* below ([BIMC 18.12.050](#)).

F. Floor Area. Floor area is measured as the total area of all floors within the exterior vertical walls of a building. If any room has a sloping ceiling, no portion of the room measuring less than five vertical feet from the finished floor to the finished ceiling shall be included in the computation of total area.

G. Floor Area Ratio (FAR). "Floor area ratio" is a figure that expresses the total floor area as a multiple of the lot area. This figure is determined by dividing the floor area of all buildings on a lot by the lot area prior to removal of lot area for dedication. Portions of parking located underneath a building footprint are not counted in floor area ratio calculations.

The City's Bonus FAR program was created in the late 1990's as part of implementing the [Winslow Master Plan \(WMP\)](#); as described in the [WMP](#), bonus FAR incentivizes developers to provide or integrate a variety of community benefits as a way to earn bonus FAR. Each district has different FAR standards for residential, commercial, and mixed-use FAR, and in several districts, the program has a "built-in" incentive for mixed-use development by having a higher mixed-use FAR standard than straight commercial or residential development.

In addition, the Bonus FAR could be purchased from the City to support public farmland and improved amenities downtown. As a result of the interim zoning control, Bonus FAR choices were limited and can now only be obtained or used currently under the following circumstances:

- Providing affordable housing as defined in Chapter 18.36 BIMC in accordance with BIMC 18.12.030.E.1.a;
- Transferring unused FAR from the Islander Mobile Home Park to another parcel or parcels in the Mixed Use Town Center District for residential development in accordance with BIMC 18.12.030.E.1.b; or
- Preserving an historic structure located on a state, local, or federal register in accordance with BIMC 18.12.030.E.6. such that, when an historic structure is preserved, the square footage of that structure will not count toward the FAR calculation.

[Ordinance No. 2020-10](#) includes an exclusion recognizing development rights that were purchased from the City or otherwise acquired prior to the effective date of the ordinance, as well as a provision recognizing vested rights. The interim control is set to expire on September 10, 2020.

As directed by the City Council on February 25, 2020, the Planning Commission has been tasked to bring back to Council as quickly as possible an ordinance that will reform the City's bonus FAR program so as to only allow bonus FAR in relation to Affordable Housing, Historic Preservation, and Transfer of Development Rights. The Planning Commission began their discussion on [March 12, 2020](#), and it continued on [May 14 and 28, June 11, June 25, and July 9, 2020](#). The Planning Commission had formed a subcommittee that came back with recommendations on revising the Bonus FAR program on June 11. The Commission affirmed the committee's recommendations for revising the Bonus FAR program, and those recommendations were integrated into DRAFT Ordinance No. 2020-16 for discussion at the July 9 meeting. The Planning Commission's refined their recommendation at that July 9 meeting- see attached summary in strikeout/underline format. Staff analysis of some components of the Commission's recommendation is below.

II. COMPREHENSIVE PLAN

As mentioned above, the bonus FAR program was originally added in the late 1990's as part of implementing the [Winslow Master Plan \(WMP\)](#), which was originally approved in 1998 and substantially updated in 2006. The WMP went into the details about how Winslow could grow and change to support the broader smart growth principles of the City's [Comprehensive Plan](#). Those smart growth principles were reaffirmed in the recent Comprehensive Plan Update, including the [Land Use Vision 2036](#) and the City's growth plan, the Island-wide Conservation and Development Strategy.

ISLAND-WIDE CONSERVATION AND DEVELOPMENT STRATEGY 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.

The Island-wide Conservation and Development Strategy, Land Use Element Goals LU-5 through LU-8 and supporting policies promote housing and commerce in designated centers including downtown Winslow and describe the positive benefits of that growth pattern.

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.

GOAL LU-6 Ensure a development pattern that is true to the Vision for Bainbridge Island by reducing the conversion of undeveloped land into sprawling development. Encourage improvement of aging or underutilized developments over development of previously undeveloped property.

Policy LU 6.1 Land use designations reflect the priority of Bainbridge Island to remain primarily residential and agricultural with nonresidential development concentrated in the designated centers.

Policy LU 6.2 Promote dense residential and commercial development and encourage human activity within Winslow, the heart of Bainbridge Island. In order to create a vibrant city center direct growth where infrastructure exists, reduce reliance on the automobile, provide opportunities for affordable housing and absorb growth that would otherwise be scattered in outlying areas. Plan for adequate parking in Winslow to accommodate residents and visitors who drive downtown for shopping, participation in local government, attendance at cultural events and centers, and to use other resources in Winslow.

GOAL LU-7 The Winslow mixed use and commercial districts are designed to strengthen the vitality of downtown Winslow as a place for people to live, shop and work. The Winslow Mixed Use Town Center (MUTC) is intended to have a strong residential component to encourage a lively community during the day and at night. The high residential density of Winslow requires the Central Core Overlay District to provide services and products that meet the needs of residents as well as visitors.

Policy

LU 7.1 The Island's major center for new commercial development is the Mixed Use Town Center (MUTC) and the other commercial districts in Winslow. Development within the MUTC and High School Road Districts shall be consistent with the Winslow Master Plan. The level of development is determined using Floor Area Ratio (FAR) rather than dwelling units per acre. The use of FAR may result in an increase in the base level of development (density) over the existing zoning, but will provide greater flexibility in type and size of housing units that will further the goals of this Plan.

The above Land Use Element policies are merely a smattering that support the City's [Comprehensive Plan](#) anti-sprawl land use strategy. Additional support can be found in the Comprehensive Plan Elements hyperlinked below.

