



**PLANNING COMMISSION REGULAR MEETING
THURSDAY, JUNE 26, 2025**

BAINBRIDGE ISLAND CITY HALL
COUNCIL CHAMBERS
280 MADISON AVENUE N.
BAINBRIDGE ISLAND, WASHINGTON

AND

ZOOM WEBINAR
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/81285913438](https://bainbridgewa.zoom.us/j/81285913438)
OR TELEPHONE: US: +1 253 205 0468
WEBINAR ID: 812 8591 3438

AGENDA

1. CALL TO ORDER/LAND ACKNOWLEDGMENT - 6:00 PM

We would like to begin by acknowledging that the land on which we gather is within the ancestral territory of the Suquamish, "People of Clear Salt Water." Expert fishermen, canoe builders and basket weavers, the Suquamish live in harmony with the lands and waterways along Washington's Central Salish Sea as they have for thousands of years. Here, the Suquamish live and protect the land and waters of their ancestors for future generations as promised by the Point Elliot Treaty of 1855.

2. AGENDA REVIEW / DISCLOSURE OF CONFLICTS - 6:05 pm

3. PLANNING COMMISSION MEETING MINUTES - 6:10 PM

Review and approve meeting minutes.

3a. MINUTES 5 Minutes

[Planning Commission Special Meeting Minutes 20250605 - Draft.pdf](#)

3b. MINUTES 5 Minutes

[Planning Commission Meeting Minutes 20250612-Draft.pdf](#)

4. PUBLIC COMMENT INSTRUCTIONS - 6:15 PM

Members of the public are encouraged to submit written public comment to the Planning Commission at any time by emailing pcd@bainbridgewa.gov. Members of the public who wish to provide public comment in-person at a Planning Commission meeting should sign up to speak on the sign-in sheet by the Chamber doors. The Planning Commission Chair will call the people signed up on the sign-in sheet, and speakers will have up to three minutes to speak from the podium. Please speak directly into the microphone, which is adjustable. A timer on the screen will indicate when 3 minutes (or such other time set by the Chair) has elapsed. Orderly behavior and civility in remarks is expected with no clapping or booing, and no yielding of one person's time to another person.

Guidelines for public comment are provided. Remote public comment is allowed with advance notice to the Planning & Community Development Department by noon on the date of the meeting at pcd@bainbridgewa.gov, provided that all remote commenters shall be required to display their true name and to keep their camera turned on to show their true uncovered face while delivering their comments.

Public comment is not accepted during the balance of the Planning Commission meeting, unless a public hearing or public participation meeting is on the agenda.

4a. Public Comment Instructions - 6:15 PM 10 Minutes

[Instructions_for_Providing_Public_Comment_for all PC agendas 20250103.pdf](#)

5. UNFINISHED BUSINESS - 6:25 PM

5a. Consider Ordinance No. 2025-13 Relating to Unlisted Land Uses - Planning, 10 Minutes

[Ordinance No. 2025-13 Unlisted Uses.pdf](#)

5b. Continued Discussion on Winslow Subarea Plan 2 Hours

[Existing and Proposed Winslow Related Land Use Housing and Open Space Goals and Policies.pdf](#)
[June 20 Winslow goals and policies submitted by PC Chair Birtley.pdf](#)

6. PLANNING DIRECTOR'S REPORT - 8:35 PM

7. FOR THE GOOD OF THE ORDER - 8:40 PM

8. ADJOURNMENT - 8:45 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. Assist 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 preceeding 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, 208 Madison Avenue North, Bainbridge Island, WA 98110.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: June 26, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: MINUTES

AGENDA CATEGORY: Minutes

PROPOSED BY: Planning &
Community Development

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):

PREVIOUS COUNCIL REVIEW DATE(S):

RECOMMENDED MOTION:

I move to approve the June 5, 2025, meeting minutes, as presented.

ATTACHMENTS:

[Planning Commission Special Meeting Minutes 20250605 - Draft.pdf](#)



Planning Commission Special Meeting June 5, 2025

Meeting Minutes

1) **CALL TO ORDER / LAND ACKNOWLEDGMENT - 6:00 PM**

Chair Ariel Birtley called the meeting to order at 6:09 PM and read the Land Acknowledgement. Present in Chambers were Commissioners Ariel Birtley, Sarah Blossom, Alex Preudhomme, Criss Garcia and Ben Deines. Also present in Chambers were City Council Liaison Jon Quitslund, Planning & Community Development Director Patty Charnas, and Senior Planner Jennifer Sutton. Excused were Commissioners Sean Sullivan and Peter Schaab.

2) **AGENDA APPROVAL / CONFLICTS DISCLOSURE - 6:05 PM**

Agenda

No conflicts disclosed.

MOTION: I move to approve the agenda.

Garcia / Preudhomme: The motion carried unanimously.

3) **PUBLIC COMMENT INSTRUCTIONS - 6:10 PM**

3a. Public Comment Instructions - 6:15 PM

Cover

[Instructions_for_Providing_Public_Comment_for all PC agendas](#)

No public comments were made.

4) **UNFINISHED BUSINESS - 6:20 PM**

Continued Discussion on Winslow Subarea Plan

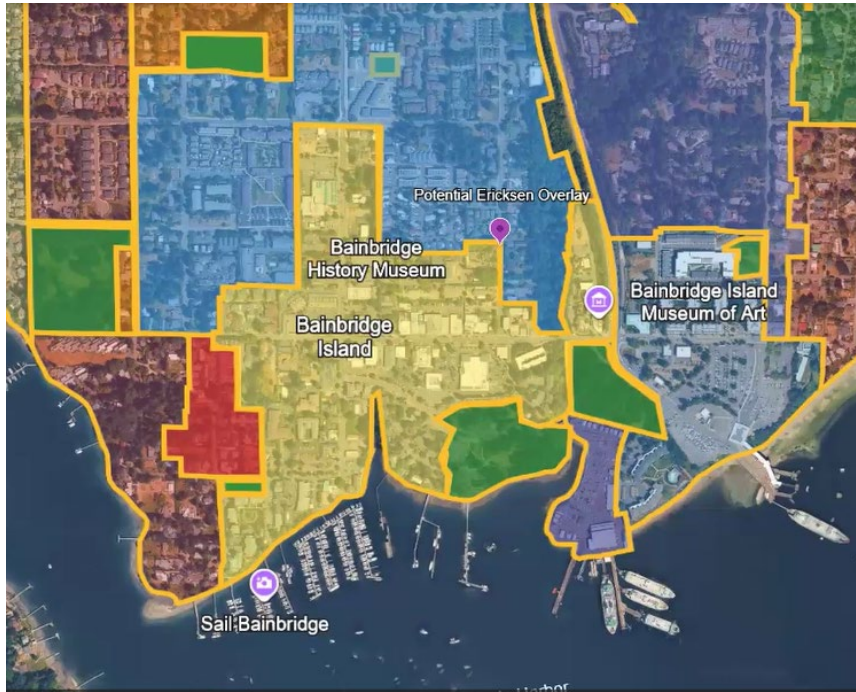
Cover

[Winslow 060525 PC Slides.pdf](#)

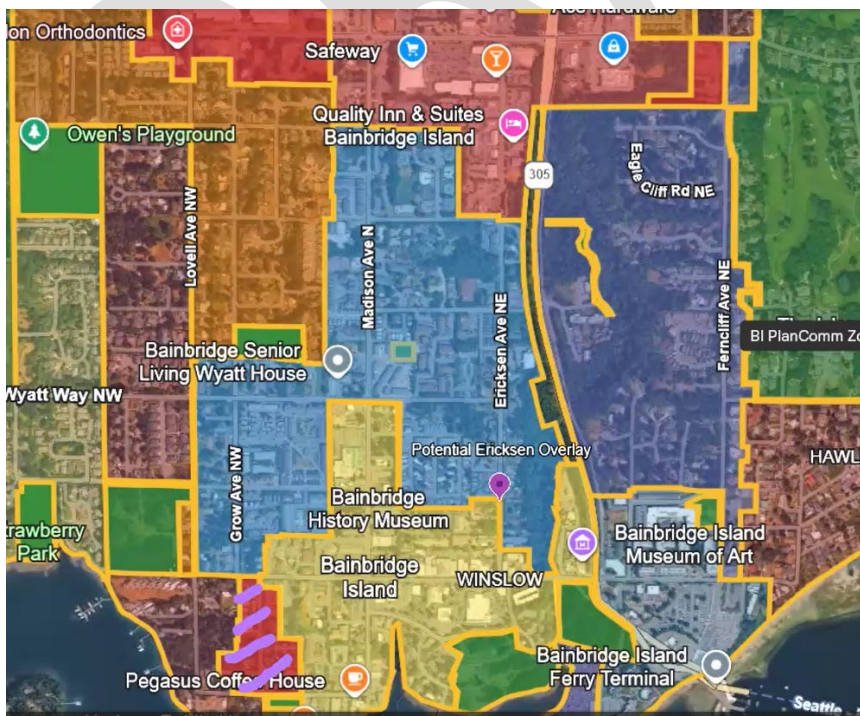
[Planning Commission 2025 Motions for WSP Comp Plan.pdf](#)

Chair Birtley introduced Senior Planner Jennifer Sutton who opened the discussion with a summary of last meeting's progress.

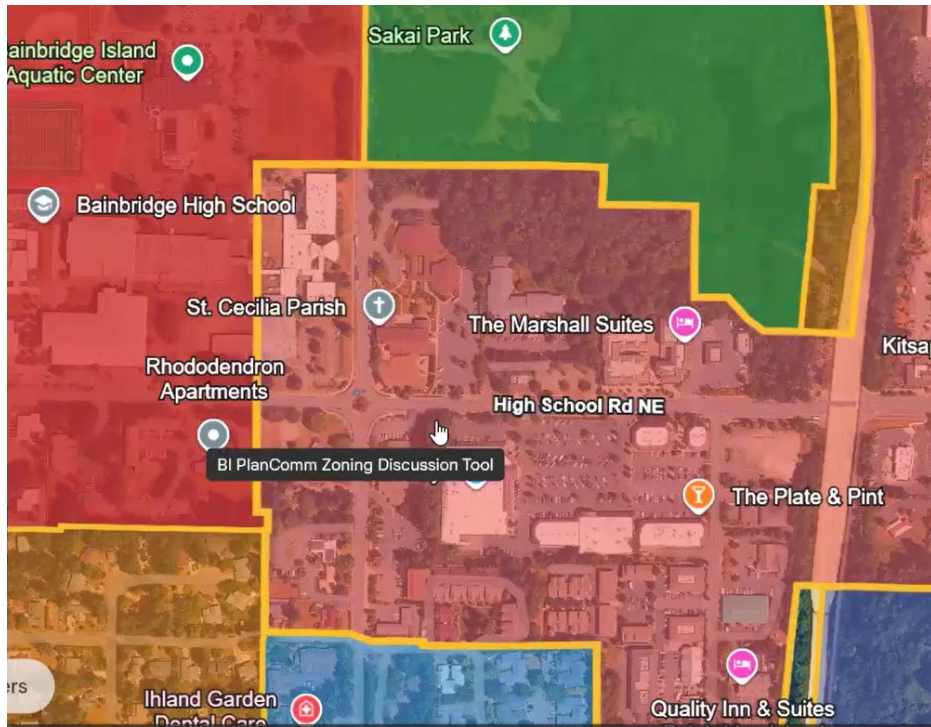
MOTION: I move to amend the previously decided on Core boundary to the area shown in yellow on the map.
Blossom / Deines: The motion carried unanimously.



