



**PLANNING COMMISSION SPECIAL MEETING
THURSDAY, SEPTEMBER 4, 2025**

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

AND

ZOOM WEBINAR
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/85387328629](https://bainbridgewa.zoom.us/j/85387328629)
OR TELEPHONE: US: +1 253 205 0468
WEBINAR ID: 853 8732 8629

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 / CONFLICTS DISCLOSURE - 6:05 PM

3. PUBLIC COMMENT INSTRUCTIONS - 6:10 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.

4. UNFINISHED BUSINESS - 6:20 PM

4.a Continued Discussion on Updates to the Winslow Subarea Plan 2 Hours

Existing and Proposed Winslow Related Goals and Policies - PC Reviewed Approved as of 2025-08-28.pdf

Commissioner Schaab and Deines Policy Wording Suggestions.pdf

Winslow Subcommittee slides 20250904.pdf

5. FOR THE GOOD OF THE ORDER - 8:20 PM

6. ADJOURNMENT - 8:25 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.



Planning Commission Special Meeting Agenda Bill

MEETING DATE: September 4, 2025 **ESTIMATED TIME:** 2 Hours

AGENDA ITEM: Continued Discussion on Updates to the 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, 12, 26; July 10, 24; August 7 and 28, 2025, September 3, 2025

PREVIOUS COUNCIL REVIEW DATE(S):

Monthly updates to City Council, including July 22, 2025.

RECOMMENDED MOTION:

Discuss Winslow Subarea Plan goals and policies, including making and voting on motions.

Continue September 3, 225 discussion of land use boundaries and development standards if necessary.

SUMMARY:

The Planning Commission discussed Winslow Subarea Plan goals and policies at their meeting on August 28, 2025. The Commission will complete it's discussion of goals and policies at the September 4, 2025 meeting, beginning at the top of page 14, including making and voting on motions. Also included in the materials are policy suggestions from Commissioners Schaab and Deines.

During the September 3rd Special Meeting, the Planning Commission will discuss Winslow Subarea Plan land use boundaries and development standards, including making and voting on motions. The Planning Commission discussion on "District Regulations" will be organized in the following order:

1. High School Road
2. Ferry
3. Central Core
4. Madison
5. Ferncliff
6. R-14 and R-8

7. Business/Industrial

Any discussion not completed on September 3rd can be continued on September 4, 2025. See the September 3, 2025 Planning Commission agenda materials for continued discussion on September 4th.

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.

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 Goals and Policies - PC Reviewed Approved as of 2025-08-28.pdf](#)

[Commissioner Schaab and Deines Policy Wording Suggestions.pdf](#)

[Winslow Subcommittee slides 20250904.pdf](#)

Goals/Policies for Winslow Subarea Plan

Legend

Red represents text flagged for review by the Planning Commission on 6/26/2025.

Green represents text approved by the PC on 7/10/2025.

Yellow highlighting represents text held in a “parking lot” for further PC review.

Pink highlighting represents new policies proposed by staff/consultants.

Blue highlighting represents changes proposed by the Civic + Cultural Overlay District Comp Plan Amendment application.

CURRENT WINSLOW SUBAREA PLAN LAND USE CHAPTER

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 and equity 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 Consider designating mixed use areas of Winslow as a Countywide Growth Center, in coordination with the Kitsap Regional Coordinating Council.

Policy LU 1.D Assign accountability in city government as needed to implement the long-term vision for Winslow by proactively working to implement future action/implementation for items that are not implemented concurrently with adoption of the Subarea Plan.

Commented [JS1]: New policy proposed by the Planning Commission on July 10.

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~~ responsible 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;

*Existing and Proposed Winslow Related Land Use, Housing and Open Space Goals & Policies
August 28, 2025 Planning Commission Discussion*

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- 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 and regulations to support housing goals.

Policy LU 2.C Require a minimum FAR in the mixed-use zones of Winslow. Consider requiring a minimum density in the R-8 and R-14 zones of Winslow.

Policy LU 2.D Implement a form-based code.

Goal WMP 2-2: Ensure the compatibility of new and existing development in the Winslow Town Center, 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~~ Winslow Town Center, 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 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 and design new alleys where possible through development review.