[Introduction](#)

[Land Use Element](#)

[Economic Element](#)

[Housing Element](#)

[Transportation Element](#)

[Winslow Master Plan](#)

As mentioned above, the [Winslow Master Plan \(WMP\)](#) describes a Winslow that is a major component of the City's overall land use strategy as the Island's primary center for commerce and housing. The "bonus FAR tool" is described in the [WMP](#) as a way to achieve community benefits above and beyond

what is required by the BIMC. See attached document of [WMP](#) goals, policies and information specifically related directly to the bonus FAR program. The very first page of the [WMP](#) distills these community goals (below):

WHY A MASTER PLAN FOR WINSLOW?

The Comprehensive Plan establishes the vision and overall framework for the future of Winslow. It is designated as the major area of urban concentration — the commercial, cultural and commuter hub of the Island.

Higher intensity of residential and commercial activity is recommended for Winslow to 1) encourage development where public facilities and services exist or can be efficiently expanded, 2) provide choice of housing for all economic segments of the population, 3) reduce sprawl elsewhere on the Island, 4) encourage efficient multimodal transportation, and 5) encourage economic development within Winslow.

WMP Chapter 1 Introduction & Summary

BONUS FAR Changes Reduces New Commercial Development

As seen above, the [Comprehensive Plan](#) and [WMP](#) identify and promote Winslow as the commercial center for Bainbridge Island. The July 9 Planning Commission recommendations to modify the bonus FAR provisions (see attached) and eliminate the ability to purchase FAR from the City would limit the ability of commercial development to achieve bonus FAR to 1) projects that can integrate preserving a historic building and 2) mixed-use developments that provides affordable housing pursuant to [BIMC 18.12.030.E.1.a](#). To summarize, the changes currently contemplated by the Planning Commission de facto limit most commercial development to the base FAR levels of [BIMC Table 18.12.020-3](#).

If the Planning Commission and City Council continue pursuing this limitation on new commercial development, **staff recommends** eliminating the *bonus* FAR provisions for commercial development, and set a *maximum* commercial FAR standard that is equal to the current *bonus* FAR level for each zoning district- see this change in excerpt of BIMC Table 18.12.020-3 below. Keeping the theoretical amount of allowed commercial development at the same level would ensure that the City wouldn't backtrack on the [Comprehensive Plan](#) and [WMP](#) goals and policies that promote Winslow as the Island's center of commerce.

ZONING DISTRICT DIMENSIONAL STANDARD	Winslow Mixed Use Town Center					HSR I and II
	Central Core Overlay	Madison Avenue Overlay	Ericksen Avenue Overlay	Gateway Overlay	Ferry Terminal Overlay [See BIMC 18.12.030.C]	
Basic Maximum						
Commercial and Other Nonresidential Uses	0.6	0.4	0.3	0.15	0.1	0.3
Maximum with Bonus	Bonus densities require compliance with BIMC 18.12.030.E					
Commercial and Other Nonresidential Uses	1.0	0.6	0.6	0.3	0.2	0.6

In addition to supporting the goals and policies that put Winslow at the center is Bainbridge Island commerce and public life, the Growth Management Act requires that that comprehensive plans and zoning plan for future jobs, not just future residences. It is well known that the City's 2016 Comprehensive Plan needed to plan for or accommodate a future population of 28,660 persons. Lesser known is that comprehensive plans need to accommodate enough land with commercial development potential to accommodate future jobs. Kitsap County and its cities coordinated on the [2014 Buildable Lands Report](#) (see Chapter 5 and Appendix C for more information on commercial capacity analysis) in advance of the comprehensive plan update. Page 18 of [Introduction](#) to the Comprehensive Plan summarizes this work and is excerpted below:

The Plan has been updated based on residential and employment targets that align with [Vision 2040](#), as demonstrated through the population and employment capacity analysis in the [Kitsap County 2014 Buildable Lands Report](#). The City's existing residential and commercial zoning accommodates those target- see tables below.

Table IN-1: City of Bainbridge Island Population Capacity and Demand	
2036 Residential Population Forecast/Target	28,660
Population Capacity Under Existing Zoning	6,814
2010-2036 Allocated Population Growth	5,635
Net 20-Year Population Capacity (+ or -)	+1,179
Population Capacity/Demand Ratio	1.21

Table IN-2: City of Bainbridge Island Employment Capacity and Demand	
Employment Capacity Under Existing Commercial Zoning	2,941 jobs
2036 Employment Growth Forecast/Target	2,808 jobs
Net 20-Year Population Capacity (+ or -)	+133 jobs
Employment Capacity/Demand Ratio	1.04

Table IN-2 shows that the City has *just enough* land with commercial development capacity to accommodate 2,808 future jobs. The [2014 Buildable Lands Report](#) commercial capacity analysis for the MUTC and HS road zones utilized the *bonus* commercial FAR standard to calculate employment growth capacity. The Growth Management Act requirement to plan for future commercial development is another reason to not reduce the availability of commercial FAR, and instead, to consider making the current *bonus* commercial FAR as maximum FAR standard if the Planning Commission opts to move forward with their current recommendation to scale back the bonus FAR program.

Affordable Housing

Increasing the amount of affordable housing and improving housing affordability generally are goals that permeate several elements of the [Comprehensive Plan](#), notably the [Land Use](#), [Housing](#) and [Economic](#) Elements. To achieve the affordable housing goals and policies in the [Comprehensive Plan](#), City Council created a short-term Affordable Housing Task Force (AHTF) in 2017 to assist the City in prioritizing a variety of affordable housing actions.