MOTION: I move that we amend our previously determined boundary for the Madison district to the area that is in light blue as depicted on the screen at 8 25 pm.
Blossom / Garcia: The motion carried unanimously.



MOTION: I move to include the city owned parcel south of Sakai Park in the High School Rd district.
Blossom / Garcia: The motion carried unanimously.



- 5) **FOR THE GOOD OF THE ORDER -**
Nothing offered.
- 6) **ADJOURNMENT - 9:04 PM**



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: June 26, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: MINUTES

AGENDA CATEGORY: Minutes

PROPOSED BY: Planning &
Community Development

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):

PREVIOUS COUNCIL REVIEW DATE(S):

RECOMMENDED MOTION:

I move to approve the June 12, 2025, meeting minutes, as presented.

ATTACHMENTS:

[Planning Commission Meeting Minutes 20250612-Draft.pdf](#)



Planning Commission Regular Meeting June 12, 2025

Meeting Minutes

1) **CALL TO ORDER/LAND ACKNOWLEDGMENT -**

Chair Ariel Birtley called the meeting to order at 6:08 pm and read the Land Acknowledgement. Present in Chambers were Commissioners Ariel Birtley, Sarah Blossom, Ben Deines, Criss Garcia, Alex Preudhomme, Sean Sullivan and Peter Schaab. Also present were Planning & Community Development Director Patty Charnas, Senior Planner Jennifer Sutton, Planner Victoria Lewelling, and City Council Liaison Jon Quitslund. Mayor Ashley Mathews was present via Zoom.

2) **AGENDA REVIEW? / DISCLOSURE OF CONFLICTS -**

Commissioners noted time constraints:

Commissioner Sullivan 8:00 PM,

Commissioners Preudhomme and Deines - 9:00 PM

MOTION: I move to approve the agenda.

Garcia/Blossom - The motion carried unanimously.

3) **PLANNING COMMISSION MEETING MINUTES -**

3a. MINUTES

[Cover Page](#)

[Planning Commission Meeting Minutes 20250522 - Draft.pdf](#)

MOTION: I move to approve the May 22, 2025, meeting minutes, as presented.

Blossom/Deines - The motion carried unanimously.

4) **PUBLIC COMMENT INSTRUCTIONS -**

4a. Public Comment Instructions -

[Cover Page](#)

[Instructions_for_Providing_Public_Comment_for all PC agendas 20250103.pdf](#)

1. Ms. Kim McCormick - speaking on behalf of Haggard Scribner Properties, and as a former Planning Commissioner - asked that Planning Commissioners consider red-lining all chapters of the WSP plan update that are going to be updated

2. Mr. Matt Keogh - BI Parks & Rec - offered comments and collaboration on Comprehensive Plans (BI Parks & Rec and COBI) and the Park Zone

3. Mr. Jamie Clough - Kitsap Building Assoc. - offered comments on collaborating with COBI and utilizing Kitsap Building Assoc as a resource

- 5) **PUBLIC HEARING -**
5a. Consider Ordinance No. 2025-13 Relating to Unlisted Land Uses - Planning,
Cover Page
Ordinance No. 2025-13 Unlisted Uses.pdf

Chair Birtley opened the Public Hearing at 6:17 pm and introduced Planning & Community Director Patty Charnas who provided information on Ordinance 2025-13 relating to Unlisted Land Uses new procedure.

MOTION: I move to direct staff to amend Ordinance No. 2025-13, so that BIMC 18.09. 005 includes language that gives the director the authority to approve similar uses that are unlisted and further define similar uses as those that are similar in use and indistinguishable in terms of land use impacts.

Blossom / Garcia - The motion carried unanimously.

MOTION: I propose a friendly amendment for the Planning Department to make further edits as discussed during this hearing.

Schaab/Deines - The motion carried unanimously.

Chair Birtley closed the Public Hearing at 6:45 PM.

- 6) **UNFINISHED BUSINESS -**
6a. Continued Discussion on Winslow Subarea Plan
Cover Page
06.12.2025-_Map of June 5 Planning Commission Zoning Recommendations.pdf
06.12.2025- Draft WSP Goal and Policy Framework.pdf

Discussion Only.

- 7) **NEW BUSINESS -**
7a. Consider Ordinance No. 2025-18 Relating to Noise Variance Procedures – Planning,
Cover Page
Ordinance 2025-18 Noise Variance Amendment.docx
City Presentation_ORD2025-18.pdf

Chair introduced Planning & Community Development Director Patty Charnas who introduced new City Planner - Victoria Lewelling who introduced Ordinance 2025-18 on the Noise Variance Amendment.

MOTION: I move to schedule a public hearing on Ordinance No. 2025-18 for July 10, 2025.

Deines/Garcia - The motion carried unanimously.

- 8) **PLANNING DIRECTOR'S REPORT -**
No Director's report.

- 9) **FOR THE GOOD OF THE ORDER -**
Chair Birtley expressed concern about speeding traffic around Lynwood Center with many pedestrian children in the area. She would like to see a traffic study or stop sign at the intersection of Baker Hill & Lynwood Center. Commissioner Schaab supports putting a stop sign at the intersection.

- 10) **ADJOURNMENT - 9:43 PM**

DRAFT



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: June 26, 2025

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: Public Comment Instructions - 6:15 PM

AGENDA CATEGORY: Discussion

PROPOSED BY: Planning &
Community Development

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):

PREVIOUS COUNCIL REVIEW DATE(S):

RECOMMENDED MOTION:

Discussion Only

ATTACHMENTS:

[Instructions_for_Providing_Public_Comment_for all PC agendas 20250103.pdf](#)



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Members of the public are encouraged to submit written public comment to the Planning Commission at any time by emailing pcd@bainbridgewa.gov. For members of the public who wish to provide public comment in-person, at a Planning Commission meeting:

1. Sign up to speak on the sign-in sheet by the Chamber doors. The Planning Commission Chair will call the people signed up on the sign-in sheet
2. Speakers will have up to three minutes to speak from the podium. Please speak directly into the microphone, which is adjustable. A timer on the screen will indicate when 3 minutes (or such other time set by the Chair) has elapsed, and there is no yielding of one person's time to another person.
3. Orderly behavior and civility in remarks is expected with no clapping or booing, Guidelines for public comment are provided.
4. Remote public comment is allowed with advance notice to the Planning & Community Development Department by noon on the date of the meeting at pcd@bainbridgewa.gov, provided that all remote commenters shall be required to display their true name on Zoom.
5. Public comment is not accepted during the balance of the Planning Commission meeting, unless a public hearing or public participation meeting is on the agenda.

Instructions for Providing Public Comment Remotely

1. Contact the Planning & Community Development Department at pcd@bainbridgewa.gov no later than Noon on the day of the meeting. State which meeting you would like to make a public comment and provide your true name.

IMPORTANT: No remote public comment will be accepted without first registering at the email address above.

2. Join the Zoom webinar by following the link posted on the agenda and on the City's website calendar. Sign into Zoom. You will need to enter and display your true name on Zoom.
3. The Chair will indicate when it is time for you to make a public comment.

Excerpts from the Governance Manual regarding public comment (although “City Council” is mentioned below, this information applies equally to Planning Commission):

5.6 Respect and Decorum

It is the duty of the Presiding Officer and Councilmembers to maintain dignity and respect for their offices, City staff, and the public. While the Council is in session, the Councilmembers shall preserve civility, order and decorum. No member of the public shall, by conversation or otherwise, delay, disrupt, or interrupt the proceedings of the Council, nor engage in any of the prohibited behavior described below. Councilmembers and the public shall obey the proper orders of the Presiding Officer of the meeting.

5.6.1 Orderly Behavior and Civility in Remarks

Any person disrupting the business of the Council, either while addressing the Council or attending the proceedings, shall be asked to leave, or be removed from the meeting. Continued disruptions may result in a point of order by the Presiding Officer or a Councilmember pursuant to the Council’s parliamentary rules, or a recess, forced removal, or adjournment as described elsewhere in this manual. Disruptive behavior includes, but is not limited to, the following:

- (a) Speaking without being recognized by the Presiding Officer.
- (b) Continuing to speak after the allotted time has expired.
- (c) Speaking on an item at a time not designated for discussion by the public of that item, such as speaking on a quasi-judicial item at a time other than during a public hearing or closed record proceeding on the matter.
- (d) Throwing objects.
- (e) Speaking on an issue that is not a public topic, in violation of Section 9.12.2.
- (f) Speaking in favor of or in opposition to a ballot proposition or a candidate for public office, provided, that public comment is allowed when the City Council is considering taking a collective position in favor of or in opposition to a ballot proposition as authorized in RCW 42.17A.555.
- (g) Impersonating a City Councilmember or a member of the City staff.
- (h) Shouting or otherwise engaging in loud or boisterous behavior.
- (i) Continuing to make repetitive remarks after being requested not to do so by the Presiding Officer or a majority of the City Council.
- (j) Attempting to engage the audience rather than the Council, e.g., asking audience members to stand, clap, boo or otherwise express collective support or opposition to any matter.

- (k) Booing, hissing, or otherwise disrupting the comments of another speaker.
- (l) Using racial slurs or other slurs directed at the color, creed, religion, ancestry, gender, sexual orientation, gender expression or identity, national origin, citizenship or immigration status, or mental, physical, or sensory disability of any individual or group, under circumstances where such words constitute “fighting words” under constitutional law.
- (m) Refusing to modify conduct after being advised by the Presiding Officer that the conduct is disrupting the meeting or disobeying any other lawful order of the Presiding Officer or a majority of the City Council.

5.6.2 Permission Required to Address the Council

Persons other than Councilmembers and Administration shall be permitted to address the Council only upon recognition and introduction by the Presiding Officer of the meeting.

.....

9.12.2 Subjects – Whether or Not on the Current Agenda

Public comments received during the public comment period may be on any public topic, whether or not on the agenda, but a comment on the subject that is covered by a public hearing at that meeting must be made during the period of the public hearing. All public comment shall be made consistent with Section 5.6.

9.12.3 Use of Microphones

Comments shall be made directly into the microphone, as it is necessary for the public record and for the audience to hear all proceedings. No comments shall be made from any other location.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: June 26, 2025

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: Consider Ordinance No. 2025-13 Relating to Unlisted Land Uses - Planning,

AGENDA CATEGORY: Ordinance

PROPOSED BY: Planning &
Community Development

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):
May 22 and June 12, 2025

PREVIOUS COUNCIL REVIEW DATE(S):
April 9, 2024; March 25 and April 22, 2025.

RECOMMENDED MOTION:

I move to recommend approval of Ordinance No. 2025-13 to the City Council.

SUMMARY:

On May 22, 2025, the Planning Commission held a study session on Ordinance No. 2025-13. The Commission requested additional information from staff.