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 Winslow Town Center

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

Commented [PB2]: Further work on: Consider an additional policy to supplement the Comp plan review process with a subsequent development standards to support district specific goals.

Commented [PB3]: Renaming geographic areas is reserved and may be done through final PC recommendation.

Commented [PB4]: Update terms to new WSP context

Commented [PB5R4]: "Winslow Town Center" (an existing Comp Plan term) will be used. If needed, the "Residential Zones" can be distinguished from the "Mixed Use" zones.

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 between buildings or properties by recognizing desired connections in the City's Islandwide Mobility Plan.

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 public art in the downtown and continue to coordinate with Arts & Humanities Bainbridge to retain the Bainbridge Creative District designation.

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:

- 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 develop new facilities for visitors, residents and the community, including public road ends, beaches, concessions, docks, marinas and mooring.

• **Study 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 Policy WMP 2-3.9: Continue to coordinate with local nonprofits in support of community events, such as July 4th activities and the winter holiday boat parade.

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 Winslow Town Center

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

Commented [PB6]: Consider keeping stronger language

Commented [JS7R6]: Staff suggest leaving "consider" as the verb here, and to have further discussion during the transportation and capital facilities focused meetings.

Commented [PB8R6]: Hold in "parking lot" for consideration with transportation plan/element

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, and proactively work to implement future action/implementation for items that are not implemented concurrently with adoption of the Subarea Plan.

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” clarity of zoning regulations in Winslow.

Policy LU 4.A Allow maximum density and building height per zone, while clarifying Clarify 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. Consider parking maximums.

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 the Core, Madison, and Ferncliff districts by requiring lower building heights or stepbacks, adjacent to the street and enforcing standards that create and maintain a pedestrian and 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.

Commented [PB9]: Implementation needs to be predictable (form based code, street frontage guidelines)

Commented [JS10R9]: Staff suggest additional language be added to Policy WMP 2-4.3.

Commented [PB11]: Important to keep this word and not imply expansion

Commented [JS12R11]: Language added to proposed Goal LU 4.

Commented [PB13]: Consider environment, street frontage, human scale

Commented [PB14R13]: Hold in “parking lot” - staff/consultant to provide context (and likely a clarified draft policy) to PC for further consideration.

Commented [PB15]: Consider pairing public parking facilities with affordable housing or other beneficial uses. Structured (not surface).

Commented [PB16]: Staff: Refer to REAC and Equity Manager for review/revision and report back to PC.

Commented [JS17R16]: City staff provided proposed Goal 6 and its policies to City Equity and Inclusion Manager to coordinate REAC review.

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.

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Commented [PB18]: Provide similar useful conversion where appropriate.

Commented [PB19R18]: Consider graphical example

Commented [PB20R18]: Hold in "parking lot" for final document layout.

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.

NEW Policy WMP 2-5.X: The City has reduced the options to achieve bonus FAR and multifamily residential density to prioritize incentives for affordable housing and conserving lands outside of designated centers.

Policies for Specific Districts

Specific land use policies in the Winslow Town Center:

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.

Commented [PB21]: Hold in "parking lot" for discussion with district preferred alternatives, standards and potential bonus programs.

Commented [PB22R21]: Staff: Bring back broadened language with a list of items that we want to protect/create, including with incentives. Primarily a rephrasing of Policy 2-5.2.

Commented [JS23]: Proposal to revise Policy 2-5.2. TBD to a certain extent due to continued policy discussion.

Commented [PB24]: Consider more context on historic winslow and waterfront

Commented [JS25R24]: See discussion of Existing Conditions in Winslow in the DRAFT WSP Existing Conditions Section, posted to the WSP project website.

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 Winslow 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.

Commented [PB26]: Consider moving district level policies into WSP and not duplicate in CP elements

Commented [JS27R26]: 7./24 Consider moving up, Schaab returning with suggested language.

NOTE: Civic + Cultural Connection Overlay Comprehensive Plan Amendment (CPA) request shown below noted by “Aqua” highlighting.

Commented [PB28]: Discuss as part of WSP district policies

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

Commented [PB29]: Consider keeping Ericksen district or integrate into design standards.

Commented [JS30R29]: Further discussion warranted.