The City changed its mandatory affordable housing requirement to voluntary in 2005 ([BIMC 18.21](#)), and developers have opted not to use it, including in downtown Winslow ([BIMC 18.12.030.E.1.a](#)). Although the City has succeeded in building a high proportion of new residences in Winslow in the last 20 years,

few of the units have been designated as “Affordable Housing”. Despite the aspirational goals of the [Comprehensive Plan](#) and [WMP](#), the City’s development code is not producing affordable units.

The City has hired firm ECONorthwest to provide economic analysis and feasibility study regarding a new Inclusionary Zoning program and adoption of a Multifamily Tax Exemption (MFTE). Council discussed these issues on [June 19](#), [October 2](#) and [December 4](#), 2018. On [February 19, 2019](#), ECONorthwest presented a final report to City Council. The final analysis indicated that the City’s FAR (too low), building height (too low) and parking standards (too high) are outdated, and need to be changed in order to create an inclusionary zoning program that relies on the private market to produce affordable housing. Council has continue consideration of adoption of an MFTE and/or an inclusionary zoning program and continued to make progress on these complex issues at their [September 17, 2019](#) and [February 4, 2020](#) meetings, however the Council has not finalized a policy direction to design a inclusionary zoning program that could be successful.

Although limiting bonus FAR to those projects that include affordable housing as required by [BIMC 18.12.030.E.1.a](#) seems like a way to ensure that affordable housing is constructed in lieu of market rate and commercial development, it is unlikely that any private development project would utilize this section, because it hasn’t been utilized for 15 years. The City’s base and bonus FAR levels have not been updated since the WMP was originally implemented- more than 20 years ago.

The [February 2019 Final Report on Inclusionary Zoning](#) by ECONorthwest indicates that the current available FAR is too low, and the affordability requirement too high (requiring the entirety of any bonus FAR to be designated affordable housing) to produce any private development projects. The modeling done by ECONorthwest was utilizing a 10% affordable housing requirement. Given that building and implementing designated affordable housing is expensive, the lower the income targeted, the higher the number of market-rate units needed to support those affordable units. Add in the incredible low vacancy for rental units at this time, and for these reasons, City Planning staff cautions against modifying and limiting the bonus FAR provisions of BIMC 18.12.030.E without making the other changes to FAR, building height and parking that are described in [February 2019 Final Report on Inclusionary Zoning](#) by ECONorthwest. As described above, the [Comprehensive Plan](#) and [WMP](#) describe a Winslow where both commerce and diverse housing types are appropriate.

III. ISLANDER MOBILE HOME PARK RESIDENTIAL FAR

In 2004, the residents of the Islander Mobile Home Park (IMHP) succeeded in their multi-year effort to purchase their mobile home park property to prevent it from being sold and likely, redeveloped. This purchase was the result of a wide-scale community effort to raise money to preserve the IMHP to preserve this pocket of affordability in downtown Winslow. The City was an integral partner in the preservation of the IMHP. The IMHP is in the MUTC/Central Core District in the center of downtown Winslow, which allows the most intense development. Preserving the IMHP as a mobile home park with a relatively low level of development left the IMHP with more than 137,000 square feet of unused “Residential” FAR.

The City is party to a 2004 Covenant with the then newly formed IMHP Residents Association that outlines the ability of the IMHP to “sell” or “transfer” the unused residential FAR with City oversight. Most of the IMHP residential FAR has been sold and used in development throughout Winslow, however some of the IMHP residential FAR remains unsold or unused.

On July 9, the Planning Commission recommended eliminating BIMC 18.12.030.E.1.b, the IMHP bonus FAR provision, and that the City should purchase the balance of IMHP FAR. In making this recommendation, the Commission acknowledged that to do so would require legal review and budget

analysis to inform a City Council decision on this task. Eliminating this provision would also require amending that 2004 Covenant in coordination with the other parties. Part of the Commission's rationale for eliminating the IMHP FAR is because the City doesn't otherwise have mandatory affordable housing provisions, such as mandatory inclusionary zoning, that the residential bonus FAR could be used to build only market-rate housing in downtown Winslow. This provision is in the *Affordable Housing* portion of Section E because of the affordable units MAINTAINED by preserving the IMHP.

Staff has briefed the City Attorney's office about the Planning Commission's proposal. Staff will schedule a time for staff and the Planning Commission to check-in with the City Council regarding the entire Planning Commission proposal for updating the Bonus FAR program, including the proposal to pursue eliminate the Mobile Home Park bonus FAR provisions (BIMC 18.12.030.E.1.b), prior to the Planning Commission holding a public hearing and completing their recommendation on Ordinance No. 2020-16.