- Would there be any fee for an "Unlisted Use Determination application"? Answer: Yes, the City would charge a fee for the application. The fee is estimated to be similar to the fee for an Administrative Code Interpretation, which is currently \$2,395. The City's fee schedule is updated by City Council resolution.
- The City Council's decision on an ""Unlisted Use Determination application" is appealable to Superior Court under Chapter 36.70C Revised Code of Washington (RCW).

On June 12, 2025, the Planning Commission held a public hearing on Ordinance No. 2025-13. There were no public comments. After the hearing closed, the Planning Commission discussed the ordinance, and unanimously approved motions amending the ordinance, making it more clear and roles better defined. Those changes have been made to Ordinance No. 2025-13.

BACKGROUND:

Ordinance No. 2018-13 amended Bainbridge Island Municipal Code to include a process whereby the Director may make a determination on what type of permit to administer when an unlisted use is proposed. In late 2023, a crematorium was proposed by a local funeral home. The Department of Planning and Community Development responded to the request on February 8, 2024, with a

determination that a crematorium would be a conditional use and go through a conditional use permit process with a decision by a Hearing Examiner. The City Council discussed a moratorium on crematoria on April 9, 2024, and as part of the motion indicated a desire for amendments to Section 18.09.005 regarding unlisted uses that provide more clarity, more public awareness and include involvement of the Planning Commission in determining a permit process for unlisted uses when they are proposed.

Since initial presentation at City Council on March 25, 2025, suggestions for minor clarifications have been integrated into the ordinance. At the April 22, 2025 City Council meeting, the Council voted to forward this item to the Planning Commission for further consideration, public hearing and recommendation. Specifically, staff was directed to prepare code updates that provided for an updated process for permit applicants who propose uses that do not appear as a use or have clear relation to listed uses in the zoning use table. Land uses that are listed in code are subject to the permitting process adopted in code. These permitting processes are defined for ministerial ("permitted") uses; for conditional uses; for conditional accessory uses; and for temporary uses.

Staff prepared proposed updates to the city's procedures code (BIMC 2.16) and to the city's zoning code (18.09.005) that establish a new process whereby new or novel land uses would be subject to a review process by the Planning Commission. A new application type would be created and defined for applicants to submit an "application for an unlisted use determination" and for the Planning Commission to receive application materials as well as a presentation from the applicant. The Planning Commission would invite public comment on whether the proposed new use shall be processed using existing permit processes or if the unlisted use requires a zoning code update (which could include a prohibition or use-specific standards). The Planning Commission would then transmit their determination along with findings of fact and conclusion to the Director of Planning and Community Development for transmittal to the applicant. If the Planning Commission determines that the use can follow a particular permitting process, the applicant would then apply for a permit and proceed through that permitting process.

ATTACHMENTS:

[Ordinance No. 2025-13 Unlisted Uses.pdf](#)

ORDINANCE NO. 2025-13

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to unlisted uses, amending BIMC Section 18.09.005 and Section 2.16

WHEREAS, on June 12, 2018, the City Council passed Ordinance 2018-13 related to Business/Industrial uses; and

WHEREAS, Ordinance 2018-13 amended Bainbridge Island Municipal Code to include a process whereby the Director may make a determination on what type of permit to administer when an unlisted use is proposed; and

WHEREAS, permitting processes include ministerial, public notice, and public hearing processes; and

WHEREAS, the code adopted at that time further described that the determination of what permit process to use was made would be published after the conclusion of a completed permit process and not at the beginning of that process; and

WHEREAS, on January 10, 2024, the Department of Planning and Community Development received a request for a determination of an unlisted use for a crematorium; and

WHEREAS, crematoria are not included in Bainbridge Island Municipal Code Table 18.09.020 “Use Table;” and

WHEREAS, the Department of Planning and Community Development responded to the request on February 8, 2024, with a determination that a crematorium would be a conditional use; and

WHEREAS, the City Council discussed a moratorium on crematoria on April 9, 2024, and as part of the motion indicated a desire for amendments to Section 18.09.005 regarding unlisted uses that provide more clarity and include involvement of the Planning Commission in determining a permit process for unlisted uses when they are proposed; and

WHEREAS, procedural actions are exempt from State Environmental Policy Act per WAC 197-11-800 (19); and

WHEREAS, on March 25, 2025, the City Council discussed amendments to Section 18.09.005, and on April 22, 2025, the City Council approved a motion to direct the Planning Commission to review and hold a public hearing on Ordinance No. 2025-13; and

WHEREAS, on May 22, 2025, the Planning Commission considered the draft amendments; and

WHEREAS, on June 12, 2025, the Planning Commission held a public hearing on the draft amendments and after closing the public hearing, continued discussion of the ordinance, including amending the ordinance to clarify the ordinance; and

WHEREAS, on June 26, 2025, the Planning Commission reviewed amended Ordinance No. 2025-13, and recommended XXXX to the City Council; and

WHEREAS, The City Council reviewed the Planning Commission's recommendation at a regular business meeting on XXXXX; and...

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Section 18.09.005 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

18.09.005 Permitted and conditional uses.

Permitted and conditional uses allowed in each zone district are shown in the use table BIMC 18.09.020. It is recognized that new uses will evolve over time. The director has the authority to evaluate an application and compare a proposed unlisted use against the permitted and conditional uses listed in Table 18.09.020. When a proposed use is not specifically listed in this chapter, the use may be allowed if the director determines that it is similar to other uses listed, indistinguishable in terms of land use impacts, and compatible with other uses in the vicinity where it will be located. ~~The director will issue a notice of decision about whether an unlisted use is allowed or not allowed, pursuant to the procedures outlined in BIMC 2.16.020.M.7 and 2.16.030.F. The notice of decision will be combined with issuing other required land use permits, building permits, or business licenses, as applicable. A permit for an unlisted use may require, as a prerequisite, application for an unlisted use determination, pursuant to BIMC 2.16.230.~~

Section 2. Section 2.16 shall be amended to include a new section as follows:

2.16.230 Unlisted Use Determinations

A. Purpose. Unlisted use determinations are the mechanism by which the city may provide an avenue for the permitting of uses not otherwise accounted for in Title 18 that do not require a legislative review of land use regulations.

B. Applicability. Any application for building or land use permit that is not listed as a use in Title 18 or is not similar enough to a listed use as to be indistinguishable in terms of land use impacts, as determined by the Director, shall first require the application and issuance of an unlisted use determination.

C. Procedures. Review of unlisted use determinations shall include all of the following in the order listed:

1. Application. An applicant may submit an application for an unlisted use determination including a narrative describing the intended use, the proposed location of the use, and an analysis of the compatibility of the use with other listed uses in the vicinity of the proposed location, if applicable.

2. Review and Determination by Planning Commission.

a. The purpose of the Planning Commission review and determination is to review the unlisted use for consistency with the Comprehensive Plan and to determine whether the unlisted use shall be processed as permitted (“P”), conditional (“C”), accessory (“A”), conditional accessory (“CA”), or temporary (“T”), or if the unlisted use should be prohibited.

b. The Planning Commission shall consider the application at a public meeting where public comments will be taken.

c. The Planning Commission shall approve, approve with conditions, or deny the application. In making a determination, the Planning Commission shall consider the compatibility of the intended use with other allowed uses in the vicinity of the proposed location. The determination of the Planning Commission is appealable to the City Council.

d. The Planning Commission will forward its written findings of fact and conclusions, their determination regarding the unlisted use, and any conditions associated with the determination, to the Director.

3. Issuance. The Director shall transmit the determination of the Planning Commission to the applicant and place the land use or building permits back under review if no other information is outstanding.

4. Publishing the Unlisted Use Determination. The Director shall publish a Notice of Unlisted Use Determination in combination with the Notice of Application, pursuant to the procedures outlined in BIMC 2.16.020.M.4.

5. The Planning Commission may at any time recommend to the City Council that an unlisted use be addressed through a legislative review of land use regulations as outlined in BIMC 2.16.180 instead of through the provisions of this section.

Section 3. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 4. This ordinance shall take effect and be in force five (5) days from its passage and publication as required by law.

PASSED by the City Council this XXX day of XXX, 2025.

APPROVED by the Mayor this XXX day of XXX, 2025.

Ashley Mathews, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, MMC, City Clerk

FILED WITH THE CITY CLERK:	March 22, 2025
PASSED BY THE CITY COUNCIL:	
PUBLISHED:	
EFFECTIVE DATE:	
ORDINANCE NUMBER:	2025-13



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: June 26, 2025

ESTIMATED TIME: 2 Hours

AGENDA ITEM: Continued Discussion on Winslow Subarea Plan

AGENDA CATEGORY: Review and Recommendation

PROPOSED BY: Planning & Community Development

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):

January 9, 13, 30; February 13, 27; March 5, 13, 27; April 2, 10, 24; May 1, 8, and 22; June 5 and 12, 2025

PREVIOUS COUNCIL REVIEW DATE(S):

Monthly updates to City Council, including May 27 and June 24, 2025.

RECOMMENDED MOTION:

Review and discuss of current and potential goals and policies for the Winslow Subarea and Comprehensive Plans related to the mixed use areas of Winslow, an area currently known as the Mixed Use Town Center and High School Road districts, and Winslow residential areas.

Confirm next steps and materials for Winslow Subarea Plan review for July 10, 2025 Planning Commission meeting.

SUMMARY:

At their June 12, 2025 meeting, the Planning Commission discussed existing and proposed goals and policies for the Winslow Subarea Plan with consideration for goals and policies updates in the Comprehensive Plan. The Planning Commission requested that staff integrate existing and proposed goals and policies into a consolidated redlined document for review at the June 26, meeting. Given the volume of existing Winslow Subarea Plan goals and policies, staff is suggesting discussing land use, housing, and open space policies at the June 26 meeting, and transportation and capital facility policies at the July 10 meeting.

The newly proposed goals and policies are highlighted in magenta. The Commission requested that the "Civic + Cultural Overlay" Comprehensive Plan policy amendment request be added to this consolidated document; this CPA policy request is highlighted in aqua. Chair Birtley had contributed ideas for goals and policies that are separately attached.

BACKGROUND: The Planning Commission is reviewing and making recommendations on a preferred land use alternative for the Winslow Subarea Plan. A working outer boundary for the Winslow Subarea was recommended by the Planning Commission at their February 27, 2025 meeting. Throughout March, April, May, and June, the Planning Commission has been discussing zoning district boundaries, working from more dense to less dense, in addition to discussing a variety of related land use issues.

At their June 5, 2025 Special Meeting, the Planning Commission continued its discussion of downtown Winslow geographies and development standards with a focus on the boundaries of the Central Core zone and the areas to the north and west of the Central Core zone, currently identified as the "Madison" zone. The Planning Commission then discussed properties/ areas previously noted as TBD, and approved motions regarding the zoning for those TBD areas . An updated map documenting the boundary decisions approved by the Planning Commission at the June 5, 2025 special meeting was included in the June 12, 2025 Planning Commission meeting materials.

Additional information about the Winslow Subarea Plan can be found on the project website:
<https://cityofbainbridgeisland.civilspace.io/en/projects/winslow-subarea-plan-update>

Some sections of an updated Winslow Subarea Plan have been drafted, and can be found on the project website under "Supporting Documents".