Commented [JS31R29]: Add Ericksen Avenue street frontage to list of urban street frontages to consider standards for. Ericksen Avenue classified as “Neighborhood Mixed Use” Street Type in Chapter 5 of Design for Bainbridge.

~~building forms, roof shapes, and relationship of building to street to be compatible with the historic structures on Erickson 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.

NOTE: The “Madison” policies can be further amended once the preferred land use alternative is firmed up regarding the presence of “Active ground floor corridors.”

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~~ is planned to 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, a 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

Commented [PB32]: Consider removing. Urban residential. May be addressed in development standards.

Commented [JS33R32]: 7/24 Commission Schaab will return with suggestions for Madison District, including adding reference to middle housing.

Commented [PB34]: Consider keeping gateway zone or make a general policy focused on the ravine.

Commented [PB35R34]: New ferry district may be acting as the gateway now

Commented [JS36R34]: The Gateway zone was consolidated into some of the Central Core zone and the previously proposed “Transition” zone, which is considered to become the Planning Commission proposed “Ferncliff” zone. Further Planning Commission discussion necessary.

Commented [PB37R34]: WMP 2-9.1 and 2-9.2 are redundant to policies in remaining districts in gateway area.

WMP 2-9.3 is redundant to center-wide ravine policy.

LU 7.6 should be converted into a center-wide policy.

Commented [JS38]: Check to see if concepts in WMP 2-9.2 and 3 is already addressed in Ferry policies, and if not, then add to ferry policies.

Commented [JS39R38]: Pedestrian connections to neighborhood, Ferry and waterfront covered in Ferry policies WMP 2-10.1, 10.2 & 10.3. C.

Commented [PB40]: Consider changing to “should”

Commented [JS41R40]: Updated policy to be prospective.

sustaining high quality, native shoreline vegetation. Civic and public uses, and protection for any sites important to local tribes 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. Consider adding parking maximums to support transit oriented development.

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 replacement 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;
 - Study and limit traffic and parking impacts; and
- Encourage transit, non-motorized, and other travel methods as alternatives to low occupancy vehicles.
 - Encourage below-grade parking over above grade parking structures. Any above grade parking structures should be “wrapped” with retail space.

Policy WMP 2-10.7: Encourage innovative methods to physically deconflict pedestrian and motorized uses where possible for safety.

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 District 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

Commented [PB42]: Consider adding recognition to tribal sites

Commented [JS43R42]: Staff added language related to tribal sites. Note that shoreline permits that require work on the shoreline have conditions of approval related to protections of tribal sites.

Commented [PB44]: Consider removing this geographic limitation

Commented [PB45R44]: Staff recommends removing it.

Commented [PB46]: Replacement?

Commented [JS47R46]: Fixed.

Commented [PB48]: Consider this as applicable farther north to the transition between ferry and ferncliff.

Commented [PB49R48]: Staff recommend deleting this policy for the same reason as deletion of WMP 2-2.5 - Transition standards already in place.

Commented [PB50]: Need new policies to align with HSR discussions. Equity considerations for drive throughs.

Commented [PB51R50]: Review new vision statement

Commented [JS52R50]: Suggest deletion of Policy WMP 2-11.1 because Land Use Element Policies for HS Road area are more recent to recognize walkability and housing.

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.

Commented [PB53]: Consider intent in new HSR policies/standards

Commented [JS54]: Suggest addition to MUTC umbrella goal/policy re: supporting multifamily affordable housing

Commented [JS55]: Staff check to see if this provision is in the bIMC already, or if any undeveloped HS 2 property left.

Commented [JS56R55]: Note: All properties in current HS Road 2 zone developed (Kitsap Bank and Walgreens north to Builders First Source. Retail size limitation in BIMC 18.09.030.D.9.b Use Specific Standards for Retail Sales.

Commented [JS57]: Check at MUTC/WTC level that there is reference to visual appeal are mentioned in other policies.

Commented [JS58R57]: Connection between visual appeal and development standards mentioned in overall goals/policies WMP Goal 2-2 and its policies, and WMP Policies 2-3.2 and 2-3.3.

Legend Reminder

Red represents text flagged for review by the Planning Commission on 6/26/2025.