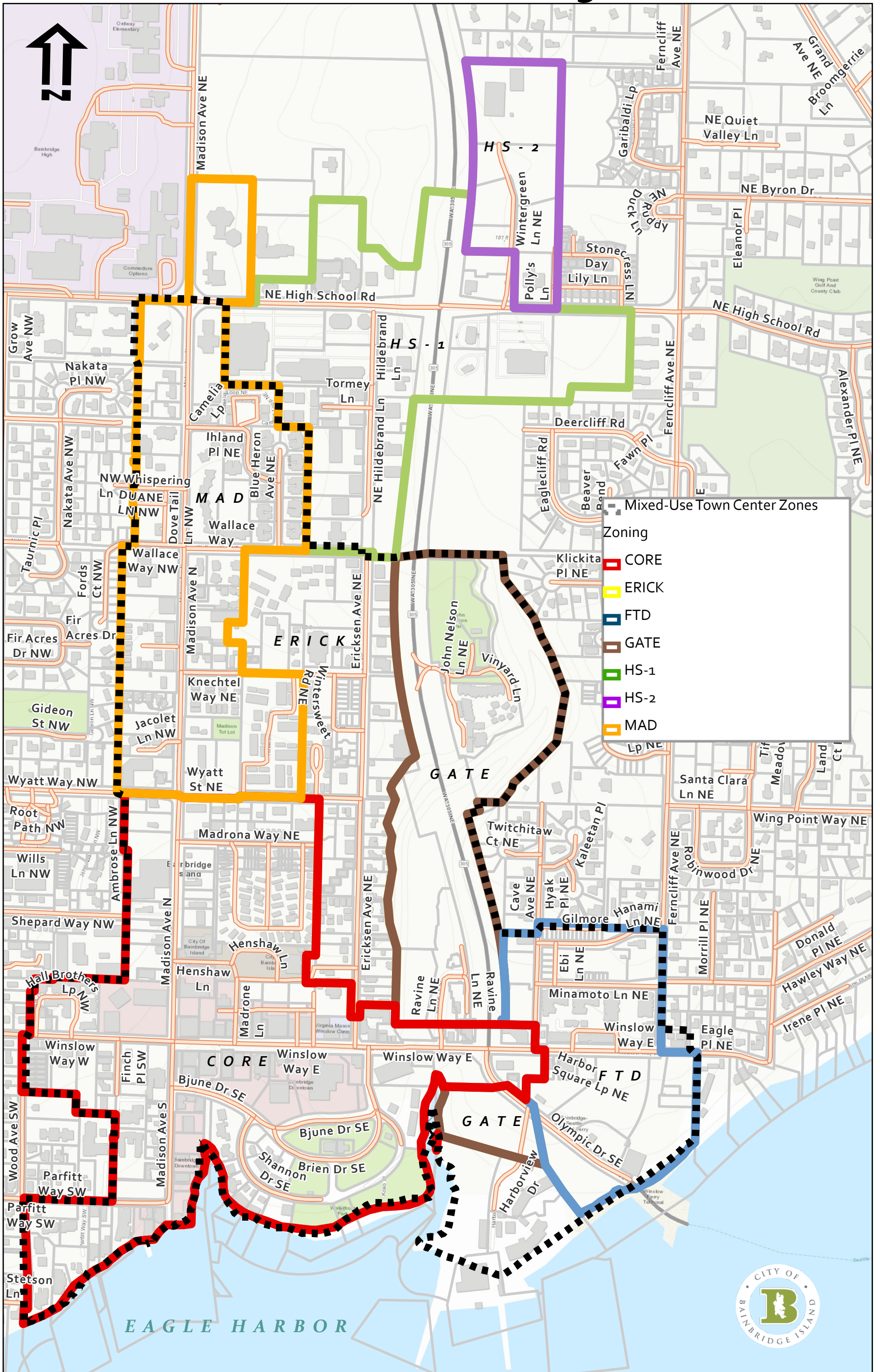
IV. NEXT STEPS & PUBLIC OUTREACH

At their [August 25, 2020 meeting](#), the City Council will hold a public hearing on Ordinance No. 2020-20 to consider extending the Interim Zoning Control until March 10, 2021.

Staff will schedule a time for staff and the Planning Commission to check-in with the City Council regarding the Planning Commission proposal for updating the Bonus FAR program, including the proposal to pursue eliminating the Mobile Home Park bonus FAR provisions (BIMC 18.12.030.E.1.b), prior to the Planning Commission holding a public hearing and completing their recommendation on Ordinance No. 2020-16.

City staff will collaborate with the City's Communications Coordinator to improve outreach about the proposed changes to the Bonus FAR program, to ensure that the Winslow community, including the business community, is informed about this effort prior to the Planning Commission holding a public hearing on Ordinance No. 2020-16.

MUTC & HS Zoning Districts



ZONING DISTRICT	Winslow Mixed Use Town Center					HSR I and II
	Central Core Overlay	Madison Avenue Overlay	Ericksen Avenue Overlay	Gateway Overlay	Ferry Terminal Overlay [See BIMC 18.12.030.C]	
Basic Maximum						
Commercial and Other Nonresidential Uses	0.6	0.4	0.3	0.15	0.1	0.3
Residential	0.4	0.4	0.3	0.5	0.4	0.3
Mixed Use [2]	1.0	0.5	0.5	0.5	0.5	0.3
Maximum with Bonus	Bonus densities require compliance with BIMC 18.12.030.E					
Commercial and Other Nonresidential Uses	1.0	0.6	0.6	0.3	0.2	0.6
Residential	1.0	0.6	0.6	1.0	1.1	0.6
Mixed Use [2]	1.5	1.0	1.0	1.0	1.3 (1.5 pursuant to note [3])	1.0

[1] If the existing FAR for a developed property as of May 21, 1998, is higher than the base FAR for that district, then the existing FAR will be considered the base FAR for that developed property. Total FAR may not be exceeded.

[2] In mixed use development, the established FAR in the residential and commercial components shall not be exceeded. For the residential FAR bonus provisions for qualifying housing design demonstration project, refer to the bonus density provisions in BIMC [2.16.020.S.8](#).