ATTACHMENTS:

[Existing and Proposed Winslow Related Land Use Housing and Open Space Goals and Policies.pdf](#)
[June 20 Winslow goals and policies submitted by PC Chair Birtley.pdf](#)

CURRENT WINSLOW SUBAREA PLAN LAND USE CHAPTER

NOTE: Staff suggest striking introductory language below. The concepts in this overview are covered in proposed new chapters *Existing Conditions, Synthesis & Vision* (see *Draft under Supporting Documents on WSP Update project website*) and a future “Preferred Alternative” chapter.

MASTER PLAN LAND USE POLICIES

Overview

The Master Plan builds on the goals and policies of the Comprehensive Plan. Producing the effects called for in the Master Plan will require relatively minor adjustments and refinements to the current land use policies and map for Winslow. This is due to the extent of work that was accomplished during the development of the City's Comprehensive Plan. The Comprehensive Plan has defined the parameters into which the Master Plan should fit.

The Plan recognizes and emphasizes the vitality and importance of Winslow and its retail core. The area defined as the Winslow Master Plan study area is designated to receive 50% of the allocation of future growth for the Island. The Master Plan assumes that a sub-target of up to 50% of this new residential development — or 25% of the Island's total growth — will be concentrated within the Mixed-Use Town Center and the High School Road Districts. Based on the City of Bainbridge Island population growth of 7,430 over the period ending 2012, and Winslow's portion thereof at 3,715 people, the associated growth in Winslow housing units would be approximately 1,500 dwelling units.

Discussion: Achieving the population projections, and the associated 1,500 dwelling units, involves some denser single family (on smaller lots) and multiple family developments. This new development, whether in stacked flats, row houses, duplexes, small lot single family or other forms, is expected to be built on both vacant lots and lots that are not developed to the intensity allowed by the existing zoning. The location, intensity, mix and connections between developments would be done in a way that is conducive to walking, biking and transit and that is supported by the availability of public infrastructure — streets, utilities, and public open space.

With the strategies contained in the Master Plan, it should be possible for Winslow to absorb this additional increment without producing a dramatic change in the pattern, intensity or appearance of development. However, the focus and form of development will be somewhat different. The land use policies described below address the issues of focus and form in each of the districts:

NEW Proposed WSP Goal LU 1 Establish boundaries and districts that align with the Islandwide, Winslow, and regional economic, cultural, and environmental goals.

Policy LU 1.A Focus future development where infrastructure already exists, in service of creating a dense, walkable, mixed-use town center environment that achieves the Island's climate goals.

Policy LU 1.B Modify mixed use zoning overlays into unique districts that reflect the different neighborhoods and building form that make up the Winslow subarea.

Policy LU 1.C Designate mixed use areas of Winslow as a Countywide Growth Center, in coordination with the Kitsap Regional Coordinating Council.

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;
- Developing strategies that result in the creation of less expensive housing and retail space, thereby increasing diversity while minimizing dependence on the automobile.

NEW Proposed WSP Goal LU 2 Winslow land use densities and building forms should support transit, community amenities, and affordable housing to create a more inclusive, diverse, and resilient community.

Policy LU 2.A Adopt heights and densities in mixed use zones to facilitate dense, multifamily housing.

Policy LU 2.B Update City policies to support housing goals.

Policy LU 2.C Require a minimum density in designated centers.

Goal WMP 2-2: Ensure the Compatibility of New Development in the Mixed-Use Town Center and High School Road Districts

Policy WMP 2-2.1: To promote compatibility between and within districts of the Mixed-Use Town Center and High School Road districts, variations in development standards and design guidelines may be provided within districts.

Policy WMP 2-2.2: Periodically review the City’s adopted design standards ~~guidelines for the Mixed Use Town Center and High School Road Districts~~ to ensure that the standards are supporting planned development outcomes ~~guidelines remain sensitive to the individual character of the districts~~.

Policy WMP 2-2.3: Minimize driveways and encourage use of joint driveways.

Policy WMP 2-2.4: A full-screen vegetative buffer shall be maintained along SR 305. A similar screen should be provided within the SR 305 right-of-way. This requirement would not apply to the interior renovation of existing buildings.

Policy WMP 2-2.5: ~~Establish transition standards for other boundaries abutting less intense districts.~~

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: Maintain the City Public Art Program as a way to integrate 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.
- ~~Coordinate with the business and marina communities to d~~Develop new facilities for visitors, residents and the community, including public road ends, beaches, concessions, docks, marinas and mooring.
- ~~Consider 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.

NEW Proposed WSP Goal LU 3 Provide zoning for employment growth in alignment with the City's job target and to support a robust local economy.

Policy LU 3.A Implement active ground floor use requirements along identified corridors in mixed use zones to expand commercial opportunities for local arts and cultural organizations and promote new retail, personal services, and other businesses.

Policy LU 3.B Promote essential services and uses that provide for the needs of daily living throughout Winslow, with a prioritization on those uses and services that reduce the number of non-Winslow trips required for current and future residents to thrive.

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.

NEW Proposed WSP Goal LU 4 Update development standards to increase predictability and clarify “by right” zoning in Winslow.

Policy LU 4.A Allow maximum density and building height per zone, while clarifying any requirements that affect development planning, such as parking or affordable housing requirements.

Policy LU 4.B Reduce or eliminate parking minimums in downtown mixed use zones within accessible distance of transit.

Policy LU 4.C Make community expectations around building character and form clear and understandable through development regulations and predictable permit processes.

Policy LU 4.D Consider whether a public parking facility is necessary near the Winslow Way retail area or Washington State Ferry terminal.

NEW Proposed WSP Goal LU 5 Ensure new development contributes positively to and enhances the built and natural environment of Winslow.

Policy LU 5.A Preserve the small town feel of downtown Winslow by requiring lower building heights or stepbacks, adjacent to the street and enforcing standards that create and maintain a local storefront scale.

Policy LU 5.B Ensure the area near the ferry terminal is a welcoming gateway to Bainbridge Island, including public space, art and signage that fosters inclusivity and diversity.

Policy LU 5.C Consider how to preserve existing, important territorial views from public spaces.

NEW Proposed WSP Goal LU 6 Increase diversity, equity, inclusion, and belonging in the Winslow subarea through the built environment.

Policy LU 6.A Center underrepresented and historically marginalized groups who do not feel welcome in Winslow in current and future planning processes, partnering with the Race Equity Advisory Committee on planning processes for collaboration on community engagement.

Policy LU 6.B Encourage affordable housing development throughout Winslow utilizing all tools available such that housing inequities impacting people of color and lower income households are reduced and, over time, eliminated.

Policy LU 6.C Foster a variety of housing types in residential and mixed use areas that accommodate cultural and generational shifts in housing needs, welcomes new residents, and supplies housing for generations to come, including options for both renting and home ownership.

NOTE: Information in other DRAFT WSP chapters (Existing Conditions, Synthesis, etc. provide information about development standards, so staff is proposing striking most of existing Goal 2.5 and its policies.

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.

Land Use Element Policy LU 7.3 Central Core Overlay District The Central Core is the most densely developed district within the Mixed Use Town Center. Within this Overlay District, residential uses are encouraged, but exclusive office and/or retail uses are permitted. *Mixed-use development* within the Central Core Overlay District that includes a residential component may be exempt from requirements to provide off-street parking for the residential component of the project.

NOTE: Civic + Cultural Connection Overlay Comprehensive Plan Amendment (CPA) request shown below

Land Use Element Policy LU 7.3 Central Core Overlay District The Central Core ~~is the a~~ most densely developed district within the Mixed Use Town Center. Within this Overlay District, residential uses are encouraged, but exclusive office and/or retail uses are permitted. *Mixed-use development* within the Central Core Overlay District that includes a residential component may be exempt from requirements to provide off-street parking for the residential component of the project.

Land Use Element Policy LU 7.8 Civic + Cultural Connection Overlay District The Civic + Cultural Connection Overlay is a densely developed district within the Mixed-Use Town Center. Within this Overlay District, mixed-use development is encouraged, pedestrian site porosity and dedicated public rights-of-way to enhance the walkability of Winslow are encouraged. Below-grade parking is encouraged. Developments are encouraged to thoughtfully meet the Civic and Cultural center of Bainbridge and provide public enhancements and gateways.

NOTE: Current Madison, Ericksen & Gateway Districts Proposed for 2025 WSP Updated Draft MADISON and FERNCLIFF zones

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.

Land Use Element Policy LU 7.4 Ericksen Avenue Overlay District The purpose of this Overlay District is to preserve the unique and historical features of the *neighborhood* and to provide for a mix of residential and small-scale non-residential development. Retail development is permitted only on the ground floor, while residential and office development is permitted on the upper floors. Historic (pre-1920) single-family residential structures on Ericksen may be converted to non-residential use, provided

that the structure is preserved. However, any additions to the structure must be added to the rear and must be compatible with the character of the original structure. New buildings shall employ traditional building forms, roof shapes, and relationship of building to street to be compatible with the historic structures on Ericksen Avenue.

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.

Land Use Element Policy LU 7.5 Madison Avenue Overlay District The purpose of this Overlay District is to provide for a mix of residential and small-scale non-residential development. All retail and office development greater than one story above grade shall include a residential component. Retail development is permitted only 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.

Land Use Element Policy LU 7.6 Gateway Overlay District The corridor along SR 305 from Winslow Way to the parcel north of Vineyard Lane is the gateway to Bainbridge Island, and new uses should enhance its role as the gateway while also protecting the Winslow Ravine.

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.

Land Use Element Policy LU 7.7 Ferry Terminal Overlay District This District is intended to provide an attractive setting for ferry and associated transportation-oriented uses, and to serve as the entry point for Winslow. This District is also a new mixed-use neighborhood that complements the character and vitality of the Core District, serving both neighborhood residents and commuters.

High School Road I and High School Road II Policy

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.)

Land Use Element GOAL LU-8 The High School Road District is intended to provide mixed use and commercial development in a pedestrian-friendly retail area.

Land Use Element Policy LU 8.1 The High School Road District includes a diversity of types of shopping and employment. A variety of *commercial uses* are allowed which offer goods and services for the convenience of Island residents.

Land Use Element Policy LU 8.2 Promote *pedestrian-oriented* mixed use and residential development to offer a variety of housing types and sizes.



Fig. LU-10 High School Road Area

Policy LU 8.3 Auto-oriented uses and drive-through businesses that benefit from access to SR 305 shall be limited to the yellow dashed area shown in Fig. LU-10.

Policy LU 8.4 To visually screen development year-round, properties with frontages along SR 305 shall provide a vegetated buffer along the highway that includes the preservation and protection of existing vegetation. Access to these properties should not be directly from SR 305.

Policy LU 8.5 The properties designated on the Land Use Map as High School Road District II are each limited to no more than 14,400 square feet of retail use. Retail use between 5,000 and 14,400 square feet requires a conditional use permit. This portion of High

School Road is immediately adjacent to a semi-urban, residential area of 2.9 to 3.5 units per acre and *should* have less intense uses than the remainder of the High School Road district.

Since existing businesses are located in this area and infrastructure is in place, this Plan recommends the area for the High School Road designation, but with a limitation on the size of retail uses.