Green represents text approved by the PC on 7/10/2025.

Yellow highlighting represents text held in a “parking lot” for further PC review.

Pink highlighting represents new policies proposed by staff/consultants.

Blue highlighting represents changes proposed by the Civic + Cultural Overlay District Comp Plan Amendment application.

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 incentives to encourage a diversity of housing to create a multigenerational and multi-income downtown core.

Policy WMP 2-12.3 – Permit increased height incentives 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

Commented [PB59]: Circle back to these as part of a CC district discussion

Commented [JS60R59]: Tentatively Move the CCCO CPA policy proposal over to the Central Core policy section or even apply a wider area. Continue consideration of a smaller area within Central Core. Examine for duplication. Revisit on 9/25. Motion approved

Commented [JS61R59]: Talk about these ideas about CCCO on 9/3 and 9/4 together with other Central Core discussion.

Commented [PB62]: Consider adopting even if CCCO does not get adopted.

Commented [PB63R62]: Bake into DNA of CC policies

Commented [JS64R62]: Move these 2 policies for consideration of the Cultural Element.

NEW Proposed WSP Goal HS 1 Promote opportunities for all Bainbridge residents to find care and support in Winslow.

Policy HS 1.A Winslow is a hub that supports the well-being of all community members, including vulnerable populations, and ensures they have the ability to meet their basic physical, behavioral, educational, 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, and address their unique needs.

Policy HS 1.C Address the unique needs of older adults, and strive to maintain and improve the quality of life for community members of all ages.

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 Enable 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.

Commented [PB65]: “Ensure” might be too strong.

Commented [PB66]: Consider adding “public benefit”. Need to be cognizant of capacity.

Commented [JS67R66]: Staff reply, additional details not necessary here because the City sewer plan, goals and policies should have specificity.

Commented [JS68R66]: Check to see if there is a similar policy in the Utilities Element, and if so, delete.

Commented [JS69]: Policy SU 1.D & Goal 2 and its policies Should be citywide. Check to see if we have an existing green building policy in comp plan.

Commented [PB70]: Consider more clear/specific (remove “some type of”) (add “innovative”)

Commented [PB71R70]: Also consider costs associated with certification

Commented [PB72R70]: Staff added language related to cost considerations to SU 3.A

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, **and that any future green building requirements do not become cost prohibitive.**

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.

Missing, Firewise mgmt./Bainbridge Prepares/ essential facilities/ cooling centers/ resilience hubs, CEMP

NOTE Make sure that there is a goal about preserving the natural environment

Planning Commission stopping point on 8/28/2025

Commented [PB73]: Consider adding ecological, indigenous cultural significance

Commented [JS74R73]: Note cultural resources added to Policy WMP 2-10.2 above.

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~~ Winslow Town Center 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 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.~~

Commented [PB75]: Likely need to reframe for update

Commented [JS76R75]: Staff recommendation: revisit goal once proposed housing tools are firmed up depending on Planning Commission preferred alternative.

Commented [PB77]: Consider in context of increases of FAR in CC district

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 all people ~~residents, workers, and visitors~~.

Commented [PB78]: Identify the specific language that replaced the strikethrough language.

Commented [JS79R78]: See Draft Winslow Subarea Plan on the City's project webpage, Existing Conditions section on page 30 and Synthesis & Vision section pages 54-58)

Commented [JS80]: Staff proposed for removal as it is duplicative to Goal WMP 2-3 and many of its policies.

Commented [PB81]: Consider “all people”

Commented [JS82R81]: Staff revised.

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 ~~Continue to maintain 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 from the open space section for consolidating in Transportation section, to be renamed mobility, to prevent duplication and note additional details in the Islandwide Mobility Plan.

Commented [PB83]: Consider with gateway district comments

Commented [PB84R83]: Removed gateway policy in lieu of this broader policy.

Commented [JS85]: Work on a Waterfront Park Plan has been completed and improvements made.

Commented [PB86]: Provide explanation for why these are struck

Commented [JS87R86]: Revised.

Commented [JS88R86]: Goal WMP 4-2 and Policy WMP 4-2.1 covered by proposed new goal and policy OS 1 and it's policies, recognizing that generally, the BIMPRD is the lead agency on parks.