[3] In mixed use development in the ferry terminal district, an additional 0.2 FAR is permitted in accordance with BIMC [18.12.030.E.7](#). The additional FAR may be applied to either the residential or commercial component of the mixed use development.

Current Planning Commission Proposal for Revising BIMC 18.12.030.E (July 9, 2020)

BIMC 18.12.030

E. Bonus Density in Winslow Mixed Use and High School Road Districts. Eligible properties may achieve a maximum level of development above the base FAR by providing affordable housing, as provided for in Table 18.12.020-3, ~~by using one, or a combination of, the following FAR bonus provisions. The FAR bonus provisions may be combined to achieve the maximum level of development established for each district.~~ In no case shall the total commercial, residential or mixed use FAR exceed the maximum FAR as provided for in Table 18.12.020-3.

1. Optional Affordable Housing.

- a. FAR Bonus. Up to 100 percent of the maximum residential FAR bonus may come from providing affordable housing as defined in Chapter 18.36 BIMC; provided, that the difference between the base residential FAR and the maximum residential FAR shall be dedicated to affordable housing. A portion of the total floor area that is of common use and benefit to the entire residential development (for example, interior halls, stairwells, laundry rooms, exercise rooms) may be included in the calculation of the affordable housing component. This portion shall be the same percentage as the affordable housing provided. For example, if 20 percent of the living unit floor area is for affordable housing, then 20 percent of the common floor area may be included in the total affordable housing calculation. Development of the optional affordable housing shall be in accordance with Chapter 18.21 BIMC and Table 18.12.030.

Table 18.12.030: Optional Affordable Housing Bonus Summary Table

Size of Development	Residential development less than 10,000 sq. ft.	Residential development of 10,000 sq. ft. but less than 60,000 sq. ft.	Residential development more than 60,000 sq. ft.
Affordable Housing FAR Bonus	Must provide 100 percent of bonus square footage for extremely low, very low, or moderate income groups.	Must comply with following ratios: (a) 100 percent of bonus for all moderate; OR (b) 0.2 of bonus for extremely low, very low, or low income groups; 0.5 of bonus for moderate income group; and 0.3 of bonus for middle income group.	Must comply with following ratios: 0.1 of bonus for extremely low, very low or low income groups; 0.6 of bonus for moderate income group; and 0.3 of bonus for middle income group.

NOTE: ELIMINATING THIS SOURCE OF BONUS FAR IN THE WAY RECOMMENDED BY THE COMMISSION (WITH THE CITY BUYING THE BALANCE OF MOBILE HOME PARK FAR AND PUTTING IN DEVELOPMENT BANK) REQUIRES LEGAL REVIEW AND BUDGET ANALYSIS BY STAFF AND CITY COUNCIL

- ~~b. Preservation of the Islander Mobile Home Park. Preservation of the Islander Mobile Home Park as an existing park site for manufactured homes shall be encouraged through the following provisions.~~
 - ~~i. Unused FAR from the parcel on which the mobile home park is located may be transferred to another parcel or parcels within the Mixed Use Town Center. For example, the base FAR for the mobile home park would be calculated, less the FAR of the mobile homes. In exchange for permanently preserving the mobile home park, the owner of the property may transfer the unused FAR to another parcel or parcels in the Mixed Use Town Center, where it may be used as bonus FAR above the base FAR for that district.~~
 - ~~ii. Permanent preservation of the mobile home park may be used as an affordable housing bonus on another parcel or parcels within the Mixed Use Town Center. For example, in exchange for preserving the mobile home park, the owner of the property would be deemed to have met the affordable housing bonus provisions of subsection A.1 of this section, and could achieve the maximum FAR bonus for residential development on another parcel or parcels in the Mixed Use Town Center. The owner of the mobile home park may either apply the FAR bonus to another parcel(s) he or she owns, or transfer or sell the bonus to another property owner in the Mixed Use Town Center.~~
- ~~2. Purchase of Development Rights. Up to 100 percent of the maximum residential, commercial or mixed use FAR bonus may come from the purchase of development rights as provided for in Chapter 18.27 BIMC. The cost of development rights shall be established by resolution of the city council.~~
- ~~3. Public Amenities and/or Infrastructure. At the applicant's option, a portion of the bonus may be earned through the provision of public amenities, infrastructure, and/or preservation of a heritage tree(s) on site, pursuant to an adopted city council resolution clarifying the amount of credit awarded for different provision of different public amenities and/or infrastructure, as follows:~~
 - ~~a. Up to 40 percent of the maximum residential, commercial or mixed use FAR bonus may come from monetary contributions toward public amenities and/or infrastructure beyond that required for SEPA mitigation. The amount of the contribution shall be established by resolution of the city council. Funds contributed to the public amenities and/or infrastructure shall be used exclusively in the Mixed Use Town Center or High School Road districts, for projects identified in the six year capital facilities program, or approved by the city.~~

~~b. In lieu of the contribution of funds as provided for in subsection E.3.a of this section, and subject to approval by the director or designee, the public amenities FAR bonus may be achieved by the preservation of a heritage tree(s) on site, construction of public amenities and/or infrastructure beyond that required to mitigate the impacts of development. Public amenities and/or infrastructure projects shall be located in the Mixed Use Town Center or High School Road districts, and shall be chosen from projects identified in the six year capital facilities program, or approved by the city.~~