Policy LU 8.6 To ensure visual appeal and pedestrian and bicycle safety, the land *development regulations* include design standards for:

- Building height, bulk and placement.
- Landscaping including screening of parking lots and development of *pedestrian-oriented* streetscape with building and landscaping (including trees) located at the street edge.
- Lot coverage.
- *Open space*.
- Road access and internal circulation including pedestrian connections, developing more pedestrian crossings and requiring parking in the rear wherever possible.
- Signage.
- Additional *transit* stops on both sides of SR 305.

NOTE: Civic + Cultural Connection Overlay Comprehensive Plan Amendment (CPA) request shown below

Policy WMP 2-12.1 – Encourage below-grade parking to further the goals of making the Winslow downtown a pedestrian oriented town center where residents and visitors are encouraged to ‘Park-First’ and do their business on foot.

Policy WMP 2-12.2 – Provide increased FAR to encourage a diversity of housing to create a multigenerational and multi-income downtown core.

Policy WMP 2-12.3 – Permit increased height to allow for additional pedestrian open and green space at the ground plane, encourage pedestrian thoroughfares where opportunities align with comprehensive plan goals with the goal of increasing the pedestrian orientation of Winslow.

Policy WMP 2-12.4 – Encourage mixed-use development to enhance the livability and vitality of Winslow as well as increasing tourist opportunities for visitors. Or encourage culturally oriented uses to bolster the civic and cultural heart of downtown.

Policy WMP 2-12.5 – In addition to the specific policies listed for this overlay district, comply with policies 2-6.1 and 2-6.3 for the Central Core Overlay District.

NOTE: Civic + Cultural Connection Overlay Comprehensive Plan Amendment (CPA) request for Comprehensive Plan Cultural Element shown below

Policy CUL-1.8: Prioritize Civic and Cultural core enhancements on and around the City's property in Winslow.

Policy CUL-3.7: Support the expansion and enhancement of the Bainbridge Island Historical Society Museum and its grounds through public and private partnerships.

NEW Proposed Human Services and Sustainability Goals and Policies

NEW Proposed WSP Goal HS 1 Ensure all Bainbridge residents can find care and support in Winslow.

Policy HS 1.A Winslow is a hub that supports the well-being of all community members and ensures they have the ability to meet their basic physical, economic, and social needs.

Policy HS 1.B Winslow is a center on the Island where families, neighbors, schools, and organizations all work together to help young people flourish on the island.

Policy HS 1.C Recognize the unique needs of older adults, and maintain and improve the quality of life for community members 50 years and older.

NEW Proposed WSP Goal SU 1 Reduce greenhouse gases (GHGs) emissions per capita by focusing growth where services and infrastructure already exist, while preserving and enhancing access to nature.

Policy SU 1.A Support dense development in the updated Winslow Subarea to achieve climate goals via zoning and development standards, and minimize any zoning changes in the Conservation Area that would increase development capacity where services and infrastructure are lacking.

Policy SU 1.B Make the best use of already developed areas by encouraging infill, and decrease the amount of impervious surface per new housing unit added over time utilizing parking reductions, multimodal infrastructure investments, and other programmatic and regulatory methods.

Policy SU 1.C Promote connections to sewer and water for remnant properties within the subarea that are not currently served by public infrastructure.

Policy SU 1.D Preserve and enhance access to green space, open space, natural areas, and other natural amenities in collaboration with public and private partners.

NEW Proposed WSP Goal SU 2 Promote new “green” buildings in Winslow.

Policy SU 2.A Require some type of green building certification for new buildings over a certain scale, use, or location, as allowed by state law.

Policy SU 2.B Encourage renewable energy integration and access in new projects and redevelopment.

NEW Proposed WSP Goal SU 3 Increase resilience and climate readiness for Winslow residents, businesses and visitors.

Policy SU 3.A Balance between built, ecological, and social priorities on Bainbridge Island to ensure that the built environment is utilized to its fullest extent to contribute to a resilient community.

Policy SU 3.B Sustainably manage and restore neighborhood tree canopy levels to enhance biodiversity, decrease localized heat island effects, stabilize geologically hazardous areas, and increase the functions and values of critical areas and their buffers.

Policy SU 3.C Integrate implementation of the Winslow Subarea Plan and Bainbridge Island Climate Action Plan as necessary.

CURRENT WINSLOW SUBAREA PLAN HOUSING CHAPTER GOALS & POLICIES

See also Citywide Comprehensive Plan [Housing Element](#)

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.

Policy WMP 3-1.3: Recognizing that rental and homeownership opportunities are important components of a diverse community and healthy residential market, develop programs and incentives to encourage a healthy balance between and rental and owner occupied units.

Mobile Home Park

Policy WMP 3-1.4: The City shall continue to coordinate with the Islander Mobile Home Park board regarding any future changes, with respect to the 2004 Agreement that enabled the mobile home park to remain. The existing mobile home park situated to the north of the BPA provides an existing source of affordable housing. Because the site is zoned for higher intensity residential/commercial use, it is possible that the housing could be lost. Several mechanisms should be established to encourage the preservation of affordable housing on the site: (1) the unused development potential from the parcels on which the mobile home park is located may be transferred to another parcel within the MUTC and (2) allow the permanent preservation of the mobile homes to be used as an affordable housing bonus on another parcel within the MUTC.

Note: Grow Community has been constructed at Navy Housing Site.

Navy Housing Site

Policy WMP 3-1.5: ~~If the existing Naval housing area is surplus, that area should be considered as an additional appropriate site for affordable housing.~~

CURRENT WINSLOW SUBAREA PLAN OPEN SPACE & TRAILS CHAPTER

GOALS & POLICIES

NOTE: Staff suggest striking introductory language below. The concepts in this overview are covered in proposed new chapters *Existing Conditions, Synthesis & Vision* (see *Draft under Supporting Documents on WSP Update project website*) and a future “Preferred Alternative” chapter.

Overview

In order to create a sustainable community in Winslow, ecological connections must be strengthened and enhanced. Development of Winslow will include an open space network consisting of a combination of small pocket parks and larger parks, private open space and portions of the natural systems such as the Ravine and drainage facilities that would be used for passive recreation and trails to provide for the needs of the residents of Bainbridge Island in the future, and for those who live, work or shop in Winslow.

Open Space 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 4-1.2: Prime public viewpoints, view corridors, and road ends should be designated and either preserved or enhanced.

NEW Proposed WSP Goal OS 1 Coordinate with the Bainbridge Island Metro Park and Recreation District (BIMPRD) to preserve and expand the park and open space network to strengthen livability as growth occurs.

Policy OS 1.A Close gaps in the public open space network as identified in a updated open space framework and other adopted plans through development review and support for the BIMPRD.

Policy OS 1.B Enhance existing parks by enhancing access when adjacent private development occurs.

Policy OS 1.C Support the BIMPRD to balance recreation space needs with habitat preservation and restoration, ensuring a diverse array of natural and recreational experiences are available to residents, workers, and visitors.

Policy OS 1.D Enhance public access to water through coordination with other agencies on wayfinding and City road end improvements.

The Ravine

Policy WMP 4-1.3: the Ravine should be preserved as open space and low impact trails should be developed to provide access to this green space. Habitat and water quality in the Ravine should be restored by eliminating invasive species such as English Ivy and designing appropriate stormwater facilities. (Figure 4.2 provides an illustration of the trail.)

Market Square

Policy WMP 4-1.4: Increase and improve the public space in the Farmer's Market Square between City Hall and the Bainbridge Performing Arts Center.

Goal WMP 4-2: As new growth is concentrated in the Winslow area, there will be a need for centrally-located parks and gathering places for passive recreation; therefore, usable parks throughout the Winslow area should be created or enhanced.

Policy WMP 4-2.1: Improve and enhance existing parks in the downtown area.

Waterfront Park

Policy WMP 4-2.2: Winslow should be experienced as a waterfront town, well-connected to Eagle Harbor by activity, trails, views, lanes and design details. An attractive Waterfront Park will connect Winslow to the waterfront, drawing people from the central retail area to the harbor and showcasing the waterfront character of the community. To achieve this connection, the Waterfront Park Master Plan should be updated and implemented.

Policy WMP 4-2.3: New parks should be acquired ranging from pocket parks (approximately 10,000 s.f.) to sites up to 1 acre or larger.

NOTE: Staff suggesting deleting these trail policies for consolidating in Transportation section, to be renamed mobility, and additional details in the Islandwide Mobility Plan.

Trails

Policy Goal 4-3: Encourage maintenance and use of existing trails and development of additional trail connections to complement sidewalk and roadway connections.

MUTC/High School Road Trails

Policy WMP 4-3.1: Develop mid-block north/south and east/west trail systems that complement the proposed sidewalk and roadway improvements program. Actively work to develop the trails identified in the Non-motorized Transportation Plan and acquire land, rights-of-way or easements as necessary to develop the trails:

- Two major north/south connections between Winslow Way and High School Road: the area between SR 305 and Ferncliff to John Nelson Park and a trail from Waterfront Park to the High School Road area.
- An east-west pedestrian connection at Knechtel and a pedestrian overpass of SR 305. Consider paving this trail.

- A mid-block trail system from lower Grow Avenue and the Navy site to the Winslow retail core, including the new street adjacent to the B.P.A., continuing onto and connecting with the ferry terminal area. This path would be more urban in character and would be integrated into future retail or mixed-use activities.
- Connect to trail system to be developed from Madison Avenue to Grow Avenue through to Weaver Way, using Shepherd Way right-of-way.
- An east/west connection from Nakata Avenue to Madison Avenue at Wallace Way.

Policy WMP 4-3.2: The City shall work with Washington State Ferries to ensure preservation of open space and trail connections in Winslow throughout redevelopment of the ferry terminal, including the extension of the Waterfront Trail along the shoreline.

Trails Outside MUTC/High School Road Districts

Policy WMP 4-3.3: Encourage additional neighborhood trails that offer mid-block connections in residential areas of Winslow, and that provide connections to destinations such as schools, waterfront access points, parks, and surrounding residential neighborhoods.

Policy WMP 4-3.4: A multiple-use greenway system should be developed, linking downtown neighborhoods with parks, public lands, pathways, farms and remaining forests with pedestrian trails and bicycle pathways.

Waterfront Trail

Policy WMP 4-3.5: The missing link of the Waterfront Trail should be completed from Waterfront Park to the foot of Madison Avenue. The City should work to extend the trail to the head of Eagle Harbor.

Road-Ends

Policy WMP 4-3.6: Identify road ends in Winslow as view corridors and shoreline public access points by providing signage and other improvements as appropriate.

Eagle Harbor Pedestrian Bicycle Bridge

Policy WMP 4-3.7: Explore the possibility of a pedestrian bicycle bridge across the head of Eagle Harbor.

Streets as Part of Open Space Network

Goal 4-4: Improve streets so that they are a part of the open space network, with sidewalks or paths as appropriate.

Policy WMP 4-4.1: A variety of green and gathering spaces should anchor the main streets in Winslow. The community should form partnerships to develop well-designed parks, streets, pathways and public facilities, to preserve the character of the downtown.

Policy WMP 4-4.2: Provide Maintain open space amenities along Winslow Way and other streets, including trees, small gardens, seating, art, to create a streetscape that serves as a stage for community gatherings and a gallery to showcase art and gardens.