Commented [PB89]: Consider Grow park dedication as case study

Commented [PB90]: Hold for review with Transportation policies

Commissioner Schaab and Deines Suggestions for Policy Wording

Following up from July 24, 2025 Planning Commission Discussion. NOTE: Page number references refer to longer working draft of goals and policies in 8/7 Planning Commission Agenda packet

- **Page 4, Policy LU 5.A:** Proposed replacement for the phrase "preserve the small town feel" (although we would still like to partner with REAC to refine it further)
- **Page 6:** Core District "Character Statement" and new "PSBD" policies (add to existing policies)
- **Page 7, Policies LU 7.3 and 7.8:** removed in favor of new character statement and policies to be inserted bottom of 6
- **Pages 8:** Madison and Ferncliff character statements and new "PSBD" policies (add to existing policies); red text in character statement should be discussed further with entire commission
- **Pages 8:** Ferry "character statement" and new "PSBD" policies (add to existing policies); replaces "Discussion" section
- **Page 9:** High School "character statement"

Policy LU 5.A ~~Preserve the small town feel of the Core, Madison, and Ferncliff districts by requiring lower building heights or stepbacks, adjacent to the street and enforcing standards that create and maintain a pedestrian and local storefront scale.~~ **Promote the timeless, welcoming feel of the Core, Madison, and Ferncliff districts by requiring lower building heights or stepbacks, adjacent to the street and enforcing standards that create and maintain a pedestrian and local storefront scale.**

Central Core Overlay District Policy

Character:

The Core district serves as the civic and cultural heart of the Island, and is the third most intensely developed district after the High School and Ferry districts. Services and activities for both residents and tourists are intermixed. Developments are encouraged to provide public enhancements and connections by focusing parking under buildings. Within this district, mixed-use development with pedestrian site porosity and dedicated public rights-of-way to enhance the walkability of Winslow are encouraged, but exclusive office and/or retail uses are permitted. New development should engage the street with minimal setbacks wherever possible.

Policy PSBD 2-6.1: Mixed-use development within the Core district that includes a residential component may be exempt from requirements to provide off-street parking for the residential component of the project.

Policy PSBD 2-6.2: Development in the vicinity of the Ravine must be held to the highest environmental standards so as to protect the integrity of that natural space.

~~Land Use Element Policy LU 7.3 Central Core Overlay District~~ The Central Core is the most densely developed district within the Mixed Use Winslow Town Center. Within this Overlay

Commented [1]: Replaced "small town feel" with "timeless, welcoming feel"

Commented [2]: New character statement/intro and policies for Core

Commented [3]: Language is from existing comp plan

Commented [4]: Consider moving district level policies into WSP and not duplicate in CP elements

Commented [5R4]: 7./24 Consider moving up, Schaab returning with suggested language.

Commented [6R4]: Replaced by character statement and new policies above

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.~~

Commented [7]: Replaced by character statement and new policies above

Ferncliff District

Character:

The purpose of the Ferncliff district is to serve as a medium density bridge between the higher density development of the Ferry and High School Road districts with an emphasis on “missing middle” housing types. Some light intensity mixed-use commercial development is permitted on parcels that adjoin the Ferry and High School districts.

Commented [8]: Character statement and policies for new Ferncliff district

Policy PSBD 2-X.1: Development in the vicinity of the Ravine must be held to the highest environmental standards so as to protect the integrity of that natural space

Policy PSBD 2-X.2: Encourage “missing middle” housing types such as duplexes, triplexes, townhomes, and cottage courts.

Policy PSBD 2-X.3: Ferncliff Ave should serve as a primary north-south multimodal transportation corridor east of SR 305.

Madison Overlay District

Character:

The purpose of the Madison district is to provide for a mix of residential and small-scale commercial development. It serves as a medium density bridge between the Core and High School districts, with an emphasis on “missing middle” housing types. Micro-neighborhoods scattered throughout should provide an opportunity for “surprise” in contrast to the more expansive spaces common in the Core and High School districts. It should be as walkable and bikeable as the Core, High School, and Ferry districts. Within the Madison district, all retail and office development shall include a residential component. Retail development is permitted only on the ground floor. Residential development is only required for buildings greater than one story in height. However, single-purpose commercial development is not allowed; the intent is to emphasize higher density residential use in this area.