~~4. Community Open Space. In the ferry terminal district, up to 60 percent of the maximum residential, commercial or mixed use FAR bonus may be achieved by providing community open space of one acre, or 20 percent of the parcel area, whichever is greater. The community open space shall be located in or in the immediate vicinity of locations identified in Figure 4.1 of the Winslow master plan. The open space must be located on the same parcel that is being developed, and must be on land that would be otherwise buildable. Adequate public access to the community open space must be provided. The city shall consider approving the bonus, taking into consideration the configuration, public use and accessibility of the proposed open space. In cases where a development project utilizes the community open space bonus provision in conjunction with the purchase of development rights bonus provision, all funds collected from the purchase of development rights shall go toward the preservation of agricultural lands fund.~~

~~5. Winslow Town Center Mixed Use/High School Road FAR Transfers. Up to 20 percent of the maximum residential, commercial or mixed use FAR bonus may come from transfers of FAR from parcels within the Mixed Use Town Center and the High School Road districts. The transfer shall create permanent open space through open space preservation covenants on sending parcels that contain critical areas as defined in Chapter 16.20 BIMC. For example, development potential in the ravine of the gateway district may be shifted to the upland area; provided, that the requirements of Chapter 16.20 BIMC are satisfied.~~

NOTE: THE PLANNING COMMISSION RECOMMENDS RELOCATING SECTION 6 PROMOTING HISTORIC PRESERVATION TO A DIFFERENT CODE SECTION (BIMC 18.12.050 AND/OR 18.24)

~~6. Historic Structure Preservation. When an historic structure is preserved on site, the FAR of that historic structure shall not be included in the calculation of total FAR for the site. The historic structure must be included on a state, local or federal register.~~

~~7. Ferry Related Parking. In the ferry terminal district, an additional 0.2 FAR may be achieved by relocating existing legal surface ferry commuter parking on site (as shown on Figure 6.2 of the Winslow master plan) to under building or below grade parking. The percentage of the additional FAR that is achieved shall be dependent upon the percentage of parking that is relocated. For example, if 50 percent of existing surface ferry commuter parking on site is relocated under building or below grade, then 50 percent of the total additional FAR (or 0.1 FAR) may be achieved.~~

WMP CHAPTER 2

LAND USE

Overall Land Use Goal WMP 2-1

Strengthen Winslow—the Island’s commercial, cultural and commuter hub—as a sustainable, affordable, diverse, livable and economically vital community, by:

- Encouraging downtown living;
- Providing an enhanced pedestrian experience, with linked access to retail shopping, the ferry, major public facilities, open space and residential areas, and promoting and retaining visual access to Eagle Harbor;
- Promoting the efficient use of land;
- Encouraging the retention and expansion of retail that serves the needs of community members and visitors;
- Providing opportunities for business expansion and private reinvestment;
- Promoting development that is sustainable and supports community values; and
- Developing strategies that result in the creation of less expensive housing and retail space, thereby increasing diversity while minimizing dependence on the automobile.

Goal WMP 2-3: Maintain and Enhance Community Character in the Mixed-Use Town Center and High School Road Districts

Policy WMP 2-3.1: Promote architecture that encourages green building, natural light, ventilation and rooftop gardens.

Policy WMP 2-3.2: Through the use of design guidelines, development standards and incentives, promote the development of courtyards that create a pattern of linked public and private gardens and gathering places, providing opportunities for pedestrian movement.

Policy WMP 2-3.3: Through the use of design guidelines, development standards and incentives encourage stepped-back buildings that result in a softer street edge, the retention and enhancement of visual connections to Eagle Harbor and the creation and preservation of sun-filled public gathering spaces.

Policy WMP 2-3.4: Preserve, protect, adapt and restore sites, buildings and trees of historic significance.

Policy WMP 2-3.5: Retain and expand the historic pattern of narrow pedestrian passages.

Policy WMP 2-3.6: Enhance the livability of the downtown with trees and small gardens on the streets, along paths and in courtyards.

Policy WMP 2-3.7: Collaborate with the Arts and Humanities Council and downtown organizations to solicit sponsors for public art in the downtown.

Policy WMP 2-3.8: Enhance the experience of Winslow as a waterfront town that is connected to Eagle Harbor by activity, trails, views, lanes and design features:

- Utilize FAR levels, development standards and incentives to encourage development and redevelopment along Bjune Drive.
- Actively work to acquire land, easements and permits needed to extend the Waterfront Trail and develop a ravine trail.
- Develop new facilities for visitors, residents and the community, including public road ends, beaches, concessions, docks, marinas and mooring.
- Plan for a future water taxi connection between the Winslow and Eagledale waterfronts.
- Improve water quality through restoration projects, management practices and environmentally responsible building techniques.
- Retain views of the harbor from public lands and streets.

Goal WMP 2-4: Sustain and Enhance the Economic Vitality of the Mixed-Use Town Center and High School Road Districts

Policy WMP 2-4.1: Establish policies, programs and development standards that facilitate business expansion and private reinvestment.

Policy WMP 2-4.2: To stimulate investment in the downtown, create an organizational and funding structure that encourages partnerships and participation by the property owners, developers, businesses and island residents.

Policy WMP 2-4.3: Develop an organizational structure in city government as needed to implement the long-term vision for Winslow.

Policy WMP 2-4.4: Integrate sustainable solutions that address economic, social and ecological concerns into land use planning and building processes.

Goal WMP 2-5: Determine density and intensity of development in the Mixed-Use Town Center and High School Road Districts through the Floor Area Ratio (FAR) method.