Policy WMP 4-4.3: Incorporate courtyards into development to create a pattern of lined spaces or public and private gardens and gathering spaces that are inviting to the public.

~~**Policy WMP 4-4.4:** Gathering spaces should be incorporated by allowing buildings to be set back from the street, particularly at intersections, to provide gathering spaces.~~

~~**Policy WMP 4-4.5:** The section of Winslow Way, between Madrone Lane and Harbor Way, will become a centerpiece, designed as a civic plaza that can be closed occasionally for community celebrations.~~

~~***Retain Right-of-Way and Easements***~~

~~**Policy WMP 4-4.6:** The City should refrain from allowing rights-of-way and easements to be vacated unless it can be demonstrated that they cannot be used to provide better pedestrian access, gathering spaces, greenbelts, or other open space amenities.~~

From: Planning Commission Chair Ariel Birtley

Date: June 12, 2025

RE: Goals and Policies for the Winslow Subarea Plan

- **Affordable Housing Overlay Zone**
- **Middle Housing Overlay Zone**
- **Form Based Code**
- **Promoting Controlled Density Through Human-Scaled Urban Design**
- **Sustainable Urbanization and Density Through Stewardship and Land Preservation**
- **Creating Connected and Accessible Walksheds for Vibrant, Pedestrian-Friendly Communities**
- **Strategic Housing Development Near Essential Services for Accessible, Sustainable Communities**

Affordable Housing Overlay Zone

Goal:

To provide equitable access to affordable housing within designated urban zones by creating an Affordable Housing Overlay Zone (AHOZ) that supports the development of affordable, sustainable, and inclusive housing options. This zone will facilitate the creation of affordable housing units through incentives, flexible design standards, and streamlined approval processes, while ensuring that developments contribute to the social, environmental, and economic vitality of the community.

Policy:

1. Purpose and Intent:

The purpose of the Affordable Housing Overlay Zone (AHOZ) is to promote the development of affordable housing in areas of high demand and limited affordable housing supply. The policy aims to ensure that affordable housing development is integrated into the community, supports diverse populations, and provides economic opportunities for lower-income residents.

2. Incentives for Affordable Housing Development:

Developers within the AHOZ will be eligible for incentives, such as:

- Increased density allowances and flexible zoning standards.
- Reduced parking requirements based on proximity to transit.

- Expedited permitting processes.
- Access to financial incentives, grants, or tax credits where available.

These incentives will make affordable housing projects more financially viable for developers while ensuring the long-term affordability of the housing units.

3. Affordable Housing Definition and Requirements:

- Affordable housing shall be defined as housing where the rent or mortgage payment does not exceed x% of the area median income (AMI) for the targeted income group.
- At least x% of the total units in any new development within the AHOZ shall be designated as affordable housing, with a focus on families, seniors, and individuals earning up to 80% AMI, though lower thresholds may be encouraged based on market conditions and needs assessments.

4. Design and Sustainability Standards:

Developments within the AHOZ will be required to meet specific design and sustainability standards to ensure that affordable housing is of high quality, energy-efficient, and harmonizes with the surrounding community. These standards will include:

- Sustainable building practices, such as the use of energy-efficient materials and renewable energy sources.
- High-quality design that ensures visual and environmental compatibility with the neighborhood.
- Integration of green spaces, community areas, and amenities to support the well-being of residents.

5. Community Engagement and Partnerships:

Developers will be encouraged to collaborate with local community organizations, affordable housing advocates, and residents in the planning and development process. Public participation will be prioritized to ensure that the needs and concerns of the community are addressed and that the development benefits local residents.

6. Monitoring and Accountability:

The City will establish a monitoring system to ensure compliance with affordability commitments. Regular assessments will be conducted to track the availability of affordable housing units and evaluate the effectiveness of the AHOZ.

7. Long-Term Affordability Preservation:

The policy will require that affordable housing units remain affordable for a minimum of 50 years, with mechanisms in place for the long-term preservation of affordability. This

may include the use of land trusts, deed restrictions, or other tools that prevent the conversion of affordable units to market-rate housing.

8. Equity and Inclusion:

All affordable housing developments within the AHOZ must prioritize equity and inclusion, ensuring that projects are accessible to diverse populations, including low-income households, people of color, and people with disabilities.

9. Review and Updates:

The policy will be reviewed annually to assess its impact on affordable housing production and to make adjustments as necessary to meet the community's evolving needs.

Middle Housing Overlay Zone –

Goal:

To facilitate the development of middle housing within designated urban areas by creating a Middle Housing Overlay Zone (MH-OZ) that encourages the construction of a diverse range of housing types—such as duplexes, triplexes, fourplexes, townhomes, courtyard clusters, Garden Apartments, Low -Rise multi Family (3-4stories) and cottage clusters. This zone aims to increase housing options, support housing affordability, and promote sustainable, walkable, and vibrant neighborhoods, while preserving community character and fostering equitable growth.

Policy:

10. Purpose and Intent:

The Middle Housing Overlay Zone (MH-OZ) is established to address the growing demand for housing options that are affordable, accessible, and diverse in character. The policy seeks to promote the development of middle housing types in areas well-served by infrastructure, transit, and amenities, offering flexible and scalable housing solutions while fostering neighborhood diversity and sustainability.

11. Eligible Housing Types:

The MH-OZ will allow for the development of the following middle housing types:

- **Duplexes and Triplexes**
- **Fourplexes**
- **Townhouses**

- **Cottage Clusters**
These housing types will be permitted in areas designated as part of the overlay zone, providing greater flexibility and diversity in housing options that fit within existing neighborhoods.
- **Garden Apartment Units**
- **Courtyard Clusters**

12. Density and Zoning Flexibility:

- Developments within the MH-OZ will be permitted increased density allowances compared to standard zoning, subject to specific conditions that ensure compatibility with surrounding uses.
- Zoning regulations will allow for reductions in setbacks, height limits, and parking requirements, where appropriate, to facilitate the development of middle housing types.

13. Affordability Requirements:

- A portion of the new middle housing units will be required to be affordable, with affordability defined as housing that is affordable to households earning x% of the area median income (AMI).
- Developers will be encouraged to prioritize the provision of affordable units, with incentives for the inclusion of units affordable to lower-income households or for longer-term affordability preservation.

14. Design and Compatibility Standards:

- While the goal is to promote a diversity of housing types, developments within the MH-OZ will be required to adhere to design standards that ensure compatibility with the existing neighborhood character, such as:
 - Scaled building designs that reflect the surrounding neighborhood's massing and aesthetics.
 - Materials and finishes that align with the architectural style of the area.
 - Landscaping, tree canopy preservation, and green space requirements that enhance the visual appeal and environmental quality of the neighborhood.

15. Incentives and Financial Tools:

- To encourage the development of middle housing, developers within the MH-OZ will be eligible for various incentives, including density bonuses, expedited permitting, reduced fees.
- Developers may also receive incentives for projects that include green infrastructure, renewable energy solutions, or other sustainability features.

16. Sustainability and Environmental Standards:

- All middle housing developments in the MH-OZ must comply with sustainability and environmental standards, focusing on energy efficiency, water conservation, and low-carbon building materials.
- Developments should also incorporate stormwater management systems that promote sustainability and reduce environmental impact.

17. Community and Stakeholder Engagement:

- Developers will be required to engage with local communities and stakeholders early in the planning process, ensuring that the perspectives and needs of residents are addressed.
- Public meetings and community workshops will be encouraged to gather input and ensure that developments align with community desires and aspirations while also contributing to the neighborhood's evolution.

18. Transportation and Accessibility:

- Housing developments in the MH-OZ will be located within walking distance of transit services, schools, parks, and commercial centers to promote walkability, reduce car dependency, and support sustainable transportation options.
- Parking requirements will be adjusted to reflect proximity to transit, with a goal of reducing the parking burden and promoting shared parking arrangements where appropriate.

19. Equity and Inclusivity:

- The MH-OZ will prioritize inclusivity by ensuring that middle housing is accessible to all income levels, family structures, and populations, including those with disabilities.
- Special attention will be given to ensuring that middle housing development reflects the needs of historically underserved communities, including people of color, low-income residents, and those with other marginalized identities.

20. Monitoring and Reporting:

- The City will monitor the effectiveness of the MH-OZ in producing middle housing and meeting affordability goals. Annual reports will be made publicly available, outlining the progress of the program, including the number of units produced, the affordability levels of those units, and the overall impact on housing availability.

21. Periodic Review and Adjustment:

- The policy will be reviewed every five years to evaluate its effectiveness in achieving its goals, including meeting the housing needs of the community, promoting diversity, and enhancing sustainability. Adjustments will be made as necessary based on market conditions, community feedback, and lessons learned from ongoing implementation.

Goal: Promoting Controlled Density Through Human-Scaled Urban Design

To encourage the development of higher-density, human-scaled urban environments that balance efficient land use with livability by allowing for reduced lot coverage, the inclusion of courtyards, and the reduction of parking requirements. Drawing inspiration from the Haussmannian block model, this policy seeks to foster a built environment that prioritizes open space, walkability, and vibrant community interaction while supporting a range of uses and housing types in a denser, more sustainable urban form.

Policy:

22. Purpose and Intent:

The goal of this policy is to increase urban density by facilitating well-designed, human-scale development that maximizes land use while maintaining a high quality of life for residents. By allowing reduced lot coverage, creating courtyards, and reducing parking requirements, the policy promotes efficient, mixed-use, and pedestrian-friendly environments similar to the Haussmannian model found in historic European cities. These changes will enhance the character and sustainability of urban neighborhoods, support diverse housing options, and improve connectivity.

23. Reduced Lot Coverage:

- To promote the efficient use of land while preserving green space and open areas, developers will be permitted to reduce the maximum lot coverage typically required under standard zoning. This will allow for greater flexibility in building

design, enabling more space for courtyards, landscaping, and communal areas that enhance the urban environment.

- Lot coverage reductions will be tied to the inclusion of courtyards, green roofs, or other open space features that contribute to the visual and environmental quality of the development.

24. Courtyards and Open Space:

- Courtyards, open spaces, and communal areas will be encouraged and prioritized in new developments. These spaces will provide outdoor areas for relaxation, socialization, and environmental sustainability, improving the overall livability of dense urban environments.
- Courtyards will be integrated within developments and should be designed to maximize natural light, promote social interaction, and support green infrastructure such as rain gardens, trees, or edible landscaping.
- Developments that incorporate significant courtyards or open space will be eligible for density bonuses or other incentives, ensuring that the inclusion of such features is financially viable.

25. Reduced Parking Requirements:

- Parking requirements will be reduced to support denser development and more walkable, transit-oriented neighborhoods. The reduction in parking requirements will be particularly targeted for areas that are well-served by public transit and within walking distance to amenities such as shops, schools, and parks.
- Developers will be encouraged to use shared or underground parking arrangements, where possible, to minimize the land area dedicated to parking and allow more space for buildings and green open space.
- For projects that are located in high-transit or high-density areas, additional reductions in parking requirements will be permitted, with a focus on promoting alternative modes of transportation such as biking, walking, and public transit.