Commented [9]: New character statement and policies for Madison

Commented [10]: Should we limit commercial in this way?

Policy PSBD 2-8.1: Development in the vicinity of the Ravine must be held to the highest environmental standards so as to protect the integrity of that natural space.

Policy PSBD 2-8.2: Encourage “missing middle” housing types such as townhomes, cottage courts, courtyard apartments, and low-rise multiplexes.

Policy PSBD 2-8.3: Madison Ave and Ericksen Ave should serve as primary north-south multimodal transportation corridors west of SR 305.

Ferry Terminal Overlay District

Character:

The Ferry district is designated as the most intensely developed district on the island, serving as a gateway to Bainbridge Island, the Kitsap Peninsula, and the Olympic Peninsula for residents, commuters, and tourists. This district is intended as a pedestrian- and transit-oriented hub with multifamily mixed-use buildings that complement the character and vitality of the Core district. Hotels are also permitted. New development should replace large areas of surface parking wherever possible. 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.

Policy PSBD 2-10.1: Each new development is encouraged to leverage every opportunity for dramatic views.

Discussion: The Ferry Terminal Overlay District — currently dominated by parking — could is planned to 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, nNew 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.

High School Road District

Character:

The High School Road district is designated as the second most intensely developed district on the island, providing a variety of commercial uses that offer goods and services for the convenience of Island residents. Multifamily mixed-use development should replace large areas of surface parking wherever possible. Commercial uses complement adjacent districts and benefit from automobile access near the highway, while creating a pedestrian-friendly retail area.

Commented [11]: New character statement/intro for Ferry, along with new policies

Commented [12]: Delete this if everything is covered in the Character Statement

Commented [13R12]: Comment from Commissioner Deines

Commented [14]: New character statement for High School

Motions regarding the Winslow Districts Standards Subcommittee

1

I move to establish a Winslow District Standards Subcommittee that will refine into a final recommendation boundaries, max FAR, max height, desired housing types, and other applicable standards for the core district first, with subsequent work addressing other districts within the Winslow subarea.

2

I move that the Commission recommend the base height in the core area be as existing code of 3 stories. Provided that an additional story should be permitted for inclusion of either affordable housing or tuck under parking, and further provided that the inclusion of both affordable housing and tuck under parking would allow up to an additional two stories, and that this issue is referred to a subcommittee to prepare a more detailed proposal based upon research of what other cities have done. To create incentives, and with input from the development community.

3

I move to direct the Winslow District Standard Subcommittee to define overlay districts along Winslow Way, Madison Avenue, and Erickson Avenue.

4

I move that the Winslow District Standards Subcommittee provide three alternatives to the existing Ferncliff District, [as shown on the screen]

Motions regarding the Winslow Districts Incentives Subcommittee

1

I move to establish a subcommittee that will evaluate affordable housing incentives across Winslow, considering increases to height, FAR, TDR as it relates to AMI and percent of affordable housing, and including other tools as the community committee feels are related or relevant.

2

And I'll make a motion to... for the Incentive Subcommittee to recommend criteria for the public benefit incentives in the Madison Zone.

Recommended Protocols and Expectations for Planning Commission Subcommittees

1. The Winslow Standards Subcommittee shall consist of Commissioners Deines, Schaab, and Pruedhomme.
2. The Winslow Districts Incentives Subcommittee shall consist of Commissioners Birtley, Blossom, and Garcia.
3. The scope of each subcommittee shall be as set forth in the Motions passed at the Sep. 3 Planning Commission meeting.
4. Subcommittee recommendations shall be technical rather than policy in nature.
5. Subcommittee meetings are not public, may be virtual or in person, but any emails or documents created shall be of record.
6. Each Subcommittee shall designate a Chair who will coordinate with the City's Winslow Planning Consultant Tovar and shall include him in all meetings.
7. Each Subcommittee will adopt a schedule to provide summaries, findings and recommendations to the full Planning Commission.
8. The City's consultant and City staff will provide each committee with administrative, logistical, and research support.