Discussion: Floor area ratio refers to a figure that expresses the total allowable floor area in relation to the total lot area. This figure is determined by dividing the floor area of all buildings on a lot by the lot area. For example, if a lot is 25,000 square feet and the FAR is 1.0, then the total square footage allowed would be: $25,000 \times 1 = 25,000$ sq. ft. A development of 1 FAR could have up to 25,000 sq. ft. of development that could be commercial or residential.

Although density is frequently defined by dwelling units per acre in suburban communities that are comprised of single-use districts, it is less useful in areas where a mixture of uses is desired. Using FARs provides flexibility to design a project to address a particular site. The use of FAR allows the market to determine the number and size of units and the mix in the type of development. (Conventional density limits can discourage affordability since smaller, less expensive units count the same as larger, more expensive ones.)

It is possible to relate FAR to a range of achievable units per acre, as follows:

0.4 FAR would produce 8-20 units per acre

0.8 FAR would produce 16-40 units per acre

1.5 FAR would produce 24-60 units per acre

The unit range results from the variety of unit sizes that can occur.

Parking requirements also influence the number of units that a site could accommodate. The form of parking also affects the extent to which a development actually reaches the densities suggested by each range. Surface parking coupled with larger average unit sizes would tend to produce the lower end of the range, while structured parking coupled with smaller average unit sizes would allow the higher end to be possible.

FAR allows uses to be weighted according to the characteristics of a particular district. For example, one district might allow an FAR of 0.4 for commercial and 0.4 for residential, while another might allow 0.4 for commercial and 0.8 for residential. Each development would be a unique blend of uses and unit sizes.

Policy WMP 2-5.1: Establish base floor area ratio levels for commercial, residential and mixed-use development (FAR) for each of the five overlay districts in the MUTC and the High School Road Districts, in coordination with a study of the necessary infrastructure, particularly transportation.

Policy WMP 2-5.2: Establish maximum FAR levels of development beyond the base for each of the districts through the use of bonus FAR provisions. The bonus FAR provisions are a means of advancing specific Comprehensive Plan policies and community values. Bonus FAR may be achieved by:

- Preserving open space, agricultural land and critical areas, through participation in a Transfer of Development Rights (TDR) program or contribution to a land preservation effort;
- Providing public open space that is visibly accessible to the public, with adequate access from a public corridor.
- Contributing toward or providing public amenities (above and beyond what is required to mitigate the impacts of the project itself) that serve the community and enhance the livability and vitality of Winslow. Public amenities may include, but are not limited to, pedestrian connections; on-site places for public gathering; streetscape improvements; public art; and other public benefits as determined by the City;

- Preserving exceptional and/or legacy trees or trees within designated greenways.
- Preserving historic structures;
- Providing affordable housing;
- Utilizing green building and low impact development techniques;
- Creation of permanent open space on parcels that contain critical areas, by transferring development potential from the critical areas to another parcel within the Mixed-Use Town Center or High School Road Districts; and
- Relocating existing surface commuter parking to underbuilding (Ferry Terminal District only).

Priorities among the bonus FAR provisions may be established in the zoning code through the level of bonus that can be achieved through each of the provisions, and by phasing implementation of the provisions.

Policy WMP 2-5.3: The bonus FAR provisions may be changed based on future conditions without amending the Master Plan, as long those changes continue to meet the goals of the Comprehensive Plan and Winslow Master Plan, and provided that changes are made in coordination with a study of the necessary infrastructure, particularly transportation.

Policies for Specific Districts

Specific land use policies in the MUTC and High School Road Districts are as follows:

Central Core Overlay District

Policy WMP 2-6.1: Establish FARs and development standards that support mixed-use development at a level that encourages downtown living with a variety of housing sizes and types, provides commercial and retail services that meet the needs of the community, and enhances the vitality of the downtown.

Policy WMP 2-6.2: Encourage the retention and development of ground floor retail on Winslow Way, Madison Avenue, Bjune Drive and other appropriate areas, and establish the implementing FAR levels and development regulations.

Policy WMP 2-6.3: Increase the vitality of the civic plaza — currently comprised of the Farmers’ Market, BPA and City Hall — by developing better circulation and enhanced pedestrian amenities, providing opportunities for future civic and cultural buildings; and encouraging a greater variety of activities.

Policy WMP 2-6.4: Design Winslow Way as the community’s “living room”-- the stage for community gatherings and a gallery to showcase art and gardens. The central section of Winslow Way should function as a civic plaza, with artistic gathering spaces and unique design features.

Ericksen Overlay District

Policy WMP 2-7.1: Establish FARs and development standards that provide for a mix of residential and small-scale commercial development, while preserving the unique and historical features of the Ericksen Avenue neighborhood.

Madison Overlay District

Policy WMP 2-8.1: Establish FARs and development standards that provide for a mix of residential and small-scale commercial development, with retail located on the ground floor.

Gateway Overlay

Policy WMP 2-9.1: Establish FARs and development standards that provide for commercial, multifamily, and tourist-oriented uses while ensuring protection of the natural character of the Ravine.

Policy WMP 2-9.2: Development within the district should include provisions for pedestrian access to adjoining parcels and neighborhoods, and as part of the pedestrian link to the ferry terminal and waterfront.

Policy WMP 2-9.3: Implement policies to restore and protect the habitat, forest and water resources of the Ravine and provide for non-motorized public access.