26. Integration of Mixed-Use Development:

- The policy encourages mixed-use development, with residential, commercial, and community-oriented spaces integrated within the same buildings or blocks. This will increase activity on the street level, reduce the need for automobile travel, and create more vibrant and active neighborhoods.
- A mix of uses can include retail, offices, restaurants, and public spaces on the lower floors, with residential units or other uses on the upper floors. This vertical

integration will promote walkability and make urban living more convenient and sustainable.

27. Pedestrian and Community-Friendly Design:

- Development under this policy will prioritize pedestrian safety and accessibility by ensuring wide sidewalks, safe crossings, and direct connections to public transportation hubs. The focus will be on creating spaces that encourage walking and cycling, which reduces dependency on cars and enhances neighborhood livability.
- Design standards will require active street frontages to engage pedestrians and create vibrant, street-level experiences that enhance the urban environment. Blank walls and parking lot facades will be discouraged, while transparent storefronts and accessible entrances will be encouraged.

28. Sustainability and Environmental Design:

- Developments must adhere to environmental standards that support sustainability, such as the use of green building materials, rainwater harvesting, energy-efficient systems, and renewable energy sources. The inclusion of green roofs, permeable paving, and native landscaping will be encouraged to reduce the environmental footprint of new developments.
- Courtyards and open spaces should also integrate sustainable features such as stormwater management systems, urban agriculture, and biodiversity support, making the built environment more resilient to climate change.

29. Incentives and Flexibility:

- To promote the goals of this policy, developers will be eligible for density bonuses, reduced development fees, expedited permitting, and other financial incentives for including courtyards, reducing parking, and providing other public benefits.
- Projects that exceed the minimum required courtyards or open space thresholds may be eligible for additional height or floor area ratio (FAR) bonuses.
- Design flexibility will be provided to developers to ensure that the buildings meet the needs of the community while also adhering to sustainability and aesthetic standards.

30. Monitoring and Evaluation:

- The policy will be monitored through regular reviews of development outcomes, including the amount of open space provided, parking reductions, and density achieved. Adjustments will be made as needed to ensure that the policy remains effective in promoting vibrant, sustainable, and walkable neighborhoods.
- Community feedback and engagement will be an integral part of the evaluation process, ensuring that new developments meet the needs and expectations of the residents.

Goal: Encouraging Flexible and Context-Sensitive Urban Design Through Future Form-Based Code Adoption

To establish a framework that allows the city to consider the adoption and implementation of form-based codes in the future, enhancing the built environment by prioritizing the design, function, and character of buildings and public spaces. This goal aims to create urban environments that are more pedestrian-friendly, context-sensitive, and responsive to the needs of the community, while fostering sustainable growth, improved public spaces, and higher-quality urban development.

Policy:

31. Purpose and Intent:

The purpose of this policy is to lay the groundwork for the potential future adoption of form-based codes (FBC) to guide urban development in the city. Form-based codes focus on regulating the physical form, appearance, and function of buildings, public spaces, and streetscapes, with an emphasis on fostering walkable, well-designed neighborhoods. This policy intends to provide the city with the flexibility to evaluate and implement form-based codes in targeted areas or city-wide based on growth needs, community goals, and urban design principles.

32. Definition and Framework for Form-Based Codes:

- **Form-Based Codes (FBC)** will be defined as zoning regulations that prioritize the physical design and relationship of buildings to their surrounding environment over the use of land. These codes typically include guidelines for building massing, height, setbacks, lot frontage, and streetscape features to promote a more coherent and aesthetically pleasing urban form.
- The framework will outline a process for identifying areas where form-based codes could be implemented, including a set of principles that guide urban design, scale, and mixed-use development.

33. Criteria for Future Consideration of Form-Based Codes:

- **Community Engagement:** Form-based codes will be considered for adoption in areas where there is substantial community support, particularly from residents, businesses, and local stakeholders. Comprehensive public outreach and consultation will be essential to ensure that the community's vision is integrated into the future code.
- **Urban Design Objectives:** The city will evaluate areas where form-based codes can address specific urban design objectives, such as enhancing walkability, improving public spaces, fostering mixed-use development, and preserving historic character.
- **Urban Revitalization and Infill Development:** Form-based codes will be considered for areas undergoing redevelopment, infill, or revitalization to ensure new construction complements and enhances existing neighborhood character while facilitating higher-density, sustainable growth.
- **Transit-Oriented Development (TOD):** The city will prioritize considering form-based codes in areas well-served by transit, where encouraging higher-density, mixed-use, and pedestrian-oriented development is a priority for increasing transit ridership and reducing automobile dependency.

34. Implementation Process for Form-Based Codes:

- **Pilot Programs:** The city will consider initiating pilot projects in select neighborhoods or corridors where the principles of form-based codes could be tested. These pilot programs will be designed to assess the effectiveness of form-based codes in enhancing neighborhood quality, supporting desired growth, and meeting community needs.
- **Evaluation and Adjustments:** Any pilot projects or initial areas designated for form-based codes will be subject to regular evaluations. Feedback from residents, businesses, and stakeholders will guide potential revisions to the form-based code before it is rolled out on a broader scale.
- **Comprehensive Planning Integration:** The city will integrate the consideration of form-based codes into its broader comprehensive planning process. This will involve alignment with housing, transportation, sustainability, and equity goals to ensure that form-based code adoption supports the city's long-term vision.

35. Collaboration with Stakeholders:

- **Consultation with Experts:** The city will consult with urban designers, architects, planners, and other relevant experts to ensure that form-based codes reflect best practices in urban design, functionality, and sustainability.

- **Interdepartmental Coordination:** Collaboration between the planning, transportation, public works, and community development departments will be essential to align form-based code regulations with infrastructure planning, environmental goals, and city services.
- **Business and Property Owner Involvement:** Property owners and businesses in areas designated for potential form-based code implementation will be actively involved in the planning process, ensuring that the new regulations support economic growth and property value while promoting neighborhood enhancement.

36. Incentives for Form-Based Code Adoption:

- **Development Incentives:** To encourage private investment in areas where form-based codes are adopted, the city will provide development incentives such as density bonuses, reduced parking requirements, or expedited permitting for projects that meet the criteria of the form-based code.
- **Public-Private Partnerships:** The city will explore opportunities for partnerships with developers and community organizations to share the cost of infrastructure improvements, public spaces, and other amenities that align with the goals of form-based code implementation.

37. Design Guidelines and Standards:

- **Building and Streetscape Design:** Form-based codes will include detailed design guidelines that regulate building aesthetics, massing, architectural style, façade treatments, landscaping, and street furniture. These guidelines will ensure that new developments are consistent with the city's character and promote a cohesive urban environment.
- **Public Space Standards:** The policy will ensure that form-based codes address the integration of high-quality public spaces such as parks, plazas, and pedestrian corridors. Standards will promote designs that encourage social interaction, public art, and outdoor activities.
- **Pedestrian and Bicycle Accessibility:** The city will focus on designing streets and buildings that are accessible to pedestrians and cyclists, with the goal of enhancing walkability, connectivity, and non-motorized transportation options.

38. Monitoring and Review:

- The city will establish a system for tracking the implementation and performance of form-based codes, including metrics on building design quality, urban livability, pedestrian traffic, and economic impact.

- Periodic reviews and updates will be conducted to ensure that form-based codes remain responsive to evolving community needs, changing market conditions, and new urban design trends.

39. Education and Outreach:

- **Public Education Campaigns:** The city will provide educational resources to inform residents, developers, and other stakeholders about the benefits of form-based codes and how they differ from traditional zoning. This will include workshops, online resources, and public meetings.
- **Design Charrettes and Workshops:** The city will organize design charrettes and workshops to allow the community to collaboratively engage in the design process, helping to define the vision and principles that will guide the adoption of form-based codes.

Sustainable Urbanization and Density Through Stewardship and Land Preservation

Goal:

To promote sustainable urbanization and increased density in a way that honors the natural environment, ensures the stewardship of land, and prioritizes the preservation of natural resources and cultural heritage. This goal seeks to balance growth with respect for the land's ecological, historical, and cultural significance, ensuring that urban development enhances the well-being of both people and the planet.

Policy:

1. Purpose and Intent:

The purpose of this policy is to guide urbanization and density in a manner that integrates responsible land stewardship and environmental sustainability. The city will prioritize development that minimizes ecological impact, enhances environmental quality, and fosters a connection to the natural landscape. By respecting the land and its resources, the policy aims to create communities that are not only vibrant and thriving but also resilient and in harmony with their surroundings.

2. Proactive Land Stewardship:

- **Sustainable Site Development:** All new developments will adhere to sustainable design practices that preserve and restore natural habitats, protect biodiversity, and reduce the urban heat island effect. This includes utilizing green building materials, energy-efficient systems, and low-impact stormwater management solutions.

- **Ecological Preservation Zones:** Areas of high ecological value, such as wetlands, forests, riparian zones, and wildlife corridors, will be designated as preservation zones, and urban development will be directed away from these sensitive areas.
 - **Native Landscaping:** Developments will be encouraged to use native plant species, drought-tolerant vegetation, and low-maintenance landscaping to preserve local ecosystems and reduce water usage.
3. **Balanced Density and Growth:**
- **Contextual Density Planning:** Density increases will be planned in a manner that respects the surrounding natural and built environment. Zoning and land use changes will be designed to integrate new development smoothly with existing neighborhoods, avoiding overburdening infrastructure or over-developing sensitive areas.
 - **Cluster Development:** Where appropriate, urbanization will focus on clustered development patterns that preserve open space, agricultural land, and natural landscapes. These clusters will provide higher density in select areas while preserving surrounding green spaces for community use and environmental health.
 - **Vertical Growth and Mixed-Use:** To reduce the expansion of urban sprawl, higher-density housing and mixed-use developments will be encouraged in existing urban centers and along transit corridors. This approach promotes walkability, reduces automobile dependence, and preserves undeveloped land for agriculture, recreation, and natural areas.
4. **Cultural and Historical Land Respect:**
- **Cultural Heritage Protection:** Urban development will respect and integrate cultural heritage sites, including indigenous lands, historic landmarks, and significant landscapes, into planning and design processes. Preservation of these areas will be a priority in all development proposals.
 - **Community Involvement in Land Use Decisions:** The city will foster inclusive engagement processes that allow all community members, including indigenous groups and local stakeholders, to contribute to land use decisions. Ensuring the voices of those with deep connections to the land are heard will guide sustainable and culturally sensitive growth.
5. **Sustainable Resource Management:**
- **Water Conservation:** Urban development will prioritize water conservation strategies, including rainwater harvesting, water-efficient landscaping, and the reduction of impervious surfaces to promote natural water infiltration and protect water quality.
 - **Energy-Efficient Buildings:** New developments will adhere to high standards of energy efficiency, incorporating renewable energy systems, passive design principles, and energy-efficient technologies to reduce carbon footprints and energy demand.
 - **Waste Reduction and Recycling:** Developers will be required to incorporate waste reduction, recycling programs, and composting facilities within new developments to promote a circular economy and minimize environmental impact.

6. **Preservation of Green Infrastructure:**

- **Green Spaces and Parks:** Green spaces, parks, and public recreation areas will be a central element of urban planning, ensuring that new developments provide access to nature and outdoor activities for residents. These spaces will also support biodiversity, mitigate air pollution, and offer respite from urban life.
- **Green Infrastructure Integration:** Stormwater management will rely on green infrastructure solutions such as bioswales, permeable pavements, and green roofs to improve water quality, enhance urban biodiversity, and contribute to the beauty of urban areas.

7. **Climate Resilience and Adaptation:**

- **Climate-Responsive Design:** Urban development will consider the local climate and environmental conditions, adopting strategies for climate resilience such as heat island mitigation, flood resilience, and drought-resistant landscaping.
- **Long-Term Environmental Stewardship:** The city will encourage development that aligns with long-term sustainability goals, emphasizing environmental stewardship across generations. This includes climate action planning, protecting wildlife habitats, and reducing the carbon footprint of urban growth.

8. **Monitoring and Accountability:**

- **Environmental Impact Assessments:** All new development projects will undergo environmental impact assessments to evaluate potential effects on land, water, air quality, and ecosystems. This process will identify mitigation strategies and ensure that development adheres to environmental preservation goals.
- **Sustainability Metrics and Reporting:** The city will establish metrics to track the effectiveness of land stewardship policies, monitoring air and water quality, biodiversity levels, energy consumption, and other key indicators. Regular reports will be made public to ensure transparency and accountability.

9. **Education and Awareness:**

- **Public Education on Sustainability:** The city will offer educational programs to engage residents in sustainable living practices, including water and energy conservation, waste reduction, and the importance of local biodiversity.
- **Incentives for Sustainable Practices:** The city will offer incentives such as tax credits, grants, and technical assistance for developers and residents who adopt sustainable, land-friendly practices in their projects.

Creating Connected and Accessible Walksheds for Vibrant, Pedestrian-Friendly Communities

Goal:

To create connected, accessible, and vibrant walkable neighborhoods by developing and enhancing **walksheds**—areas within walking distance of key destinations such as transit hubs, parks, schools, and commercial centers. This goal aims to reduce car dependency, promote sustainable transportation options, and improve the overall quality of life by making neighborhoods more pedestrian-friendly and accessible for all residents.

Policy:

1. Purpose and Intent:

The purpose of this policy is to establish a framework for creating and expanding **walksheds**—the areas surrounding key urban destinations where residents can easily access services, amenities, and transportation options on foot. This policy focuses on enhancing the pedestrian environment, ensuring safety, accessibility, and connectivity, while fostering vibrant, walkable neighborhoods that prioritize people over cars.

2. Walkshed Definition:

A **walkshed** is defined as the area within a **quarter-mile** (about a 5-10 minute walk) of key destinations such as:

- **Transit Hubs** (bus stops, train stations, ferry terminals)
- **Parks and Green Spaces**
- **Schools and Community Centers**
- **Commercial Areas** (shops, restaurants, services)
- **Healthcare and Social Services**

3. Walkability Standards and Design:

- **Pedestrian Infrastructure:** Developments within walksheds will include high-quality pedestrian infrastructure, such as wide, well-maintained sidewalks, safe crosswalks, and clear signage to promote easy navigation.
- **Connectivity and Access:** A focus will be placed on ensuring seamless connections between key destinations, with direct, continuous routes free of barriers. Walking routes will be designed to be safe, well-lit, and accessible to people of all abilities.
- **Safe Crossings:** Strategic placement of pedestrian crossings at key intersections will prioritize pedestrian safety. The city will ensure adequate crossing times, traffic calming measures, and appropriate signage at busy intersections.
- **Universal Accessibility:** All walksheds will comply with ADA (Americans with Disabilities Act) standards to ensure that sidewalks, crosswalks, and other pedestrian infrastructure are accessible to individuals with disabilities, including ramps, tactile paving, and appropriate curb heights.

4. Land Use and Zoning Integration:

- **Mixed-Use Development:** Zoning within walksheds will encourage mixed-use development, with residential, commercial, and community spaces integrated to allow residents to access daily needs without the need for a car.
- **Incentives for Walkable Projects:** Developers within walksheds will be encouraged to incorporate pedestrian-friendly designs such as active ground-floor uses, public seating, and green spaces that enhance the walkability and vibrancy of the area. Density bonuses or reduced parking requirements may be granted to encourage projects that prioritize walkability.

5. Transit Integration:

- **Transit-Oriented Design:** Walksheds will be closely linked with transit infrastructure, ensuring that key public transit stations are easily accessible on foot. The city will prioritize the development of transit corridors that connect major hubs and high-density areas, encouraging a shift towards public transportation use.
 - **Last-Mile Connectivity:** The city will work to improve the connection between transit stations and surrounding neighborhoods through pedestrian-friendly routes, bike-share stations, and micro-mobility options (e.g., scooters).
6. **Green Infrastructure and Streetscape Enhancements:**
- **Green Streets:** Streets within walksheds will include green infrastructure such as street trees, rain gardens, and vegetative buffers to provide shade, reduce heat islands, improve air quality, and create more attractive, inviting spaces for pedestrians.
 - **Public Plazas and Spaces:** New developments within walksheds will incorporate public plazas, pocket parks, and green spaces to foster community engagement and provide rest areas for pedestrians.
7. **Community Engagement and Planning:**
- **Inclusive Design Process:** Community input will be central to the design of walksheds. The city will engage local residents, businesses, and community organizations to ensure that walkshed planning meets the needs of diverse populations and respects neighborhood character.
 - **Neighborhood-Specific Plans:** The city will develop customized walkshed plans that address the unique needs of each neighborhood, accounting for factors such as existing infrastructure, local land use, and community priorities.
8. **Pedestrian Safety and Maintenance:**
- **Regular Maintenance:** Sidewalks and pedestrian infrastructure within walksheds will be regularly maintained to ensure that they are free from obstacles, such as potholes, debris, or snow/ice in winter. A dedicated program for sidewalk repairs and upkeep will be prioritized in high-use areas.
 - **Pedestrian Safety Education:** The city will provide educational campaigns to raise awareness about pedestrian safety and promote walking as a healthy, sustainable, and safe transportation option.
9. **Monitoring and Evaluation:**
- **Walkshed Impact Assessment:** The city will regularly evaluate the effectiveness of walkshed development through metrics such as pedestrian traffic counts, reductions in car dependency, and improvements in overall health outcomes.
 - **Ongoing Feedback:** Continuous community feedback will be solicited to refine and improve the design and functionality of walksheds, ensuring that they remain vibrant, safe, and accessible for all users.
10. **Partnerships and Funding:**
- **Public-Private Partnerships:** The city will explore partnerships with local businesses, developers, and organizations to fund and support walkshed development. These partnerships may include contributions to the improvement of pedestrian infrastructure or collaborative efforts to create public spaces.

- **Grant Opportunities:** The city will pursue state and federal grants that support sustainable urban design, pedestrian safety, and transit-oriented development to fund the creation and enhancement of walksheds.

Strategic Housing Development Near Essential Services for Accessible, Sustainable Communities

Goal:

To promote the development of housing in proximity to essential services, transportation options, and community amenities, fostering walkable, accessible, and sustainable neighborhoods. This goal aims to reduce reliance on automobiles, enhance community engagement, and improve the overall quality of life for residents by ensuring that housing is conveniently located near schools, healthcare, shopping, parks, and public transit.

Policy:

1. Purpose and Intent:

The purpose of this policy is to guide the location of new housing developments in areas that are well-served by essential services and public infrastructure. By promoting housing near services such as schools, healthcare facilities, retail centers, parks, and transit options, the policy seeks to create more connected and sustainable communities while reducing transportation costs and environmental impacts.

2. Location Criteria for Housing:

- **Proximity to Services:** New housing developments will be prioritized in areas within walking distance (typically within a half-mile or 10-minute walk) to essential services, including schools, healthcare centers, grocery stores, retail areas, public parks, and other community amenities.
- **Access to Transit:** Housing will be located in areas with good access to public transit, such as bus stops, train stations, and bike-share hubs. Developments will be encouraged in transit-oriented districts where frequent, reliable transit services connect residents to key destinations across the city.
- **Integration with Mixed-Use Development:** Zoning and development standards will encourage mixed-use neighborhoods, where residential, commercial, and community services are integrated within the same area. This will reduce the need for long commutes and foster a more vibrant, community-oriented environment.

3. Walkability and Pedestrian Connectivity:

- **Pedestrian-Friendly Infrastructure:** Housing developments must be linked to services by well-designed, safe, and accessible pedestrian pathways. Sidewalks, crosswalks, and bike lanes will be prioritized to ensure ease of access for people walking or cycling to nearby services.

- **Traffic Calming and Safe Routes:** Traffic calming measures, such as reduced speed limits, curb extensions, and enhanced pedestrian crossings, will be implemented to make walking and cycling to services safer and more appealing.
 - **Neighborhood Design:** The design of new housing will incorporate connectivity to surrounding services through direct, walkable routes, reducing reliance on cars and encouraging active transportation options.
4. **Affordable Housing and Services Accessibility:**
- **Equitable Access:** Housing located near essential services will prioritize equitable access for all residents, particularly low- and moderate-income populations. This ensures that those who need services the most can live in close proximity to them without facing barriers such as high housing costs or limited availability.
 - **Incentives for Affordable Housing:** Developers of affordable housing will be encouraged to build in locations near services through incentives such as density bonuses, tax credits, or relaxed parking requirements, ensuring that lower-income residents have access to the amenities they need.
5. **Encouraging Transit-Oriented Development (TOD):**
- **Mixed-Income Housing:** TOD areas will be designed to incorporate a mix of housing types, including affordable, market-rate, and workforce housing. This will help ensure that people of all income levels can benefit from the accessibility and convenience of living near transit and services.
 - **Development Near Transit Hubs:** Housing developments will be prioritized in areas within a 10-minute walk of major transit hubs, such as train stations, metro stops, or high-frequency bus routes. This strategy will help to create transit-connected neighborhoods that promote sustainable transportation and reduce traffic congestion.
6. **Environmental and Sustainability Considerations:**
- **Green Spaces and Urban Ecology:** Housing located near services will also incorporate green infrastructure such as parks, open spaces, green roofs, and urban gardens, contributing to environmental sustainability and providing recreational areas for residents.
 - **Energy-Efficient Housing:** New housing near services will be designed to be energy-efficient, with the integration of sustainable technologies such as solar panels, energy-efficient appliances, and low-impact building materials, further reducing residents' carbon footprints.
7. **Community Engagement and Collaboration:**
- **Engagement with Local Stakeholders:** Housing development projects near services will involve community input to ensure that local residents' needs and preferences are reflected in the planning process. This will include holding public meetings and workshops to discuss housing options and the integration of services.
 - **Partnerships with Service Providers:** The city will collaborate with healthcare providers, schools, and other essential service organizations to align housing development with the capacity and availability of services in the area. This will ensure that new developments are supported by adequate infrastructure and services.

8. Monitoring and Adjustments:

- **Tracking Housing and Service Accessibility:** The city will establish metrics for monitoring the success of housing development near services, including accessibility levels, walkability scores, transit ridership, and resident satisfaction. These metrics will be used to adjust zoning and planning policies to ensure that housing remains effectively located near key services.
- **Regular Updates to Plans:** Housing development strategies will be periodically reviewed and updated to adapt to changing demographics, transportation networks, and service needs. Adjustments will be made to ensure that housing continues to be built in areas that provide residents with easy access to essential services.