Ferry Terminal Overlay District

Discussion: The Ferry Terminal Overlay District — currently dominated by parking — could undergo significant change as it transforms from surface parking lots for commuters to a new pedestrian and transit oriented, mixed-use neighborhood. Although the Core District is designated for the most intense development in the Mixed Use Town Center, new development in the Ferry Terminal District should complement the character and vitality of the Core District. Higher density housing is appropriate for this area because of its proximity to the ferry and downtown and because it is a prime view location. Parking for both commuters and new development may be integrated within (or under) housing or in adjacent garages.

Policy WMP 2-10.1: Establish FARs and development standards that provide for a pedestrian/transit oriented, mixed-use neighborhood with higher density residential development, commercial development, and some retail, while protecting the adjacent residential neighborhoods.

Policy WMP 2-10.2: Enhance the district's status as the "gateway" to Winslow by maximizing opportunities for visual and physical access to the shoreline while protecting, reclaiming and sustaining high quality, native shoreline vegetation. Civic and public uses should be provided along the waterfront.

Policy WMP 2-10.3: The area south of Winslow Way is intended to redevelop as a transit and pedestrian friendly mixed-use neighborhood, with small blocks served by a network of streets, alleys, public open space and pedestrian walkways.

Policy WMP 2-10.4: Allow additional parking spaces in structured parking in the Ferry Terminal District for use by non-commuter ferry passengers in off-peak hours (e.g., after 9:00 a.m.), when constructed in conjunction with placement of an equivalent amount of existing surface ferry parking in structure.

Policy WMP 2-10.5: Any redevelopment of the ferry terminal and/or related transit services should maximize public open space and minimize the development footprint, and should provide shoreline views, a public plaza and a pedestrian accessible waterfront.

Discussion: The transit center should address multimodal users and should integrate access to the public plaza and shoreline. “Stacking” of vehicle holding, transit and terminal activities is preferred.

Policy WMP 2-10.6: Commuter parking located in the Ferry Terminal Overlay District shall be limited in number and/or area to achieve the following objectives:

- Protect the character of the district from being further dominated by parking;
- Encourage the redevelopment of the district;
- Limit traffic impacts; and
- Encourage transit, non-motorized, and other travel methods as alternatives to low-occupancy vehicles.

Policy WMP 2-10.7: North of Winslow Way, the City shall protect adjacent residential neighborhoods from adverse impacts associated with development by establishing transition standards, such as landscaped buffers, lower height limits, small-scale buildings and other appropriate measures.

High School Road I and High School Road II

Policy WMP 2-11.1: Establish FARs and development standards that provide for a variety of commercial uses that complement downtown Winslow and benefit from automobile access near the highway, while creating a pedestrian-friendly retail area. In High School Road II, retail uses shall be limited to 14,400 sq. ft. (See Land Use Element Policy W 5.3.)

WMP CHAPTER 3 HOUSING

Goal WMP 3-1: Promote and facilitate the provision of diverse and affordable housing choices in a manner that encourages socio-economic diversity.

Policy WMP 3-1.1: Through FAR levels, development standards and incentives, encourage a variety of housing sizes and types that meet the needs of a broad range of households, including smaller units suitable for small families, single individuals and senior citizens.

Policy WMP 3-1.2: The bonus FAR program established for the Mixed Use Town Center and High School Road districts may include a provision that allows bonus FAR to be achieved in exchange for providing for-rental and for-purchase income-qualified housing.

WMP CHAPTER 4 OPEN SPACE AND TRAILS

Goal WMP 4-1: Incorporate open space and green spaces throughout Winslow by:

- enhancing existing parks and developing new parks;
- providing street trees, small gardens and other landscaping that provides visual relief and enhances the character;
- providing a series of green spaces, plazas and corridors that connect the community, define character and protect resources; and
- celebrating and connecting the town to the Harbor and the Ravine.

WMP 4-1.1: Development standards, design guidelines, and incentives should be provided to encourage retention or development of open space, public gathering spaces and parks.

WMP CHAPTER 6 TRANSPORTATION

Goal WMP 6-13: Commuter parking within the Ferry Terminal Overlay District shall be limited and planned to ensure consistency with a new mixed-use neighborhood in the District and limit traffic impacts within the District, Winslow, SR-305, and Island-wide.

Policy WMP 6-13.1: Commuter parking located in the Ferry Terminal Overlay District shall be limited to achieve the following objectives:

- Protect the character of the district from being further dominated by parking;
- Encourage the redevelopment of the district;
- Limit traffic impacts within the Ferry Terminal Overlay District, Winslow, and Island-wide; and

- Encourage transit, non-motorized, and other travel methods as alternatives to low-occupancy vehicles.

Policy WMP 6-13.2: The City should develop an overall parking management strategy that balances the parking needs of downtown residents and visitors, long-term and short-term ferry commuters, and commercial uses. The parking management strategy should include:

- Promoting the availability and use of park & ride lots and transit to reduce the number of vehicle trips and associated parking demand in the downtown.
- Improving parking enforcement.
- Offering incentives for providing parking for non-commuter ferry passengers in off-peak hours (e.g., after 9:00 a.m.).
- Encouraging the owners of existing parking lots to redevelop their properties in a coordinated manner to ensure enhanced pedestrian safety and efficient traffic flow.
- Developing strategies and innovative financing techniques to promote the construction of commuter parking structures by a private entity or public/partnership, in conjunction with mixed-use projects.
- Creating a mechanism to hold funds generated in the Ferry Terminal Overlay District from any future paid parking revenues, including but not limited to a fee-in-lieu program and/or meter revenue.